BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF REVISING REGIONAL TRANSPORTATION MANAGEMENT ASSOCIATION (TMA) POLICY TO PROVIDE ADDITIONAL REGIONAL FUNDING OPTIONS FOR TMAs)	))))	RESOLUTION NO. 02 – XXXX Introduced by Councilor

WHEREAS, Metro adopted the 2000 Regional Transportation Plan (RTP) on August 10, 2000; and

WHEREAS, The RTP establishes Regional Transportation Demand Management (TDM) policy and objectives to help reduce vehicle trips and vehicle miles traveled (VMT); and

WHEREAS, Policy 19, Objective d of the RTP promotes, establishes and supports TMAs; and

WHEREAS, a policy basis and funding strategy for TMAs for the Metropolitan Transportation Improvement Program (MTIP) / State Transportation Improvement Program (STIP) development process was adopted by Metro Resolution No. 98 2676 on October 1, 1998; and

WHEREAS, Tri-Met assumed the general administrative oversight for the regional TMA program and in concurrence with the Transportation Policy Alternatives Committee (TPAC) TDM Subcommittee is responsible for initial review and screening of TMA proposals and development of a recommendation to TPAC/JPACT/Metro Council; and

WHEREAS, the MTIP/STIP development process considers the extent to which TMA formation will be funded; and

WHEREAS, Once a MTIP/STIP decision is made on how many existing and new TMAs to fund, a priority ranking of candidate locations will be developed through the TPAC/JPACT/Metro Council approval process; and

WHEREAS, JPACT directed the TPAC TDM Subcommittee to reconsider the policy basis and funding strategy for existing TMAs beyond the three-year formative/operations stage; and

WHEREAS, in order to establish new TMAs called for in the RTP and to support TMAs currently operating, new and innovative funding options are necessary; now, therefore,

BE IT RESOLVED :

1. For each MTIP/STIP cycle, the TDM Subcommittee should proceed with developing TMA program recommendations as follows:

a. Balance support of existing TMAs (TMA stabilization) with the start-up of new TMAs, based on a $250,000 average annual MTIP cost and subject to review through the MTIP/STIP allocation process.

b. Proceed with a MTIP funding recommendation for innovative TMA programs up to an annual cost of $150,000, subject to review through the MTIP/STIP allocation process.

2. That the regional/local match for the 3-year formative process for new TMA start-ups be revised as described in Exhibit A to this resolution

3. That the Metro Council and JPACT endorse the various funding alternatives as described in Exhibit B to this resolution as the preferred method for on-going regional support of TMAs.

4. That the Metro Council and JPACT endorse the regional TMA policy responsibilities of the TPAC TDM Subcommittee, and the Tri-Met TMA Program administrative responsibilities as described in Exhibit C to this resolution.

5. That these policies and the target MTIP funding amounts identified above in Resolve No. 1 shall be reviewed, as necessary, as part of each RTP update.

ADOPTED by the Metro Council this ____ day of ____ 2002.

EXHIBIT A

Exhibit A describes recommended scheduling for new exploratory studies and TMA start-ups, and a proposed adjustment to regional/local share for new TMA start-ups beginning in 2006.

Scheduling of Exploratory Studies and New TMA Start-ups

The recommended scheduling strikes a balance between supporting existing TMAs and a conservative approach to starting new TMAs. The TDM Subcommittee has concluded that continued support of well-functioning TMAs is a higher priority at this time than aggressively starting new TMAs. For future TMA start-ups, a prospective TMA must successfully complete an exploratory stage, with criteria determined by the TDM Subcommittee, before becoming eligible to advance to an implementation funding stage. The proposed schedule is:

- Up to one exploratory stage feasibility study proposal could be approved per two-year MTIP cycle. The regional cost of a feasibility study is $32,000.
- Assuming the requirements under the exploratory stage have been satisfied, up to one regionally funded three-year implementation could be approved per MTIP cycle. The regional cost of the three-year implementation program is described below.

Proposed Adjustment to Regional/Local Share New TMA Start-ups

One problem associated with the current TMA policy (Resolution No. 98 – 2676) is that the "step-down amount" in regional funds is too steep for local match and private contributions to make up. Table 1 describes regional/local match based on current policy. A revised approach to the percentage of regional/Tri-Met/local match that makes the local match less arduous in the third year is illustrated in Table 2. Tri-Met match is separated from the regional match, providing an increase in total funding over the three-year period from $225,500 to $241,500. The proposed adjustment would not begin until 2006/2007 MTIP process.

Table 1 – Exhibit A
Existing Regional/Local Match for Formative/Operations Stage

	Combined Regional and Tri-Met Match*	Local Match	Total by Year
Year 1	$67,500 (90%)	$7,500 (10%)	$75,000
Year 2	$50,250 (67%)	$24,750 (33%)	$75,000
Year 3	$24,750 (33%)	$50,250 (67%)	$75,000
Total by Match	$142,500	$82,500	$225,000

*10.27 % of the match in this column is from Tri-Met.

Table 2 – Exhibit A
Proposed Regional/Local Match for Implementation Stage

	Regional Match	Tri-Met Match*	Local Match	Total by Year
Year 1	$60,000 (74%)	$6,000 (7%)	$15,000 (19%)	$81,000
Year 2	$55,000 (68%)	$5,500 (7%)	$20,000 (25%)	$80,500
Year 3	$50,000 (62.5%)	$5,000 ((6.5%)	$25,000 (31%)	$80,000
Total by Match	$165,000	$16,500	$60,000	$241,500

*Rounded to 10% for illustration purposes.

EXHIBIT B

Exhibit B describes various funding alternatives (referred to below as "menu selections") and examples of how on-going funds for TMAs could be administered. In addition to the existing TMA policy (menu selection 1, described below), a total of five menu selections would be available. The five menu selections are recommended to become part of the overall TMA funding policy. An individual TMA would choose the menu selection that best meets their needs for flexibility and providing service.

The menu selection choices would apply to the five TMAs that are currently operating – Lloyd District, WTA, Tualatin, Swan Island, and Gresham – and the Clackamas TMA, which begins operations later this year. The menu selections would also apply to future TMA start-ups. The menu selections are compared in Table 1, and described in more detail below.

Table 1 – Exhibit B
Summary of Menu Selections for On-going TMA Support

Menu Selection Number	Menu Selection Description	Regional Funding per TMA per year (up to $250,000 from MTIP)	Local & Business Funding per TMA per year	Other Funding Needed (grants, dues, etc.)	New Innovative Programs (up to $150,000 annually in MTIP funds)	Amount Needed Annually for TMA Survival
1	Existing Policy with Local Emphasis	none	$30,000 assumed from locals	Additional $70,000 required	Not Applicable *	$100,000
2	Combined Regional, Local and Business	$15,000	$25,000	$60,000	*	$100,000
3	Combined plus "TMA Booster"	$15,000	$25,000	$25,000	Compete for up to $35,000/year *	$100,000
4	Performance Based with Reg. Emphasis	$25,000	$3,000	$67,000	*	$100,000
5	Performance Based with Reg. Emphasis plus "Booster"	$25,000	$3,000	$47,000	Compete for up to $25,000/year *	$100,000

* TMAs would also be able to compete with other jurisdictions and agencies for "Region 2040 Initiatives" funding, which is a separate funding allocation within the Regional TDM Program.

For future TMA start-ups, all of the TMA menu selections described below would require a proposed new TMA to successfully complete an exploratory study and go through the 3-year implementation stage. The menu selections described below revise existing policy to provide both flexibility and structure. In addition, transportation demand management is a new and expanding field, and other innovative funding strategies for TMAs may surface during the life of this Resolution.

Menu Selection 1: Existing TMA Policy

The existing policy works well for starting new TMAs but not for sustaining them once they are established. TMAs that choose this menu selection are expected to live by that choice because it would have an impact on the region's ability to fund other TMAs later. The existing TMAs only had this option available to them when they started up. Therefore, existing TMAs would have the

opportunity to move into a new menu selection because they didn't have that choice previously. Many of the current TMAs have expressed an interest in moving to a menu selection because:

- Nationwide experience that most TMAs need on-going public support
- Self-supporting TMAs are the exception nationwide
- Ongoing government support is an important tool for raising private funding
- Pressures to raise private funding takes away TMA staff time from other TMA activities

However, the existing TMA policy may be promising for a prospective TMA not interested in meeting federal CMAQ and regional funding requirements once the implementation stage is completed.

Menu Selection 2: Combined Ongoing Regional, Local and Support

This menu selection involves an on-going regional commitment, and requires TMAs continue to meet their work plan and annual contract requirements. This menu selection would include general "outreach and rideshare" activities as specified in the CMAQ guidelines. TMAs existing in 2002 would be eligible once they have used all of their formative and operations funding. The regional funding allocation would be up to $15,000 per year. With up to $25,000 match from local jurisdictions and local employers, the total base budget for a TMA would be up to $40,000 per year. The percent share of the up to $25,000 match coming from local jurisdictions and TMA area businesses is negotiable. Funding could also include in-kind services. MTIP program cost is estimated at $250,000 annually for illustrative purposes only, and is not proposed as a funding request.

Menu Selection 3: Combined plus New or Expanded TMA Services and Programs.

TMAs that want to expand beyond Menu Selection 2 have this option. This program would focus on new, expanded and innovative programs. Services and programs may include carpool, vanpool, parking management, telework and bicycle/pedestrian programs, and any other activities allowed by CMAQ guidelines. The regional allocation would be up to $35,000 with a minimum 10% local match requirement. TMAs existing in 2002 would be eligible once they have used all of their formative and operations funding. MTIP program cost for Menu Selection 3 is estimated at $150,000 annually for illustrative purposes only, and is not proposed as a funding request.

Menu Selection 4: Performance Based with Regional Emphasis

Under this menu selection, TMAs would be eligible for an ongoing regional match of up to $25,000 per year, with a minimum 10% local match requirement. Performance measures would be more rigorous, and based on a $250,000 annual program, fewer TMAs would receive funding.

Menu Selection 5: Performance Based with Regional Emphasis

TMAs that want to expand beyond Menu Selection 4 have this option. As in Menu Selection 3 – Combined plus New or Expanded TMA Services and Programs, this menu selection would focus on new, expanded and innovative programs. The regional allocation would be up to $25,000 with a minimum 10% local match requirement. TMAs existing in 2002 would be eligible once they have used all of their formative and operations funding. MTIP program cost for Menu Selection 3 is estimated at $150,000 annually for illustrative purposes only, and is not proposed as a funding request.

Performance Measures

As with all MTIP allocations, concerns have been raised regarding TMA performance. All TMAs are currently required to submit work plans, quarterly reports and annual reports, to attend quarterly TMA meetings, and to adequately meet the goals and objectives in their approved work plan. In the future TMAs will also be required to meet performance criteria in order to receive ongoing regional funding. These criteria are currently being developed by the TDM Subcommittee and will focus on the employee commute options survey as the primary data gathering instrument.

Other Options

Additional innovative opportunities for funding TMAs are likely to emerge in the future. Therefore, funding options for TMAs are not limited to those described above. There is also a need to look at new or better mechanisms for providing new local, Tri-Met and ODOT support for on-going TMA operations that are less restrictive than current CMAQ funding regulations.

EXHIBIT C

Exhibit C describes the differences between the TPAC TDM Subcommittee policy role and the Tri-Met administrative role. Tri-Met is responsible for administration of federal TMA program grants and for the annual distribution of funding to the TMAs. General policies for funding administration include efforts toward reducing duplication of effort, spending allocated funds on time, and assuring that funding allocations meet regional transportation policies. The TPAC TDM Subcommittee provides policy direction as described below. In general, the Subcommittee is responsible for recommending general funding amounts for the TMA program during each MTIP process, for nominating new TMA start-ups, for establishing general performance criteria for TMAs, and for establishing general policies for TMA administration. The working relationship between the Subcommittee and the program administrator (in this case Tri-Met) is summarized below.

Table 1 – Exhibit C
Policy Role and Administrative Role

Metro / TDM Subcommittee Policy Role	**Tri-Met Administrative Role**
Nominate new exploratory studies and TMA implementation start-ups through the MTIP process	Approve TMA work plan and contract based on regional policy goals and federal guidelines
Recommend if on-going funding for poorly performing TMAs should be continued	Identify poorly performing TMAs
Recommend general funding amounts for MTIP allocation for TMA program	Resolve contractual administrative disagreements
Define general funding amounts to be received by new TMAs and on-going TMAs	Administer process to allocate grant funding based on general policies identified by TDM subcommittee and available funding amounts
Approve funding allocation process	Administer the process
Establish Performance Criteria for TMAs	Evaluate ongoing performance measures based on performance measures identified by the TDM Subcommittee
Establish general policies for funding administration: • CMAQ funding recipients should not duplicate services • TMAs spend allocated funding amounts in an efficient and timely manner • Assure TMA services and programs will help TMA meet RTP goals and objectives, and local TSP goals and objectives • Strive for regional equity • Leverage regional funding through partnerships TMAs create with private sector • Demonstrate quantifiable trip reduction benefits	Submit allocation process to TDM Subcommittee that meets general administration goals and provide TMA status reports to the TDM Subcommittee
Report at least annually to TPAC and JPACT	Report at least quarterly to the TDM Subcommittee

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 02 – XXXX FOR THE PURPOSE OF REVISING REGIONAL TRANSPORTATION MANAGEMENT ASSOCIATION (TMA) POLICY TO PROVIDE ADDITIONAL REGIONAL FUNDING OPTIONS FOR TMAs

Date: April 3, 2002 Presented by: Andrew C. Cotugno

PROPOSED ACTION

This resolution and Exhibits A, B and C establish a policy basis for ongoing regional funding for Transportation Management Associations (TMAs), and further clarifies the policy role of the TDM Subcommittee and the administrative role of Tri-Met pertaining to TMAs. The resolution components include the following:

- Resolves that the TDM Subcommittee proceed with developing TMA program recommendations for each MTIP cycle as follows:
  1. Balance support of existing TMAs with the start-up of new TMAs, based on an annual average MTIP cost of $250,000 and subject to review through the MTIP/STIP allocation process.
  2. Proceed with a MTIP funding recommendation for innovative TMA programs up to an annual cost of $150,000, subject to review through the MTIP/STIP allocation process.
- Resolves that the regional/local match for the 3-year formative process for new TMA start-ups be revised as described in Exhibit A.
- Describes various TMA funding alternatives as the preferred method for on-going regional support of TMAs. Examples are further described in Exhibit B.
- Clarifies general administration policy for TMAs and defining the TDM Subcommittee role pertaining to TMAs in Exhibit C.
- Resolves that the policies and target MTIP funding amounts identified above be reviewed as necessary, as part of each RTP update.

PROBLEM STATEMENT

Current TMA policy adopted in 1998 is limited to a "one size fits all" funding model that has proven difficult to implement, because regional funding disappears after a three-year TMA formative and operations period. The region's experience has been that TMAs vary in duties, size and resources. Therefore, the lack of flexibility in the existing policy resulted in the need for a "TMA Stabilization Program" as part of the most recent Metropolitan Transportation Improvement Program (MTIP) cycle. The stabilization program is a temporary fix to provide ongoing regional support to existing TMAs through 2004 and 2005, with no MTIP funding allocated for starting new TMAs. In order to establish new TMAs called for in the Regional Transportation Plan (RTP), new and innovative funding choices are needed.

FACTUAL BACKGROUND AND ANALYSIS

This section describes the role of transportation demand management in the Regional Transportation Plan, gives examples of the importance of TMAs in the region, and provides an historical perspective of TMA establishment in the region.

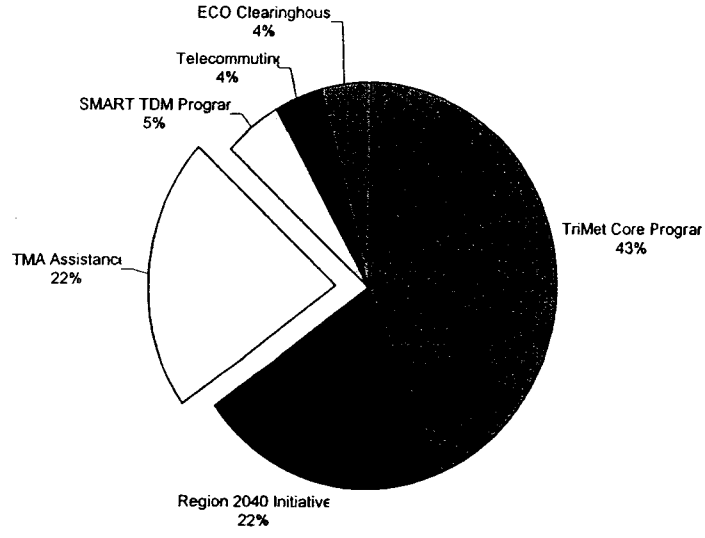
Transportation Demand Management is a Key Component of the Regional Transportation Plan

Chapter 1 of the 2000 RTP (Ordinance 00 – 869A and Resolution 00 – 2968B) provides transportation demand management policies and objectives that direct the region's planning and investment in the regional TDM program. Policy 19.0 in the RTP states: "Enhance mobility and support the use of alternative transportation modes by improving regional accessibility to public transportation, carpooling, telecommuting, bicycling and walking options."

TMAs are Included in the Regional TDM Policy Objectives and the Financially Constrained List

Regional TDM policy includes the following objective regarding TMAs: "Promote, establish and support transportation management associations (TMAs) in the central city, regional centers, industrial areas and intermodal facilities, town centers and employment centers." Figure 3.5 in the RTP maps existing and proposed TMAs. TMAs in operation prior to 2000 (Lloyd District, WTA and Tualatin) are shown on the map, as are locations where TMA funding was allocated in the 2000 to 2003 MTIP program. Six planned TMAs are identified in the 2000 RTP in Appendix 1.1: Financially Constrained System Project List. Planned TMAs include North Macadam, Gateway, Hillsboro, Milwaukie, Oregon City and Washington Square. Funding to explore TMA potential and to implement TMA operations in these locations has not been identified. When the 2000 RTP was being developed, projected funding needs for future TMAs was based on current annual funding in the 2000 to 2003 MTIP, an annual funding projection of $250,000 per year.

Why TMAs are Important



TMAs are nonprofit coalitions of local businesses and/or public agencies dedicated to reducing traffic congestion and pollution and improving commuting options for their employees. TMAs promote shared ride and the use of transit, walking, biking, work schedule changes and telecommuting, especially during the most congested times of the day. The existing TMAs have helped achieve regional transportation goals by reducing the number of single occupancy vehicles in local areas. The TMAs also help achieve regional growth management goals of improved economic development by helping to break congestion barriers to doing business. Existing TMAs act as a liaison between the business community and public agencies, and have opened a dialog on transportation planning issues. TMAs are one component of a broad regional TDM program. The pie chart above illustrates how MTIP funding was allocated to the regional TDM program from 2000 through 2003.

Historical Perspective on TMA in the Region

1990s: Establishment in the Region. The development of the Ozone Maintenance Plan involved a Governor's Task Force and a House Bill in the 1993 legislature giving specific direction on what strategies should be included in the Ozone Maintenance Plan. The ECO rule is one of several strategies included in the Ozone Maintenance Plan to keep our air clean. CMAQ funds provide Employee Commute Options (ECO) affected employers with technical assistance. It was originally conceived that DEQ would establish an urban TMA, a suburban TMA and a regional TMA as pilot projects. The Lloyd District in the City of Portland was selected as the pilot urban TMA and the City of Beaverton was selected as the pilot suburban TMA, which later evolved into the Westside Transportation Alliance (WTA). The original concept of a pilot regional TMA was shifted into the concept of the ECO Information Clearinghouse located at DEQ to provide technical assistance in the form of workshops, handbooks and innovative projects.

TMAs were originally established for employers to receive assistance with the ECO Program. However, national experience now indicates TMAs should not be established in response to an air quality regulation, but rather, among other purposes, to manage transportation issues affecting the air quality. A new Tualatin TMA formed in 1998, leading to the current discussion on the need for a regional TMA policy.

1998: Current TMA Policy (Resolution 98 – 2676). Resolution No. 98 - 2676 established the policy basis and funding strategy for TMAs for the MTIP development process. Under this policy, TMA funding is provided through the MTIP process for initial feasibility studies followed by seed money to start-up operations. The funds are allocated in two stages:

> Exploratory Stage - Up to $35,000 (Each). During the *Exploratory* stage of development, a Feasibility Study/Needs Assessment is conducted to determine the economic and transportation barriers to businesses and to identify solutions, common issues and interests, and appropriate levels of commitment for private sector financial/in-kind interest in the TMA. A 10 percent local match (minimum $3,000) from the sponsoring jurisdiction is required. Products include a business and financial plan to identify the TMAs mission, responsibility, near-term and long-term funding needs, and a final report and recommendation concerning feasibility of TMA formation.
>
> Formative/Operations Stage $225,000 over three years ($75,000 per year). Implementation of the business plan and financial plan, and development of an implementation work plan, establishment of an appropriate dues structure, member recruitment procedures, staffing requirements, outreach, and preparation of legal documentation characterize the *Formative* stage. The *Operational* stage focuses on the implementation of the work plan, achievement of goals and objectives, and the provision of new and expanded services to TMA members.

1999: TMA Funding in the 2000 to 2003 MTIP (Resolution No. 99—2864). $1 million in regional funding was allocated to existing and new TMAs for FY 2000 to 2003. As part of TPAC and JPACT discussion of the Resolution, there was acknowledgement that a successful TMA requires a combination of private sector dues or donations and public sector support. The staff report accompanying Resolution No. 99—2864, which selected and allocated funds to TMAs for FY 2000 to 2003, recommended that the current policy issue for regional versus local TMA funding be revisited prior to the next MTIP cycle.

CMAQ Funds were allocated in the MTIP for the *Exploratory* stage for the Gresham regional center, the Clackamas regional center, downtown Portland, the Rivergate Industrial Area, Lake Oswego/Kruse Way, and Troutdale.

CMAQ Funds were allocated in the MTIP for the *Formative/Operations* stage for the Lloyd District TMA, Westside Transportation Alliance, Tualatin TMA, Swan Island TMA and Columbia Corridor TMA. In addition, CMAQ Funds were allocated in the MTIP for the *Formative/Operations* stage for the Gresham regional center and the Clackamas regional center, pending successful completion of the *Exploratory* stage.

2001: TMA Funding in the 2004 to 2005 MTIP (Resolution number not yet assigned). Revising the current TMA policy (Resolution 98 – 2676) to deal with regional versus local TMA funding was under discussion but not completed prior to this MTIP cycle. A TMA Stabilization Program was developed as a temporary fix to provide ongoing regional support to existing TMAs through 2004 and 2005, with no MTIP funding allocated for starting new TMAs. $250,000 in regional funding was allocated over a two-year period.

A joint Metro/Tri-Met analysis of unallocated TMA funding in 2003, along with the 2004 to 2005 MTIP allocation for stabilizing TMAs, indicates that sufficient revenue would be available to support existing TMAs through 2005. About $30,000 per year in "stabilization funds" could be made available to the Tualatin, WTA, Lloyd District and Swan Island TMAs in 2003, 2004 and 2005. Additional stabilization funding is available in 2003 because the Columbia Corridor TMA will be discontinued. Gresham TMA completes the "formative/operations" start-up phase in 2003 and would be eligible for stabilization funds in 2004 and 2005. Clackamas TMA completes the "formative/operations" start-up phase in 2004 and would be eligible for stabilization funds in 2005.

TMA Program Status as of March 2002

Existing TMAs are defined as TMAs that are approved to advance to the formative/operations stage, are in the formative/operations stage, or have completed the formative/operations stage.

- The Lloyd District, WTA, and Tualatin TMAs were funded to complete the third year of the formative/operations stage in 2001. The Tualatin TMA will receive an additional $11,000 in 2002.
- The Swan Island TMA is in the second year of formative/operations. The Columbia Corridor TMA was allocated first year formative/operations funding, but has decided to not continue as a TMA.
- In May 2001Gresham, and in December 2001, Clackamas regional centers were advanced to formative/operations TMA status by recommendation of the TDM Subcommittee.
- The Association for Portland Progress (APP) did an exploratory study for Downtown Portland but did not recommended advancing to the formative/operations stage.
- Troutdale requested that allocated exploratory funding be dispersed in FY 2002 rather than FY 2003. The TDM Subcommittee approved the Troutdale request in May 2001.

Review of JPACT Minutes Regarding TMA Funding

A review of JPACT minutes dating back to 1998 is offered to help clarify the issue of on-going TMA funding, relative to the policy recommendations being considered in the attached resolution. JPACT has discussed TMA funding on three occasions, as follows:

September 10, 1998. Resolution 98-2676– Establishing a Policy Basis and Funding Strategy for Transportation Management Associations (TMAs) for the MTIP/STIP Development Process passed unanimously. "Mayor Ogden asked whether there are other sources of funds that could be programmed in as an ongoing source of regional funding....he expressed concern about the funds being a flat amount and asked whether there should be flexibility in the program based on size..."

November 18, 1999. Resolution No. 99-2864 – For the Purpose of Selection and Funding Allocation of $1 Million to Transportation Management Associations for FY 2000 – 2003 passed unanimously, and is adopted by Metro Council on December 2, 1999. The Resolution states "The TDM Subcommittee recommends revisiting Resolution No. 99-2676 to better articulate regional funding for existing TMAs beyond the three-year formative operations stage" and "That JPACT reconsider the policy basis and funding strategy described in the Resolution No. 98-2676 for existing TMAs beyond the three-year formative/operations stage."

August 9, 2001. Lou Ogden distributed a letter from the Tualatin TMA regarding the MTIP process and repeated his concerns regarding long-term funding for TMAs in the region. He stated "as a region we need to determine how we are going to fund TMAs." He stated "they are currently funded through start up and then are dropped off the funding but this policy is not self-supporting. MTIP needs to decide if it is funding TMAs partially or not starting up at all."

WHAT WE HAVE LEARNED SINCE 1998

The Metro region and the TDM Subcommittee have learned a number of valuable lessons about "growing new TMAs" since 1998. In order to benefit from this learning process, the following policy issues for new TMA start-ups should be addressed:

- Local jurisdictions, and many of the TMAs, have difficulty meeting the current TMA implementation model on-going annual commitment of $25,000 to $35,000 of local funds to keep a TMA operating after the 3-year formative/operations cycle.

- Government funding helps to leverage private funding. Not having government support is a disadvantage when TMAs go out to raise private monies. When TMAs have to spend a disproportionate amount of time raising funds, it takes away from time to run the program. The TMA manager becomes a fund-raiser trying to keep the program moving rather than focusing on the TMA Program.

- New TMAs should be formed to address a transportation need identified in the RTP and in city and county Transportation System Plans.

- Emphasis should be placed on how the TMA will perform specific strategies in meeting local congestion, air quality goals, etc.

- Successful completion of the "exploratory process" must be complete and approved before a TMA is eligible for "formative/operations" funding. In the future, questions regarding local commitment and reason for formation should be fully answered during the "exploratory" process.

- Regional centers and other Region 2040 Framework Plan land use types should not be "required" to have a TMA. Other innovative TDM solutions may be more appropriate.

To summarize, the most important determinants to a successful TMA model are the proximity of businesses linked by a common transportation problem and the level of commitment to its solution. Emphasis should be on "access" and "development of transportation activities" as the key purposes for the TMA.

RESOLUTION COMPONENTS

The resolution components include the following:

1. For each MTIP/STIP cycle, the TDM Subcommittee of TPAC should proceed with developing TMA program recommendations as follows:
   a. Balance support of existing TMAs with the start-up of new TMAs, based on an annual average MTIP cost of $250,000 and subject to review through the MTIP/STIP allocation process.
   b. Proceed with a MTIP funding recommendation for innovative TMA programs up to an annual cost of $150,000, subject to review through the MTIP/STIP allocation process.
2. That the regional/local match for the 3-year formative process for new TMA start-ups be revised as described in Exhibit A.
3. That the Metro Council and JPACT endorse the various funding alternatives as described in Exhibit B as the preferred method for on-going regional support of TMAs.
4. That the Metro Council and JPACT endorse the regional TMA policy responsibilities of the TPAC TDM Subcommittee, and the Tri-Met TMA Program administrative responsibilities as described in Exhibit C.
5. That these policies and the target MTIP funding amounts identified above in Resolve No. 1 shall be reviewed, as necessary, as part of each RTP update.

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

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

FILE CODE:

DATE: April 11, 2002

TO: Oregon Transportation Commission

FROM: Bruce A. Warner
Director

SUBJECT: Oregon Transportation Investment Act II (OTIA II) Project Selection

Requested Action:
Request direction from the Oregon Transportation Commission on the enclosed scenarios and draft project lists for the additional $100 million in bonding authority provided by the Oregon State Legislature through HB 4010. ODOT will be seeking a decision from the Commission on the final selection of projects at the May 14, 2002 OTC meeting.

Background:

Enclosed are three possible project selection scenarios to identify projects to be funded through the additional $100 million available under HB4010. The scenarios are in response to OTC comments at the March 13, 2002 meeting.

Modernization Options 1A and 1B
Options 1A and 1B contain modernization projects, in each case totaling the maximum $50 million modernization allocation. Option 1A represents ACT and MPO input into the original OTIA project selection process. In keeping with OTC direction at the March 2002 meeting, there has not been extensive interaction with ACTs or MPOs on this scenario. A number of these projects will supplement projects previously approved under OTIA (HB 2142). Option 1B reconfigures Regions 1 and 2 projects to allow new projects as opposed to Option 1A, which supplements previously approved OTIA projects.

Bridge Options 2A and 2B
Bridge Options 2A and 2B represent options for funding bridge replacements at $50 million. Each bridge option would continue to support the OTIA strategy of directing 27% of the funds to local agency bridges. The Local Highway Bridge Rehabilitation and Replacement Committee will select local bridges at a meeting within the next two weeks.

Bridge Option 2A presents a continuation of the 'worst first' bridge replacement strategy used in the original OTIA bridge selection process. Since that time, the ODOT Bridge Strategic Task Force was formed and is nearing completion of a final report. An essential element of the report will be a strategy to select bridge projects based on freight corridor assessments. The Task Force will recommend that at least one North-South and one East-West freight corridor have the capacity to meet all freight needs. The Bridge Option 2B allocation would replace bridges on I-84 – the selected East-West heavy freight route. Complete removal of all weight restrictions will involve additional funding from the Task Force's Bridge Strategy. The large number of I-5 bridges requiring replacement places I-5 in a category requiring substantial additional funding.

Bridge and Pavement Preservation Option 3

Option 3 contains some of the same bridge projects as in Option 2A. However, three district-level pavement projects have been included, with a commensurate reduction in the bridge allocation. The two Region 1 pavement projects involve meaningful jurisdictional exchanges. The Region 5 project provides improvements to a load-restricted stretch of pavement on a route needed for detouring heavy trucks.

All three of these scenarios contain projects that were on the OTIA lists approved by the OTC but fell below the funding provided by OTIA. The Regions have represented the actions of their respective ACTs and/or MPOs as best as possible in the intervening weeks since the March 13, 2002 OTC meeting.

Enclosures:

1. Modernization Options 1A and 1B
2. Bridge Options 2A and 2B
3. Bridge and Preservation Option 3

Copies to:

John Rosenberger	Dave Tyler	Region Managers
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OTIA II Draft Project Lists.doc
04-03-02
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OREGON TRANSPORTATION INVESTMENT ACT II
SCENARIO 1A
MODERNIZATION PROJECTS

Region	Applicant	ACT	Highway	Project Status	Project Name	Project Description	Total Project Cost Estimate	Leverage / Local Funding Provided	OTIA Funding Awarded
Region 1									
1	Clackamas County	JPACT		**Continuation**	Sunnyside Rd (phase 2) 122nd to 142nd Widening	Widen local street (partial funding) **[Substituting OTIA II for Local commitment]**			1,956,625
1	City of Wilsonville	JPACT		**Continuation**	Boeckman Rd. - Tooze Rd Connection	Build local street **[Substituting OTIA II for Local commitment]**			5,869,875
1	Washington County	JPACT		New	Hwy 26: Murray Blvd - Cornell Rd	Widen highway			5,250,000
1	City of Gresham	JPACT		New	Powell Blvd, 174th to Burnside	Bike, pedestrian, transit improvements			2,811,634
1	City of Molalla			New	State Hwy. 211 & State Hwy. 213 Intersection Improvements	Improve intersection			1,152,170
Total Region 1									***17,040,304***
Region 2									
2	City of Seaside	NWACT	US 101	**New Phase**	Pacific Way to Dooley Bridge Section	Add travel lanes, turn lanes at key intersections and medians, bike lanes and sidewalks; improve city streets.			7,000,000
2	City of Philomath	CWACT	US 20	**Continuation**	Philomath Couplet: Phase 1	Construct urban section one-way couplet, Phase One. Create College St./Main St section of couplet **[Substituting OTIA II for Local commitment]**			2,500,000
2	ODOT	Lane	I-5	**New Phase**	Beltline Interchange Improvements	Construct elements of Phase 1: Flyover for NB I-5 to WB Beltline, SBI-5 to WB Beltline; signalize NB I-5 ramp terminal, purchase ROW, relocate utilities.			4,000,000
2	City of Salem	MWVACT	OR 221 / Wallace Rd (Salem)	New	Glen Creek Rd Intersection Improvements	Increase capacity at Wallace Rd./Glen Creek Rd. intersection. Provide dual NB left turn lanes and dual EB right turn lanes; replace traffic signals.			$2,000,000
2	City of Dallas	MWVACT	OR 223	New	Kings Valley & Dallas-Rickreall Intersection Improvements	Realign and widen intersection			$2,000,000
Total Region 2									***17,500,000***

OREGON TRANSPORTATION INVESTMENT ACT II
SCENARIO 1A
MODERNIZATION PROJECTS

Region	Applicant	ACT	Highway	Project Status	Project Name	Project Description	Total Project Cost Estimate	Leverage / Local Funding Provided	OTIA Funding Awarded
Region 3									
3		SWACT	OR 42	New	Glenhart to Lookingglass Road (Winston)	Constructs 3-4 lane roadway from Lower Lookingglass Creek to Glenhart Avenue; adds sidewalks on south side from Snow to Glenhart and eliminates ditches; improves sidewalk on North side; examines accesses to be consolidated or closed to improve safety.			3,500,000
3		SWACT	US 101	New	13th Street to Seabird Drive (Bandon)	Constructs 4-lane roadway from 13th Street to Seabird Drive; adds sidewalk; examines accesses to be consolidated or closed to improve safety			3,500,000
Total Region 3									***7,000,000***
Region 4									
4	ODOT	COACT	U.S. 20	**New Phase**	10th Street - Providence (Bend)	Widen to Four Lanes, Construct Raised Median Install Bike Lanes & Sidewalks			2,705,000
4	ODOT	COACT	OR 126	**New Phase**	Glacier-Highland Couplet (& 15th to 19th)	Construct 1-way couplet and Widen to the West on OR126.			1,532,000
4	ODOT	SCOACT	OR 39	New	KFalls-Malin Hwy @ OR-39 Phase 1	Signal & Access Improvements to Hwy 424			763,000
Total Region 4									***5,000,000***
Region 5									
5	Cities of La Grande and Island City, Union County:		McAlister Road, Cove Avenue, 26th Street, and Buchanan Lane (Local)	**New Phase**	Oregon Highway 82 Alternative Route Modernization Project	Modernize the local street system connecting with Oregon Highway 82 so that 26th Street, 27th Street, Cove/Buchanan and McAlister Road become a parallel travel route to the state highway. **[New phase brings project up to appropriate standards.]**			1,000,000
5	City of Boardman	BMACT	Main Street (Local)	New	Main Street Rail Overcrossing Replacement	Replace structure.			1,200,000
5	Oregon Department of Transportation		OR-207	New	Diagonal Road - Elm (MP 5.50 - MP 5.80)	Reconfigure existing intersection.			1,300,000
Total Region 5- Scenario 1									***3,500,000***
Total Modernization Projects - All Regions									***$50,000,000***

OREGON TRANSPORTATION INVESTMENT ACT II
SCENARIO 1B
MODERNIZATION PROJECTS

Region	Applicant	ACT	Highway	Project Status	Project Name	Project Description	Total Project Cost Estimate	Leverage / Local Funding Provided	OTIA Funding Awarded
Region 1									
1	City of Hillsboro	JPACT		New	OR Hwy 26/NW Cornelius Pass Rd Interchange improvements	Realign interchange ramp	$3,750,000	$1,500,000	$2,250,000
1	Washington County	JPACT		New	S Leg of SW 208th/Hwy 8 (TV Hwy) Intersection Modernization	Intersection	$1,770,764	$885,382	$885,382
1	City of Portland	JPACT		New	SE 162nd Ave and Foster Rd Improvements	Intersection and signal	$4,575,000	$3,075,000	$1,500,000
1	Washington County	JPACT		New	Staley's Jct Intersection Modernization	Realign intersection	$2,671,714	$500,000	$2,171,714
1	Washington County	JPACT		New	Glencoe Rd/Hwy 26 Interchange	Realign interchange ramp	$3,464,000	$1,732,000	$1,732,000
1	Washington County	JPACT		New	Hwy 26: Murray Blvd - Cornell Rd	Widen highway			5,250,000
1	City of Gresham	JPACT		New	Powell Blvd, 174th to Burnside	Bike, pedestrian, transit improvements			2,811,634
1	City of Molalla			New	State Hwy. 211 & State Hwy. 213 Intersection Improvements	Improve intersection			1,152,170
Total Region 1									***17,752,900***
Region 2									
2	Woodburn	MWVACT	I-5 Woodburn Interchange	New	I-5 Woodburn Interchange (MP 271.85)	Environmental Assessment, reconstruction of interchange and addition of travel lanes on OR-214; Modernization of Interchange and Lane Capacity increase on OR-214	$16,900,000		$16,900,000
Total Region 2									***16,900,000***

OREGON TRANSPORTA[illegible]ON INVESTMENT ACT II
SCENARIO 1B
MODERNIZATION PROJECTS

Region	Applicant	ACT	Highway	Project Status	Project Name	Project Description	Total Project Cost Estimate	Leverage / Local Funding Provided	OTIA Funding Awarded
Region 3									
3		SWACT	OR 42	New	Glenhart to Lookingglass Road (Winston)	Constructs 3-4 lane roadway from Lower Lookingglass Creek to Glenhart Avenue; adds sidewalks on south side from Snow to Glenhart and eliminates ditches; improves sidewalk on North side; examines accesses to be consolidated or closed to improve safety.			3,500,000
3		SWACT	US 101	New	13th Street to Seabird Drive (Bandon)	Constructs 4-lane roadway from 13th Street to Seabird Drive; adds sidewalk; examines accesses to be consolidated or closed to improve safety			3,500,000
Total Region 3									***7,000,000***
Region 4									
4	ODOT	COACT	U.S. 20	**New Phase**	10th Street - Providence (Bend)	Widen to Four Lanes, Construct Raised Median Install Bike Lanes & Sidewalks			2,705,000
4	ODOT	COACT	OR 126	**New Phase**	Glacier-Highland Couplet (& 15th to 19th)	Construct 1-way couplet and Widen to the West on OR126.			1,532,000
4	ODOT	SCOACT	OR 39	New	KFalls-Malin Hwy @ OR-39 Phase 1	Signal & Access Improvements to Hwy 424			763,000
Total Region 4									***5,000,000***

OREGON TRANSPORTATION INVESTMENT ACT II
SCENARIO 1B
MODERNIZATION PROJECTS

Region	Applicant	ACT	Highway	Project Status	Project Name	Project Description	Total Project Cost Estimate	Leverage / Local Funding Provided	OTIA Funding Awarded
Region 5									
5	Cities of La Grande and Island City, Union County:		McAlister Road, Cove Avenue, 26th Street, and Buchanan Lane (Local)	**New Phase**	Oregon Highway 82 Alternative Route Modernization Project	Modernize the local street system connecting with Oregon Highway 82 so that 26th Street, 27th Street, Cove/Buchanan and McAlister Road become a parallel travel route to the state highway. **[New phase brings project up to appropriate standards.]**			1,000,000
5	City of Boardman	BMACT	Main Street (Local)	New	Main Street Rail Overcrossing Replacement	Replace structure.			1,200,000
5	Oregon Department of Transportation		OR-207	New	Diagonal Road - Elm (MP 5.50 - MP 5.80)	Reconfigure existing intersection.			1,300,000
					Total Region 5-				***3,500,000***
Total Modernization Projects - All Regions									***$50,152,900***

OREGON TRANSPORTA[illegible]N INVESTMENT ACT II
SCENA[illegible]O 2A
STATE BRIDGES

Region	Applicant	County	Highway	Project Status	Project Name	State Bridge Bond Score (SBBS)	Total Project Cost Estimate	Leverage / Local Funding Provided	OTIA Funding Awarded
3	Oregon Department of Transportation	Josephine	I-5	New	Louse Creek & Conn, Hwy 1 SB	73.61	$4,490,000		$4,490,000
3	Oregon Department of Transportation	Douglas	I-5	New	I-5 over Hwy 231	74.75	$3,300,000		$3,300,000
2	Oregon Department of Transportation	Marion	I-5	New	I-5 over SPRR Main Line	73.81	$5,341,000		$5,341,000
3	Oregon Department of Transportation	Douglas	I-5	New	Sutherlin Creek & County Rd, I-5 NB	75.25	$3,270,000		$3,270,000
3	Oregon Department of Transportation	Douglas	I-5	New	Curtis Creek, I-5	74.07	$3,750,000		$3,750,000
3	Oregon Department of Transportation	Douglas	I-5	New	I-5 over Hwy 234	74.31	$6,850,000		$6,850,000
3	Oregon Department of Transportation	Jackson	I-5	New	I-5 SB over Hwy 60	74.00	$3,910,000		$3,910,000
2	Oregon Department of Transportation	Lane	I-5	New	Row River Oflow, I-5 NB	74.07	$2,930,000		$2,930,000
3	Oregon Department of Transportation	Douglas	I-5	New	Hwy 1 NB over Irwin Access Conn	73.38	$2,650,000		$2,650,000
Total State Bridge Projects (73%)									***$36,500,000***
Total Local Agency Bridge Projects (27%)									***$13,500,000***
GRAND TOTAL									***$50,000,000***

OREGON TRANSPORTATION INVESTMENT ACT II
SCENARIO 2B
STATE BRIDGES

Region	Applicant	ACT	Highway	Project Status	Project Name	State Bridge Bond Score (SBBS)	Total Project Cost Estimate	Leverage / Local Funding Provided	OTIA Funding Awarded
1	Oregon Department of Transportation	Multnomah	I-84	New	Hwy 2 Conn Rt over UPRR	71.0	$ 9,426,000	$ 9,426,000	$ 9,426,000
1	Oregon Department of Transportation	Multnomah	I-84	New	Tanner Creek, Hwy 2 WB	70.9	$ 9,438,000	$ 9,438,000	$ 18,864,000
1	Oregon Department of Transportation	Multnomah	I-84	New	Eagle Creek, Hwy 2 Service Rd Rt	70.6	$ 953,000	$ 953,000	$ 19,817,000
5	Oregon Department of Transportation	Wasco	I-84	New	Hwy 2 over Hwy 292 at MP 83.68	64.3	$ 4,654,000	$ 4,654,000	$ 24,471,000
5	Oregon Department of Transportation	Umatilla	I-84	New	Hwy 6 EB over Frtg Rd & UPRR (OWR NRR) (Meacham)	64.1	$ 6,006,000	$ 6,006,000	$ 30,477,000
5	Oregon Department of Transportation	Umatilla	I-84	New	Hwy 6 WB over Frtg Rd & UPRR (OWR NRR) (Meacham)	64.1	$ 6,018,000	$ 6,018,000	$ 36,495,000
Total State Bridge Projects (73%)									***$36,500,000***
Total Local Agency Bridge Projects (27%)									***$13,500,000***
GRAND TOTAL									***$50,000,000***

OREGON TRANSPORTA' 'N INVESTMENT ACT II
SCEN. .O 3
BRIDGE AND PRESERVATION

Region	Applicant	County	Highway	Project Status	Project Name	Project Description	Total Project Cost Estimate	Leverage / Local Funding Provided	OTIA Funding Awarded
PRESERVATION PROJECTS									
1	Multnomah County & City of Gresham (joint proposal replacing separate proposals above)	JPACT	US 30 Bypass	New	Sandy Blvd (East of 162nd to 207th)	Widen roadway to provide 6-ft shoulders in three sections. Add guardrail at selected locations. Install traffic signal at 207th. Overlay pavement in needed segments	1,346,000		1,346,000
1	City of Forest Grove	JPACT	ORE 8	New	Forest Grove Highway 8 Rehabilitation Project	Overlay pavement on Hwy 8 to prepare roadway for transfer to the city of Forest Grove.	2,200,000		2,200,000
5	ODOT	SEACT	OR-78 (State Highway 442)	New	OR-78: New Princeton - Malheur Caves Road	Overlay to preserve and extend the roadway life.	2,686,000		2,686,000
Total Preservation Projects							***$6,232,000***		***$6,232,000***

Region	Applicant	County	Highway	Project Status	Project Name	State Bridge Bond Score (SBBS)	Total Project Cost Estimate	Leverage / Local Funding Provided	OTIA Funding Awarded
BRIDGE PROJECTS									
1	Oregon Department of Transportation	Multnomah	I-84	New	Hwy 2 Conn Rt over UPRR	28.09	$ 9,426,000		$ 9,426,000
1	Oregon Department of Transportation	Multnomah	I-84	New	Tanner Creek, Hwy 2 WB	40.14	$ 9,438,000		$ 18,864,000
5	Oregon Department of Transportation	Umatilla	I-84	New	Hwy 6 EB over Frtg Rd & UPRR (OWR NRR) (Meacham)	237.95	$ 6,006,000		$ 24,870,000
5	Oregon Department of Transportation	Umatilla	I-84	New	Hwy 6 WB over Frtg Rd & UPRR (OWR NRR) (Meacham)	237.95	$ 6,018,000		$ 30,888,000
Total Bridge Projects - All Regions (73%)							***$30,888,000***		***$30,888,000***
Total Local Agency Bridge Projects (27%)									***13,500,000***
GRAND TOTAL SCENARIO 3									***$50,620,000***

State of Oregon
Department of Environmental Quality

Memorandum

Date: March 27, 2002

To: Chair Rod Monroe and JPACT Committee Members

From: Stephanie Hallock S. Hallock

Subject: MTIP Air Quality Analysis

At the March JPACT meeting I was asked how the motor vehicle emissions projected in Metro's current conformity determination compare to the amounts budgeted in the Portland area's air quality plans. This memo responds to that request.

As you probably know, the conformity determination for the 2002 to 2005 MTIP relies on the regional emissions analysis conducted for the 2000 Regional Transportation Plan. Such reliance on previous work is specifically allowed by the conformity rules to reduce duplication of effort. That previous conformity determination focuses on eight separate analysis years out to 2020 and was completed by Metro in November of 2000.

The emissions analysis addresses carbon monoxide (CO), and the two precursors of ozone: Volatile Organic Compounds (VOCs) and oxides of nitrogen (NOx). Metro's projection predicts that carbon monoxide will remain at approximately 86% of the budgeted emissions for the next two decades. In 2007 (the last year of the CO Maintenance Plan) motor vehicles are projected to emit 326 tons of CO out of a 785 ton daily total. In addition, the assessment shows that precursors of ozone will consume increasing proportions of the emissions budgets over the twenty year life of the transportation plan. More specifically, regional VOC emissions climb from 77 to 93% of the budget total, and NOx emissions rise from 93 to 99% of allowable levels by 2020. In the last year of the Ozone Maintenance Plan (2006) motor vehicles are expected to contribute 41 of the 232 tons of VOC emitted per day, and 51 of the 121 tons of daily NOx emissions.

Metro's projections indicate that NOx emissions now offer the most significant challenge to meeting the vehicle emissions budgets; however additional factors will soon affect upcoming analyses as well. First, EPA recently released a new computer model for motor vehicle emissions (Mobile 6) that will be phased in during the next two years. The new model incorporates the effects of new Tier II regulations and Low Sulfur Fuel rules that tighten emission requirements for new cars and trucks, and therefore lower emissions projected for the future. Second, both the Carbon Monoxide and Ozone Maintenance Plans for the Portland area need to be updated and submitted to EPA by the end of 2004 as a revision to the State Implementation Plan. During this process, the motor vehicle emissions budgets in the plans will be reviewed and rebalanced as necessary to best align with the needs of the future.

M E M O R A N D U M

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METRO

To: JPACT

From: Ted Leybold
Senior Transportation Planner

Re: MTIP Refinement Stakeholder Questionnaire

Date: April 3, 2002

Attached is a draft questionnaire that will be distributed to regional stakeholders in transportation funding. The purpose of the questionnaire is to identify issues for project staff regarding the MTIP goals and objectives, project allocation process, and technical ranking criteria. The questionnaire is undergoing review to make it more user friendly, provide a consistent format and ensure useful results.

Consistent with the work plan distributed at the March JPACT meeting, staff will be contacting JPACT members, as well as other stakeholders, for meetings during the month of April to review the questionnaire, answer any questions and obtain initial feedback.

The issues identified from the questionnaire will be used to develop a policy report on the program goals and objectives. The policy report will be brought through the regional decision process for adoption this summer. Following update of the technical ranking criteria, the next round of project solicitation for the 2004 – 2007 MTIP will begin this fall.

Metropolitan Transportation Improvement Program
Policy and Process Refinement
Stakeholder Questionnaire

The Metropolitan Transportation Improvement Program (MTIP) will begin another funding allocation round for transportation projects in the fall of 2002. JPACT and Metro Council have directed staff to evaluate the program for effectiveness prior to the next allocation process.

This questionnaire is a first step in that evaluation. Along with research on transportation funding and public perspectives on transportation in the region, the results of this survey will be summarized in an MTIP issues report. The questionnaire is not a scientific survey but a tool to identify issues critical to improving the MTIP.

The issue report will inform a decision process that will adopt program objectives and policy direction for the federal funds under Metro Council and JPACT authority. These funds include Metro area Surface Transportation Program (STP) funds, Congestion Management – Air Quality (CMAQ) funds and Transportation Enhancement (TE) appropriations to the Portland metro region. It does not include Oregon Department of Transportation (ODOT) modernization funds, ODOT capital improvement bonding funds, Tri-Met funds or local cities and counties capital improvement funds.

The Metro area STP funds are ---- and are eligible for most projects included in the Regional Transportation Plan.

Congestion Management – Air Quality funds are intended to fund transportation projects that help implement federal air quality standards. Eligible projects include ----

Transportation Enhancement funds are for projects that meet one of ten possible criteria; including ---.

In developing program objectives and policy guidance for the MTIP, it must be understood that projects selected for funding must be meet the eligibility criteria of the federal funding source. Therefore, policy direction for the program must allow for the selection of a minimum number of projects that meet the criteria of the CMAQ and Enhancement funding programs.

Please answer the following questions and provide specific examples of how the program can be improved. As this questionnaire will be given to policy makers, agency staff and advocacy groups, specific questions may not be relevant to you.

1. Program Objectives

Consider the attached information on transportation funding in the metro region (Attachment 1) and rank the following statements on a scale of 0 to 5 with
0 = not important
5 = very important

The objective of funding allocated through the MTIP process should be to:

__ Assist planned development in priority 2040 land use areas[1]
__ Increase access to priority 2040 land use areas
__ Install intelligent transportation systems (ITS) that increase efficiency of existing facilities
__ Provide funding to specific plans in corridors and centers
__ Protect neighborhoods and rural areas from spillover traffic issues
__ Increase safety of transportation facilities
__ Help mitigate negative environmental impacts of transportation facilities
__ Further develop the light rail system
__ Rehabilitate deteriorated roads and bridges

Address congestion by:

__ Providing alternative travel options to vehicular congestion (bike, pedestrian, transit, rideshare)
__ Supporting programs that reduce peak-hour transportation demand (TDM and TOD[2] programs)
__ Optimizing operations of an existing facility (real time sign boards, signal optimization, etc.)
__ Providing new connections of local streets to major collectors and arterials
__ Fixing road capacity bottlenecks (intersections, gaps in number of travel lanes)
__ Providing new or additional capacity on parallel roads
__ Adding freeway or highway capacity

2040 land use areas are prioritized in three tiers: tier 1 includes the central city, regional centers and industrial areas (including inter-modal facilities); tier 2 includes town centers, main streets, station communities and corridors; and tier 3 includes inner and outer neighborhoods and employment areas (see map; Attachment 3). Projects that are located in or provide access to higher priority land use areas receive higher technical scores for implementing 2040 land use objectives.

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[1] 2040 land use areas are prioritized in three tiers: tier 1 includes the central city, regional centers and industrial areas (including inter-modal facilities); tier 2 includes town centers, main streets, station communities and corridors; and tier 3 includes inner and outer neighborhoods and employment areas.

[2] TDM (transportation demand management) are programs that reduce the use of single occupant vehicles during the peak hour (e.g. carpool matching). TOD (transit oriented development) is the use of funding to leverage transit supportive elements in a development that otherwise may not be built such as additional density, building orientation and pedestrian improvements.

Are the three levels of priority the preferred method of prioritizing projects for judging their impact on implementing regional land use objectives? Yes or No (circle one)

If you circled No, how would you change the method of prioritizing land use areas for evaluation of transportation projects?

2. Solicitation of Project Applications

In prior MTIP processes, local agencies and jurisdictions have received applications and supporting material from Metro approximately two months prior to the application deadline.

Is the two month time period adequate to prepare applicatios and have the application materials been understandable and helpful? Yes or No (circle one)

Consider the following questions and provide any comments you may have regarding how the solicitation period could be improved:
A) Does your agency have all of the information it needs to apply for project funding in a timely and competitive manner?
B) Does you agency have a good understanding of Metro's program objectives and technical ranking criteria when considering which projects to nominate for funding?
C) What could be done to make the application materials easier to understand or more helpful?
D) Do you receive timely response from program staff to your questions during the solicitation period?

Comments:

3. Technical Ranking of Project Applications

Following are the project categories for ranking projects and a description of other funding sources used to build them. Please indicate whether MTIP funding should continue to be used to fund these types of projects and if so whether they should remain as separate project categories or combined with other topical categories for purposes of ranking projects.

Existing Project Categories

Road modernization; State trust fund monies distributed to local jurisdictions and ODOT Region 1 are dedicated to road maintenance, reconstruction or modernization. Local funds (local gas tax, Washington County MSTIP) are also used for road modernization. Currently, approximately 55% of all non-MTIP money spent transportation capital projects in the region (about $83 million) are dedicated to road modernization or road reconstruction projects and additional local funds are also spent on these categories. The road modernization and reconstruction projects included in the RTP Priority system will cost $1.58 billion to complete.

Should MTIP continue to fund this category? Yes or No (circle one)
Should this remain as a separate technical ranking category? Yes or No (circle one)

Road reconstruction; State trust fund monies distributed to local jurisdictions and ODOT Region 1 are dedicated to road maintenance, reconstruction or modernization. Local funds (local gas tax) are also used for road reconstruction. Finally, the state legislature recently enacted a bonding program that included funds for road reconstruction projects and may implement similar programs in the future. Currently, approximately 55% of all non-MTIP money spent transportation capital projects in the region (about $83 million) are dedicated to road modernization or road reconstruction projects and additional local funds are also spent on these categories. The road modernization and reconstruction projects included in the RTP Priority system will cost $1.58 billion to complete.

Should MTIP continue to fund this category? Yes or No (circle one)
Should this remain as a separate technical ranking category? Yes or No (circle one)

Freeways; State trust fund monies distributed to ODOT Region 1 are dedicated to road maintenance, reconstruction or modernization – including freeways. Approximately $26 million per year of these monies are dedicated to capital projects. If maintenance and preservation are adequately funded, additional state trust fund monies may be used for freeway projects. Additionally, some federal grant programs are dedicated to or eligible for freeway capital projects that the region intends to pursue for funding. Finally, the state legislature recently enacted a bonding program that included funds for freeway projects and may implement similar programs in the future. The freeway projects included in the RTP Priority system will cost $2.1 billion to complete.

Should MTIP continue to fund this category? Yes or No (circle one)
Should this remain as a separate technical ranking category? Yes or No (circle one)

Bridges; Federal sources allocate approximately $4.6 million per year to bridge projects in the region. Additionally, local gas taxes contribute about $.6 million annually to bridges. The state legislature recently enacted a bonding program that included funds for bridge projects and may implement similar programs in the future.

The bridge projects included in the RTP Priority system will cost $$252 million to complete.

Should MTIP continue to fund this category? Yes or No (circle one)
Should this remain as a separate technical ranking category? Yes or No (circle one)

Boulevards; Boulevards retrofit streets in 2040 centers that were built without adequate pedestrian, bicycle and transit components. The retrofit projects are located to assist development in areas prioritized to accommodate most of the region's growth. Other than local sources that may be spent on street reconstruction in these areas, no dedicated source of revenue exists to implement boulevard projects. The boulevard projects included in the RTP Priority system will cost $166 million to complete.

Should MTIP continue to fund this category? Yes or No (circle one)
Should this remain as a separate technical ranking category? Yes or No (circle one)

Pedestrian; There are no dedicated sources of revenue for pedestrian projects. However, new construction of streets must include pedestrian facilities at urban standards. Reconstruction of state road facilities typically reconstruct or replace associated pedestrian facilities but not always to modern standards. The pedestrian *and bicycle* projects included in the RTP Priority system will cost $237 million to complete.

Should MTIP continue to fund this category? Yes or No (circle one)
Should this remain as a separate technical ranking category? Yes or No (circle one)

Bicycle; One percent of all state trust fund money distributed to local jurisdictions and ODOT Region 1 must be used for on street bicycle facilities (approximately $XX per year). No dedicated revenue exists for off-street bicycle or multi-use paths. The bicycle *and pedestrian* projects included in the RTP Priority system will cost $237 million to complete.

Should MTIP continue to fund this category? Yes or No (circle one)
Should this remain as a separate technical ranking category? Yes or No (circle one)

Transit Oriented Development; TOD programs assist development in 2040 centers; areas prioritized to accommodate most of the region's growth. TOD programs use incentives to ensure development is done in a manner that meets regional growth goals, achieves mode split targets and supports transit ridership. There are no dedicated sources of funding for TOD programs.

Should MTIP continue to fund this category? Yes or No (circle one)
Should this remain as a separate technical ranking category? Yes or No (circle one)

Transportation Demand Management; TDM programs develop alternatives to the use of single occupancy vehicles during peak commute hours. There are no dedicated sources of revenue for TDM programs.

Should MTIP continue to fund this category? Yes or No (circle one)
Should this remain as a separate technical ranking category? Yes or No (circle one)

Planning; Planning functions are required to ensure transportation projects meet various federal, state and regional laws and regulations so that the projects may become eligible for funding and are supportive of land use policies. Regional planning, the largest component of MTIP planning allocations, were previously supported by voluntary dues from local jurisdictions.

Should MTIP continue to fund this category? Yes or No (circle one)
Should this remain as a separate technical ranking category? Yes or No (circle one)

Potential New Categories

Green Streets; Demonstration projects to implement the design elements consistent with the Green Streets handbook could be funded to test the effectiveness of these designs in the metropolitan region. Green street designs mimic the hydrology of the landscape prior to development to protect stream corridors and the endangered species that rely on them for habitat. They also reduce the amount of stormwater needing to be treated at wastewater facilities. No other source of funding is dedicated to constructing Green Street design elements.

Should the MTIP provide funding for these projects? Yes or No (circle one)
Should this be a separate technical ranking category? Yes or No (circle one)

Culvert Repair; More than 150 culverts on the regional road system are significant barriers to fish passage. The Endangered Species Act requires the region to have a plan that demonstrates how it will address recovery of endangered species and their habitat. No sources of revenue are dedicated to culvert repair, however some local jurisdictions are spending local funds and applying for limited grant funds to repair fish barrier culverts. Cost to repair a problem culvert range from $25,000 to $1 million depending on the complexity of the site and the type of solution needed.

Should the MTIP provide funding for these projects? Yes or No (circle one)
Should this be a separate technical ranking category? Yes or No (circle one)

UGB Expansion Areas; Periodic review of the land needed for expected growth in the region has recently and may soon again lead to a significant expansion of the urban growth boundary into areas without adequate transportation facilities to accommodate that growth. Significant investment in regional transportation facilities will be needed to adequately serve expected new development.

Should the MTIP provide funding for these projects? Yes or No (circle one)
Should this be a separate technical ranking category? Yes or No (circle one)

Regional Corridors and 2040 Center Plan Implementation; Many 2040 center plans have been completed or are underway as are three regional corridor studies. While there may be sources of funding for some of the proposed strategies adopted by these studies, some needs do or will not have dedicated sources of revenue that could lead to fragmented implementation of the corridor or center strategy. Funding the implementation of a corridor or center study would allow the MTIP process to proactively identify projects for funding rather than strictly responding to applications for project funding. Furthermore, allowing a group of projects that result from a study to be funded as a package may lead to more efficient administration of MTIP funds.

Should the MTIP provide funding for plan implementation? Yes or No (circle one)
Should this be a separate technical ranking category? Yes or No (circle one)

Consider the following questions and provide any comments you may have.
A) Are the existing categories of projects the best method of organization to ensure project applications that will implement the MTIP program objectives you described above in section 1?
B) Are there too many or too few categories?
C) Are there project types that are not being fairly considered or considered at all?
D) Metro is considering combining some of the project categories. Do you think this is a good idea?

Comments:

4. Technical Ranking Criteria

Attached are the technical ranking criteria for each project category (Attachment 2).

Are these the criteria that should be used to rank the project applications? Yes or No (circle one)

Consider the following questions and provide any comments you may have.
A) Would you suggest any different technical criteria for ranking projects and/or are these criteria given the right proportion of scoring weight?
B) If you suggested a different method of organizing and rating project applications or new project categories, what project prioritization criteria should be used?
Comments:

C) The 2040 growth concept is a regional agreement on where jurisdictions committed to implement growth strategies. The MTIP has tried to support this strategy by directing transportation improvements to support those areas where growth is planned to occur. How should the MTIP address the technical ranking of a "2040 policy supportive" project that is voluntarily proposed for implementation outside of an existing 2040 priority land use area (e.g., Boeckman Road extension to the Damasch "urban village" site)?
Comments:

D) In pervious MTIP allocations, jurisdictions would seek funding for preliminary engineering as a means of "getting a project in line" for future allocations for construction. There has never been a policy discussion, however, regarding any prioritization a PE funded project would receive in future allocations. Projects that have received PE allocations have total construction costs greater than upcoming MTIP resources. How should the MTIP approach this issue in future allocations? Limit the percentage of MTIP funds eligible to spend on PE? Limit the percentage of project construction costs eligible for MTIP funds? Do not provide any technical or administrative benefit for projects seeking construction funding that have previously received PE funding?
Comments:

E) Should a jurisdiction proposing to provide local funding at a rate that is greater than the minimum required be given technical or administrative credit in ranking its project relative to other projects in its category?
Comments:

5. Process to Select Projects for Allocation of Funding
After receiving project applications, the MTIP selection process proceeds through the following steps:
• Metro program staff rank project applications by category based on technical criteria results and review these findings with TPAC. Administrative issues that are outside the technical criteria but of interest to decision makers are also noted for each project.
• Options are recommended to JPACT/Metro Council on an initial cut of projects, narrowing total project costs to approximately one and a half times the available funding.
• Options are recommended to JPACT/Metro Council on a final list of projects within the allocation budget.

Is this the preferred method for selecting projects for funding? Yes or No (circle one)

Consider the following questions and provide any comments you may have.
A) What, if anything, would you change about Metro's project selection process?
B) Are applications and technical criteria clear and concise?
C) Have materials been distributed in a timely manner?
D) Are there ways in which the technical material can be improved to better help you prioritize projects for funding?
E) Is there specific information not provided in the past that would help you during the selection process?

Comments:

6. Public Participation

The current process for gathering and considering public opinion of which projects to fund is to hold three or four "listening post" open houses, sharing the technical ranking of the project applications and inviting testimony to JPACT members and Metro Councilors. The public may also submit written comments by mail, fax or e-mail or may leave a phone message on the Metro Transportation hotline. Public comments are summarized and provided as part of the administrative criteria for consideration during the ranking process (administrative criteria are supplemental to the technical ranking and can be used as reasoning to provide funding to lower ranked technical projects).

Is this the preferred method of soliciting and considering public opinion for the MTIP process? Yes or No (circle one)
If no, how can public input most effectively be compiled and presented to JPACT and Metro Council?

Comments:

In addition to public testimony, do agency/jurisdiction staff or elected officials need a seperate opportunity to present project summaries to JPACT/Metro Council?
Yes or No (circle one)

7. Post Allocation Follow-up

Consider the following questions and provide any comments you may have.

A) What kind of follow-up information should be provided by an agency awarded project funding to help improve the selection process and to ensure construction consistent with the original project application?

B) Should jurisdictions awarded funding for a project help educate the general public about the MTIP program by including funding information on project material such as site signage and public notice letters?

C) Should a commitment to provide information described in A or B be incorporated into the technical ranking process?

Comments:

8. Are there any other comments or concerns you would like to share about the MTIP process?

Comments:

Attachment 1

Quick summary of transportation funding in the metro region

Amounts vary by year but the MTIP typically represents about 15 percent of the capital spending on regional transportation projects or about 4 percent of total annual spending on the regional transportation system (including operations and maintenance). Without additional resources for capital projects, the region will only construct about one third of the new capital facilities it needs to adequately serve the 2040 growth concept.

Of the approximately $155 million per year of non-MTIP capital spending on regional facilities, more than 55 percent is dedicated to roads and highways, more than 30 percent is dedicated to transit capital, and the rest is flexible to any type of project but may be limited to projects within specific locations (such as within a particular county or urban renewal district).

Insert Pie Chart
Yearly Transportation Capital Spending in Metro Region
$83 million – Roads, Freeways and Bridges
$47 million – Transit
$25 million – Other Flexible
$25 million – MTIP

Insert Pie Chart
Total Yearly Transportation Spending in Metro Region
$600 million – Other transportation spending
$25 million - MTIP

Insert Pie Chart
MTIP allocations for the years 2000 through 2005 (approximately $25 million per year) have been allocated to:
Road and freight projects (30 percent)
Bicycle and pedestrian projects (12 percent)
Transit capital projects (28 percent)
Boulevard projects (10 percent).
The remaining 20 percent went to planning, transit operations, TOD and TDM programs.

Insert Bar Chart of $ needed to fully fund RTP Priority system by category.
RTP Priority system project costs are:

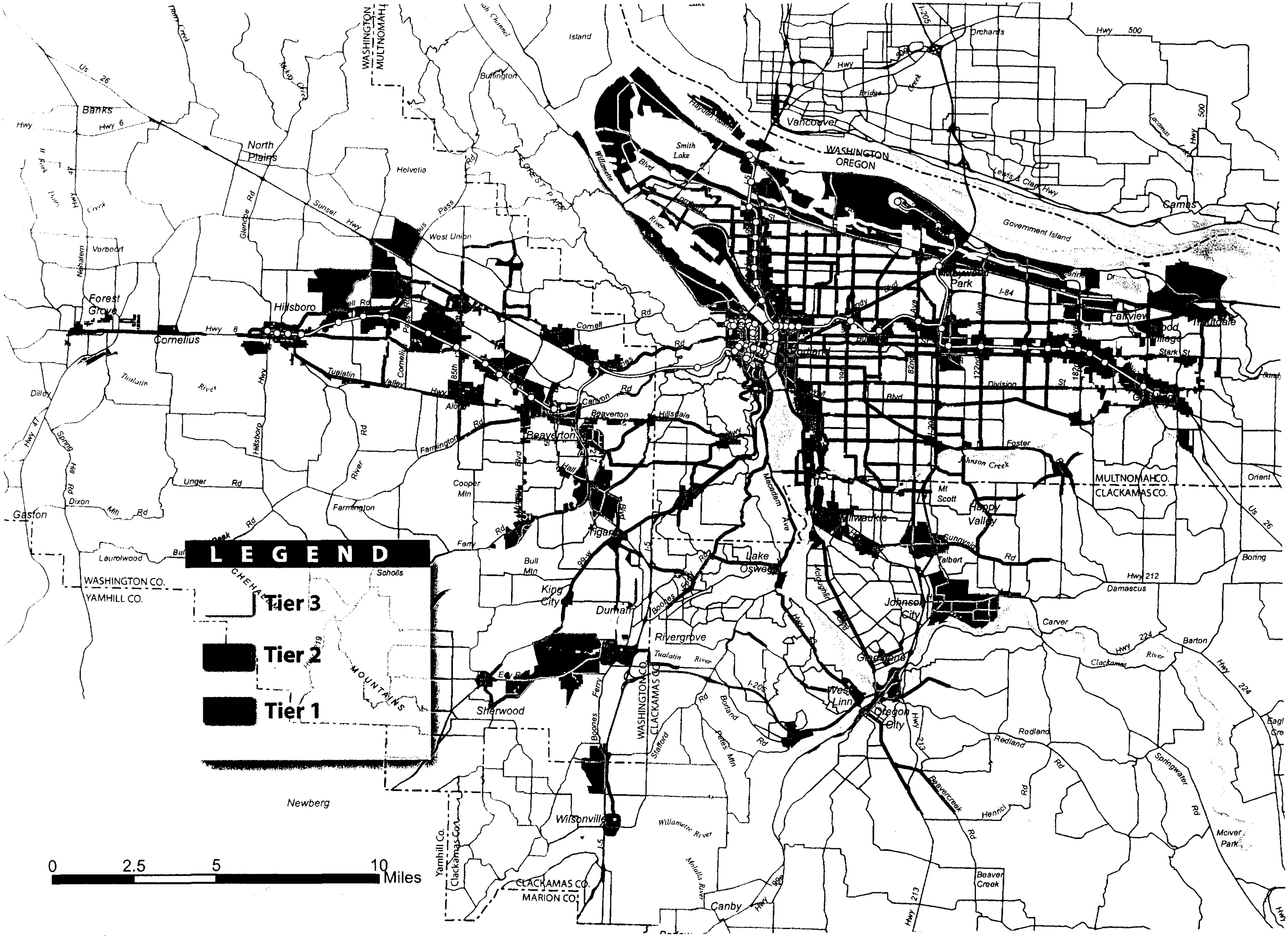
Freeways/Highways	$2,098 million
Roads	$1,584 million
Bridges	$252 million
Boulevards	$166 million
Bike and Pedestrian	$237 million
Transit	$3,142 million

Attachment 2

FY 2002 MTIP UPDATE/
2040 IMPLMENTATION PROGRAM
Proposed Project Ranking Technical Criteria

ROAD MODERNIZATION	ROAD RECONSTRUCTION	BLVD. DESIGN	FREIGHT
GOAL: Address 2040 Land Use Objectives (40 points)	**GOAL: Address 2040 Land Use Objectives (40 points)**	**GOAL: Address 2040 Land Use Objectives (40 points)**	**GOAL: Address 2040 Land Use Objectives (40 points)**
GOAL: Provide Mobility at Reasonable Cost (15 points) Cost/VHD eliminated in 2020 with truck delay factored to auto equivalent value.	**GOAL: Provide Mobility at Reasonable Cost (15 points)** Cost/VMT in 2020 (or VT at interchanges and intersections.	**GOAL: Implement Blvd Design Elements for Least Cost. (15 points)** Cost/mile/benefit points	**GOAL: Provide Mobility at Reasonable Cost (15 points)** Cost/Truck hours of delay eliminated in 2020.
GOAL: Reduce Congestion (25 points) Project derives from CMS, consistent with 10% per capita VMT reduction. Compare base year V/C ratio (pm peak hr & direction) against ratios with and without project.	**GOAL: Bring Facility To Current Urban Standard Or Provide Long-term Maintenance (25 points)** Reward pavement condition that is currently "fair" and will be "poor" 10 years into future.	**GOAL: Slow vehicle speeds/enhance alt. mode access. (25 points)** Encourage projects that incorporate maximum feasible Blvd street design elements so alternative travel modes are appealing & safer.	**GOAL: Reduce Delay of Freight & Goods Move-ment In/Thru the Region (25 points)** Truck hours of delay eliminated in 2020.
GOAL: Safety (20 points) Accident rate per Vehicle (use current ODOT Accident Rate Book) and qualitative assessment of bike/ped conflicts	**GOAL: Safety (20 points)** Accident Rate per Vehicle (use current ODOT Accident Rate Book) and qualitative assessment of bike/ped conflicts.	**GOAL: Safety (20 points)** Target least safe/highest non-auto demand boulevard segments for improvement.	**GOAL: Safety (20 points)** Addresses high accident locations with special emphasis on hazardous road/rail situations and conflict with bike/pedestrian modes.

PEDESTRIAN	BICYCLE	TOD	TRANSIT	TDM
GOAL: Address 2040 Land Use Objectives (40 points)	**GOAL: Address 2040 Land Use Objectives (40 points)**	**GOAL: Address 2040 Land Use Objectives (40 points)**	**GOAL: Address 2040 Land Use Objectives (40 points)**	**GOAL: Address 2040 Land Use Objectives (40 points)**
GOAL: Provide Mobility at Reasonable Cost (15 points) Cost/VMT reduced in 2020.	**GOAL: Provide Mobility at Reasonable Cost (15 points)** Cost/(VMT * Ratio of '96 to 2020 mode splits in priority land uses needed to achieve 10% VMT reduction)/by miles.	**GOAL: Reduce VMT at Reasonable Cost (15 points)** Cost/VMT reduced in 2020.	**GOAL: Increase Ridership at Reasonable Cost (25 points)** Determine cost per new transit patron.	**GOAL: Reduce VMT at Reasonable Cost (25 points)** Cost/VMT reduced.
GOAL: Increase Walk Mode Share/Reduce Auto Trips (25 points) Compute new trips made by walking (or walking to transit) instead of by auto. Use 2020 mode split after reducing VMT 10%.	**GOAL: Ridership (25 points)** Determine potential ridership increase based on travel shed, socio-economic data and travel behavior survey data. Current methods assume 2020 mode splits adjusted to reflect 10% VMT reduction.	**GOAL: Increase Non-Auto Mode Share (25 points)** Determine increase of transit, walk and bike trips that result from TOD program subsidy of market development.	**GOAL: Increase Modal Share (35 points)** Compute benefits in relation to 2020 ridership targets in areas proposed for service additions.	**GOAL: Increase Modal Share (35 points)** Compute non-SOV mode share increase and VMT reduction.
GOAL: Safety (20 points) Project corrects an existing safety problem. Factors such as traffic volume, speed, road width, citizen complaints, and especially proximity to schools will be considered in determining critical safety problems.	**GOAL: Safety (20 points)** Factors include blind curves, high truck & auto volume, soft shoulders, high reported accident rate, high speeds and especially proximity to schools.	**GOAL: Increase Density (20 points)** Does the TOD project increase density within a one-quarter mile radius of transit above the level that would result without public subsidy from the TOD program?		


LEGEND
Tier 3
Tier 2
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Miles
WASHINGTON
MULTNOMAH
WASHINGTON
OREGON
Vancouver
Orchards
Hwy 500
Camas
Government Island
Lewis & Clark Hwy
Hayden Island
Smith Lake
Banks
Hwy 6
North Plains
Helvetia
West Union
Sunset Hwy
Us 26
Forest Grove
Cornelius
Hillsboro
Hwy 8
Tualatin Valley Hwy
Aloha
Beaverton
Cornell
Canyon Rd
Beaverton Hillsdale Hwy
Farmington
Tualatin River
Cooper Mtn
Bull Mtn
King City
Tigard
Durham
Lake Oswego
Rivergrove
Sherwood
Wilsonville
Newberg
Unger Rd
Dixon Mill Rd
Gaston
Dilley
Laurelwood
Scholls
WASHINGTON CO.
YAMHILL CO.
CHEHALEM MOUNTAINS
Hollywood Park
I-84
Fairview
Troutdale
Wood Village
Stark St
Division St
Foster
Johnson Creek
MULTNOMAH CO.
CLACKAMAS CO.
Mt Scott
Happy Valley
Milwaukie
Sunnyside
Talbert
Hwy 212
Damascus
Boring
Orient
Johnson City
Carver
Barton
Hwy 224
Clackamas River
Gladstone
West Linn
Oregon City
Hwy 213
Redland
Beavercreek
Henrici Rd
Springwater Rd
Mciver Park
Beaver Creek
Canby
Willamette River
Molalla River
CLACKAMAS CO.
MARION CO.
Yamhill Co.
Clackamas Co.
WASHINGTON CO.
CLACKAMAS CO.
Macadam Ave
I-205
I-5
99-W
Stafford
Borland Rd
Boones Ferry

Attachment 3

Glossary and Acronyms

Metropolitan Transportation Improvement Program (MTIP).

RTP; Regional Transportation Plan. See Priority and Preferred Systems. Planning document that lists adopted transportation policies for the region. The RTP implements regional elements of State transportation policies and administrative rules and guides development of city and county transportation plans.

Priority Transportation System; Most critical transportation projects needed to implement the 2040 Growth Concept and meet regional transportation level or service standards through the year 2020; defined in the 2000 RTP.

Preferred Transportation System; Transportation projects needed to fully implement the 2040 Growth Concept and meet regional transportation level of service standards through the year 2020; defined in the 2000 RTP.

State Transportation Improvement Program (STIP).

2040 Land Use areas; Land uses defined and conceptually mapped in the 2040 Growth Concept. Land uses are prioritized to reflect importance in meeting the goals and objectives of the growth concept. Tier 1 areas are the central city, regional centers and employment areas, Tier 2 areas are town centers, main streets, station communities and corridors, Tier 3 areas are inner and outer neighborhoods. Local plans have or will more precisely define the boundaries of these land use areas.

April 2002

MTIP stakeholder questionnaire

For more information, call Ted Leybold at (503) 797-1759.

Please return completed questionnaire no later than May 24, 2002.

METRO

PEOPLE PLACES
OPEN SPACES

600 NE Grand Ave.
Portland, OR 97232

Metropolitan Transportation Improvement Program

Policy and process refinement

Another round of allocation of the regional flexible funds element of the Metropolitan Transportation Improvement Program (MTIP) will begin in fall 2002. The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council have directed staff to evaluate the program for effectiveness prior to the next allocation process.

This questionnaire is a first step in that evaluation. Along with research on transportation funding and public perspectives on transportation in the region, the results of this survey will be summarized in an MTIP issues report. The questionnaire is not a scientific survey; it is a tool to identify issues critical to improving the MTIP.

The issue report will inform a decision process that will adopt program objectives and policy direction for the federal funds under Metro Council and JPACT authority for allocation through the MTIP process. These funds include metro-area Surface Transportation Program (STP) funds, Congestion Management Air Quality (CMAQ) funds and Transportation Enhancement (TE) appropriations to the Portland metro region. It does not include Oregon Department of Transportation (ODOT) modernization funds, ODOT capital improvement bonding funds, Tri-Met funds or local cities and counties capital improvement funds.

The metro-area STP funds are eligible for most projects included in the Regional Transportation Plan. Approximately $26 million of STP funds were allocated to projects in the previous MITP.

CMAQ funds are intended to fund transportation projects that help implement federal air quality standards. Approximately $24 million of CMAQ funds were allocated to projects in the previous MITP.

Transportation Enhancement funds are dedicated to projects that meet one of 10 possible categories including bike or pedestrian projects, historic preservation, scenic easements, landscaping, rail corridor preservation, archaeology efforts and control of road run-off and outdoor advertising. No TE money was available for allocation in the last MTIP but some money may be available in the next allocation. Approximately $4 to $5 million have been available in previous allocations.

In developing program objectives and policy guidance for the MTIP, it must be understood that projects selected for funding must meet the eligibility criteria of the federal funding source.

Answer the following questions and provide specific examples of how the program can be improved. As this questionnaire will be given to policy makers, agency staff and advocacy groups, skip any questions not relevant to you.

I. Program objective

Consider the attached information on transportation funding in the metro region (attachment 1) and rank the following statements on a scale of 0 (not important) to 5 (very important).

A. DEFINING OBJECTIVES

The objective of regional flexible funds allocated through the MTIP should be to:

1. _____Assist planned development in priority 2040 land-use areas[1]
2. _____Increase access to and circulation within priority 2040 land-use areas[1]
3. _____Install intelligent transportation systems (ITS) that increase efficiency of existing facilities
4. _____Provide funding to implement specific plans in corridors and centers
5. _____Protect neighborhoods and rural areas from spillover traffic issues
6. _____Increase safety of transportation facilities
7. _____Help mitigate negative environmental impacts of transportation facilities
8. _____Further develop the light rail system
9. _____Rehabilitate deteriorated roads and bridges

Address congestion by:

10. _____Providing alternative travel options to vehicular congestion (bike, pedestrian, transit, rideshare)
11. _____Supporting programs that reduce peak-hour transportation demand (TDM[2] and TOD[3] programs)
12. _____Optimizing operations of an existing facility (real-time sign boards, signal optimization, etc.)
13. _____Providing new connections of local streets to major collectors and arterials
14. _____Fixing road capacity bottlenecks (intersections, gaps in number of travel lanes)
15. _____Providing new or additional capacity on parallel roads
16. _____Adding freeway or highway capacity

[1] 2040 land-use areas are prioritized in three tiers: tier 1 includes the central city, regional centers and industrial areas (including inter-modal facilities); tier 2 includes town centers, main streets, station communities and corridors; and tier 3 includes inner and outer neighborhoods and employment areas (see attached map). Projects that are located in or provide access to higher priority land-use areas receive higher technical scores for implementing 2040 land-use objectives.

[2] TDM (transportation demand management) are programs that reduce the use of single-occupant vehicles during the peak hour (e.g., carpool matching).

[3] TOD (transit-oriented development) is the use of funding to leverage transit supportive elements in a development that otherwise may not be built such as additional density, building orientation and pedestrian improvements.

B. SETTING PRIORITIES

Review the three tiers of 2040 land uses shown and described in attachments 2 and 4. Are these three tiers of land uses the preferred method of categorizing land uses for prioritizing transportation projects? Yes _____ No _____

If you chose no, how would you change the method of prioritizing land-use areas for evaluation of transportation projects?

II. Application process

In previous MTIP processes, local agencies and jurisdictions received applications and supporting material from Metro approximately two months prior to the application deadline.

A. TIME PERIOD

1. Is the two-month period adequate to prepare applications?Yes _____ No _____
2. Have the application materials been understandable and helpful?
   Yes _____ No _____

B. IMPROVEMENTS TO SELECTION PROCESS

. Consider the following questions and provide any comments you may have regarding how the solicitation period could be improved:

1. Does your agency have all of the information it needs to apply for project funding in a timely and competitive manner? Yes _____ No _____
2. Does your agency have a good understanding of Metro's program objectives and technical ranking criteria when considering which projects to nominate for funding? Yes _____ No _____
3. Do you receive timely response from program staff to your questions during the solicitation period?

4. What could be done to make the application materials easier to understand or more helpful?

Additional comments:

III. Project categories

Following are the project categories for ranking projects and a description of other funding sources used to build them. Please indicate whether MTIP funding should continue to be used to fund these types of projects with a "yes" or "no" response.

A. EXISTING PROJECT CATEGORIES

1. **Road modernization** – State trust fund monies distributed to local jurisdictions and ODOT Region 1 are dedicated to road maintenance, reconstruction or modernization. Local funds (local gas tax, Washington County MSTIP) are also used for road modernization. Currently, approximately 55 percent of all non-MTIP money spent on transportation capital projects in the region (about $83 million) are dedicated to road modernization or road reconstruction projects. Additional local funds are also spent on these categories. The road modernization and reconstruction projects included in the RTP Priority system will cost $1.58 billion to complete.

   Should MTIP funds be used for this category of projects? Yes _____ No _____

2. **Road reconstruction** – State trust fund monies distributed to local jurisdictions and ODOT Region 1 are dedicated to road maintenance, reconstruction or modernization. Local funds (local gas tax) also are used for road reconstruction. Finally, the state Legislature recently enacted a bonding program that included funds for road reconstruction projects and may implement similar programs in the future. Currently, approximately 55 percent of all non-MTIP money spent on transportation capital projects in the region (about $83 million) are dedicated to road modernization or road reconstruction projects. Additional local funds are also spent on these categories. The road modernization and reconstruction projects included in the RTP Priority system will cost $1.58 billion to complete.

   Should MTIP funds be used for this category of projects? Yes _____ No _____

3. **Freeways** – State trust fund monies distributed to ODOT Region 1 are dedicated to road maintenance, reconstruction or modernization, including freeways. Approximately $26 million per year of these monies are dedicated to capital projects. If maintenance and preservation are adequately funded, additional state trust fund monies may be used for freeway projects. Additionally, some federal grant programs are dedicated to or eligible for freeway capital projects that the region intends to pursue for funding. Finally, the state Legislature recently enacted a bonding program that included funds for freeway projects and may implement similar programs in the future. The freeway projects included in the RTP Priority system will cost $2.1 billion to complete.

   Should MTIP funds be used for this category of projects? Yes _____ No _____

4. **Bridges** – Federal sources allocate approximately $4.6 million per year to bridge projects in the region. Additionally, local gas taxes contribute about $0.6 million annually to bridges. The state Legislature recently enacted a bonding program thatincluded funds for bridge projects and may implement similar programs in the future. The bridge projects included in the RTP Priority system will cost $252 million to complete.

   Should MTIP funds be used for this category of projects? Yes _____ No _____

5. **Freight** – Frieght projects may be any type of project that improves access to or circulation within industrial areas or inter-modal facilities. The Port of Portland and some local jurisdictions provide funding to freight transportation projects but funding for these projects compete with other operational and capital needs of the Port and those jurisdictions.

   Should MTIP funds be used for this category of projects? Yes _____ No _____

6. **Boulevards** – Boulevards retrofit streets in 2040 centers that were built without adequate pedestrian, bicycle and transit components. The retrofit projects are located to assist development in areas prioritized to accommodate most of the region's growth. Although local sources are sometimes spent on street reconstruction in these areas, no dedicated source of revenue exists to implement boulevard projects. The boulevard projects included in the RTP Priority system will cost $166 million to complete.

   Should MTIP funds be used for this category of projects? Yes _____ No _____

7. **Pedestrian** – One percent of all state trust fund money distributed to local jurisdictions and ODOT Region 1 must be used to construct or maintain on-street bicycle or pedestrian facilities (approximately $2 million to $3 million per year for all agencies in the region). New construction of streets must include pedestrian facilities at urban standards. Reconstruction of state road facilities typically reconstruct or replace associated pedestrian facilities but not always to modern standards. The pedestrian and bicycle projects included in the RTP Priority system will cost $237 million to complete.

   Should MTIP funds be used for this category of projects? Yes _____ No _____

8. **Bicycle** – One percent of all state trust fund money distributed to local jurisdictions and ODOT Region 1 must be used to construct or maintain on-street bicycle or pedestrian facilities (approximately $2 million to $3 million per year for all agencies in the region). No dedicated revenue exists for off-street bicycle or multi-use paths. The bicycle and pedestrian projects included in the RTP Priority system will cost $237 million to complete.

   Should MTIP funds be used for this category of projects? Yes _____ No _____

9. **Transit-Oriented Development** – TOD programs assist development in 2040 centers; areas prioritized to accommodate most of the regions growth. TOD programs compliment regulatory direction by using incentives to ensure development is done in a manner that meets regional growth goals, achieves mode split targets and supports transit ridership. There are no dedicated sources of funding for TOD programs.

   Should MTIP funds be used for this category of projects? Yes _____ No _____

10. **Transportation Demand Management** – TDM programs develop alternatives to the use of single-occupancy vehicles during peak commute hours. There are no dedicated sources of revenue for TDM programs.

    Should MTIP funds be used for this category of projects? Yes _____ No _____

11. **Planning** – Planning functions are required to ensure transportation projects meet various federal, state and regional laws and regulations so that the projects may become eligible for funding and are supportive of land-use policies. Regional planning, the largest component of MTIP planning allocations, was previously supported by voluntary dues from local jurisdictions.

    Should MTIP funds be used for this category of projects? Yes _____ No _____

B. POTENTIAL NEW CATEGORIES

1. **Green Streets** – Demonstration projects to implement the design elements consistent with the Green Streets handbook could be funded to test the effectiveness of these designs in the metropolitan region. National Marine Fisheries Service supports the use of green street design practices in the development of projects in the RTP that may lead to safe harbor from ESA lawsuits if implemented. Green street designs mimic the hydrology of the landscape prior to development to protect stream corridors and the endangered species that rely on them for habitat. They also reduce the amount of stormwater needing to be treated at wastewater facilities. No other source of funding is dedicated to constructing Green Street design elements.

   Should these projects be eligible for MTIP funding? Yes _____ No _____

2. **Culvert Repair** – More than 150 culverts on the regional road system are significant barriers to fish passage. The Endangered Species Act requires the region to have a plan that demonstrates how it will address recovery of endangered species and their habitat. No sources of revenue are dedicated to culvert repair, however some local jurisdictions are spending local funds and applying for limited grant funds to repair fish barrier culverts.

   Cost to repair a problem culvert range from $25,000 to $2 million, depending on the complexity of the site and the type of solution needed.

   Should these projects be eligible for MTIP funding? Yes _____ No _____

3. **UGB Expansion Areas** – Periodic review of the land needed for expected growth in the region has recently led (and may soon lead again) to a significant expansion of the urban growth boundary into areas without adequate transportation facilities to accommodate that growth. Significant investment in regional transportation facilities will be needed to adequately serve expected new development.

   Should these projects be eligible for MTIP funding? Yes _____ No _____

4. **Regional Corridors and 2040 Center Plan Implementation** – Many 2040 center plans have been completed or are under way as are three regional corridor studies. While there may be sources of funding for some of the proposed strategies adopted by these studies, some needs do or will not have dedicated sources of revenue that could lead to fragmented implementation of the corridor or center strategy. Funding the implementation of a corridor or center study would allow the MTIP process to proactively identify projects for funding rather than strictly responding to applications for project funding. Furthermore, allowing a group of projects that result from a study to be funded as a package may lead to more efficient administration of MTIP funds.

   Should corridor and center plan implementation be eligible for MTIP funding?

   Yes _____ No _____

C. PROJECT CATEGORIES: GENERAL QUESTIONS

Consider the following questions and provide any comments you may have.

1. Are the existing categories of projects the best method of organization to ensure project applications that will implement the MTIP program objectives you described in section I? Yes _____ No _____

2. Are there too many categories? Yes _____ No _____

3. Are there project types that are not being fairly considered or considered at all? Yes _____ No _____

4. Metro is considering combining some of the project categories. What suggestions do you have regarding the combining of project categories?

   Additional comments:

IV. Technical ranking criteria

Attached are the technical ranking criteria for each project category (attachment 3).

TECHNICAL RANKING: GENERAL QUESTIONS

1. Are these the criteria and proper scoring weight that should be used to rank the project applications in each project category?
   Yes _____ No _____

2. Please explain any different technical criteria or scoring weight for ranking projects that you would suggest.

3. If you suggested a different method of organizing and rating project applications or new project categories, what project prioritization criteria should be used?

4. The 2040 growth concept is an agreement on where the region's jurisdictions and agencies have committed to implement different growth management strategies based on land-use designations. The MTIP has tried to support the 2040 growth concept by directing transportation improvements to support those areas where growth is planned to occur. How should the MTIP address the technical ranking of a project that is supportive of 2040 policies but is located outside of an existing 2040 priority land-use area (e.g., Boeckman Road extension to the Dammasch urban village site)?

5. In previous MTIP allocations, jurisdictions would seek funding for preliminary engineering (PE) as a means of getting a project in line for future allocations for construction. However, there has never been a policy discussion regarding any prioritization a PE-funded project would receive in future allocations. (Projects that have recently received PE allocations have total construction costs greater than upcoming resources.) How should the MTIP approach this issue in future allocations?

   a. Limit the percentage of MTIP funds eligible to spend on PE? Yes _____ No _____

   b. Limit the percentage of project construction costs eligible for MTIP funds? Yes _____ No _____

   c. Do not provide any technical or administrative benefit for projects seeking construction funding that have previously received PE funding? Yes _____ No _____

   Additional comments:

V. Process to select projects for allocation of funding

After receiving project applications, the MTIP selection process proceeds through the following steps:

- Metro program staff rank project applications by category based on technical criteria and review these findings with TPAC. Administrative issues that are outside the technical criteria but of interest to decision makers are also noted for each project.
- Options are recommended to JPACT/Metro Council on an initial cut of projects, narrowing total project costs to approximately one and a half times the available funding.
- Options are recommended to JPACT/Metro Council on a final list of projects within the allocation budget.

A. SELECTION PROCESS

1. Is this the preferred method for selecting projects for funding? Yes _____ No _____

B. PROJECT SELECTION: GENERAL QUESTIONS

1. Are project summaries and technical rankings clear and concise? Yes _____ No _____
2. Have materials been distributed in a timely manner? Yes _____ No _____
3. Is there specific information not provided in the past that would help you during the selection process? Yes _____ No _____
4. What, if anything, would you change about Metro's project selection process?
5. Please describe ways in which the technical material could be improved to better help you prioritize projects for funding.

Comments:

VI. Public participation

PUBLIC PARTICIPATION: GENERAL QUESTIONS

Metro holds several public comment opportunities at key points in the MTIP process:

- seciding process and selection criteria
- technical and administrative ranking of projects
- final project selection and recommendations
- air quality conformity determination.

The process involves announcing a kick off for the process, providing announced public comment periods before key decision points, holding meetings or other opportunities to solicit oral and written public comments, compiling compendiums of comments to assist in the decision making-process and maintaining a 24-hour hotline and web pages to supplement information availability.

For the past few MTIP selection processes, Metro has hosted an informal time-certain public comment exchange. Interested persons/agencies/organizations sign up to meet with JPACT and Metro Council members to detail preferences, issues, concerns etc regarding the list of projects identified for possible funding. Comments also can be submitted during the comment period in writing by mail, fax, e-mail and can be left on the 24-hour transportation hotline.

1. Overall, do the methods above meet your needs for providing timely input into the MTIP process? Yes _____ No _____

2. Is the time-certain meeting with elected officials an effective method of soliciting and considering public opinion for the MTIP process? Yes _____ No _____

   If not, how can public input most effectively be compiled and presented to JPACT and the Metro Council for decision-making? Please explain.

3. In addition to public testimony, do government staff members and/or elected officials need a separate opportunity to present project proposals to JPACT/Metro Council? Yes _____ No _____

4. Metro expects local governments to obtain public comments on proposed projects prior to submission for funding consideration. Is this process effective and reasonable? Yes _____ No _____

Additional comments:

VII. Post-allocation follow up

POST ALLOCATION: GENERAL QUESTIONS

1. Should a jurisdiction or agency awarded funding be expected to provide follow up project information to demonstrate consistency with the original project application? Yes _____ No _____

2. Should jurisdictions awarded funding for a project help educate the general public about the MTIP program by including funding information on project material such as site signage and public notice letters?

3. Should a commitment to provide information described in 1or 2 be incorporated into the technical ranking process?

Additional comments:

VII. Comments

Are there any other comments or concerns you would like to share about the MTIP process? Attach additional pages if necessary.

Name _____

Organization _____

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Attachment 1

QUICK SUMMARY OF TRANSPORTATION FUNDING IN THE METRO REGION

Introduction

Amounts vary by year but the regional flexible fund element of the MTIP typically represents about 15 percent of the capital spending on regional transportation projects or about 4 percent of total annual spending on the regional transportation system (including operations and maintenance). Without additional resources for capital projects, the region will only construct about one-third of the new capital facilities it needs to adequately serve the 2040 growth concept.

Regional Transportation System Needs

To fully fund the RTP Priority system, each year for 20 years the region would need to spend (in 1998 $):

$105 million on freeway and highway projects

$79 million on road projects

$12.6 million on bridge projects

$8.3 million on boulevard projects

$11.9 million on bike and pedestrian projects

$157 million on transit projects.

Other Expenditures on the Regional Transportation System

A recent forecast of transportation expenditures in the region showed that of approximately $155 million per year of capital spending from other sources, more than 55 percent ($79 million) is dedicated to roads, highways and bridges, more than 30 percent ($47 million) is dedicated to transit capital, with the rest ($25 million) flexible to any category of project but limited to projects within specific locations (such as within a particular county or urban renewal district).

Regional Flexible Fund Allocations

From 1992 through 2005, regional flexible funds have been allocated as follows:

29 percent to road, highway or bridge projects ($7.2 million per year)

11 percent to freight projects ($2.8 million per year)

34 percent to transit ($8.1 million per year)

12 percent to pedestrian and bicycle projects ($3.1 million per year)

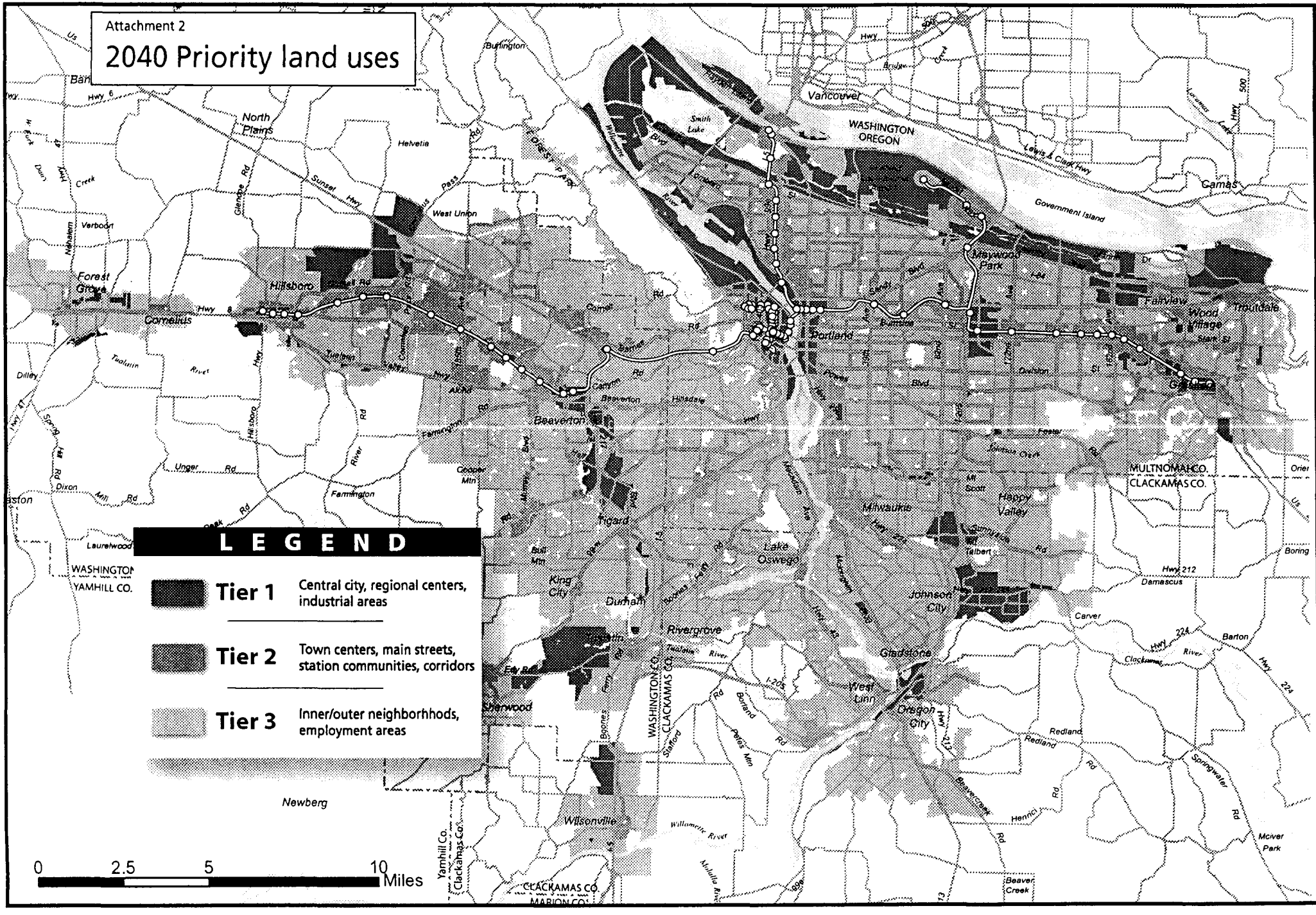
4 percent to boulevard projects ($1.0 million per year)

6 percent to TOD and TDM ($1.5 million per year)

4 percent to planning ($1.1 million per year).

Attachment 2

2040 Priority land uses



Attachment 3

ROAD MODERNIZATION	ROAD RECONSTRUCTION	BLVD. DESIGN	FREIGHT
GOAL: Address 2040 Land Use Objectives (40 points)	GOAL: Address 2040 Land Use Objectives (40 points)	GOAL: Address 2040 Land Use Objectives (40 points)	GOAL: Address 2040 Land Use Objectives (40 points)
GOAL: Provide Mobility at Reasonable Cost (15 points)	GOAL: Provide Mobility at Reasonable Cost (15 points)	GOAL: Implement Blvd Design Elements for Least Cost. (15 points)	GOAL: Provide Mobility at Reasonable Cost (15 points)
GOAL: Reduce Congestion (25 points)	GOAL: Bring Facility To Current Urban Standard Or Provide Long-term Maintenance (25 points)	GOAL: Slow vehicle speeds/enhance alt. mode access. (25 points)	GOAL: Reduce Delay of Freight & Goods Movement In/Thru the Region (25 points)
GOAL: Safety (20 points)	GOAL: Safety (20 points)	GOAL: Safety (20 points)	GOAL: Safety (20 points)

PEDESTRIAN	BICYCLE	TOD	TRANSIT	TDM
GOAL: Address 2040 Land Use Objectives (40 points)	GOAL: Address 2040 Land Use Objectives (40 points)	GOAL: Address 2040 Land Use Objectives (40 points)	GOAL: Address 2040 Land Use Objectives (40 points)	GOAL: Address 2040 Land Use Objectives (40 points)
GOAL: Provide Mobility at Reasonable Cost (15 points)	GOAL: Provide Mobility at Reasonable Cost (15 points)	GOAL: Reduce VMT at Reasonable Cost (15 points)	GOAL: Increase Ridership at Reasonable Cost (25 points)	GOAL: Reduce VMT at Reasonable Cost (25 points)
GOAL: Increase Walk Mode Share/Reduce Auto Trips (25 points)	GOAL: Ridership (25 points)	GOAL: Increase Non-Auto Mode Share (25 points)	GOAL: Increase Modal Share (35 points)	GOAL: Increase Modal Share (35 points)
GOAL: Safety (20 points)	GOAL: Safety (20 points)	GOAL: Increase Density (20 points)		

Attachment 4

GLOSSARY AND ACRONYMS

2040 land-use areas – Land uses defined and conceptually mapped in the 2040 Growth Concept. Land uses are prioritized into three tiers to reflect importance in absorbing expected growth and meeting the goals and objectives of the growth concept. Tier 1 areas include the central city, regional centers and employment areas (including inter-modal facilities), Tier 2 areas include town centers, main streets, station communities and corridors, Tier 3 areas include inner and outer neighborhoods. Local plans will precisely define the boundaries of these land-use areas.

MTIP, Metropolitan Transportation Improvement Program – A biennial alocation of federal transportation money to projects and programs of regional significance. Administered by Metro.

Preferred Transportation System – Transportation projects needed to fully implement the 2040 Growth Concept through 2020; defined in the 2000 RTP.

Priority Transportation System – Most critical transportation projects needed to implement the 2040 Growth Concept through 2020; defined in the 2000 RTP.

RTP, Regional Transportation Plan – Planning document that lists adopted transportation policies for the region. The RTP implements regional elements of State transportation policies and administrative rules and guides development of city and county transportation plans.

STIP, State Transportation Improvement Program – A biennial alocation of federal and state transportation money to projects and programs of state-wide significance, many of which are located in the metro area. Administered by the Oregon Department of Transportation.

MTIP Refinement
Stakeholder Questionnaire Presentation List

Individual Presentations

1. Metro councilors
2. JPACT and TPAC members;
    a. Charlie Hales and Laurel Wentworth
    b. Maria Rojo DeSteffey and Karen Schilling
    c. Bill Kennemer, John Rist and Ron Weinman
    d. Michael Jordan and Doug McClain
    e. Roy Rogers, Kathy Latolla and Andy Back
    f. Fred Hansen and Lynn Peterson
    g. Carl Rhode, Jane Heisler and Nancy Krashauer
    h. Rob Drake, Margarete Middleton and Mike McKillup
    i. Larry Haverkamp, Richard Ross and Ron Papsdorf
    j. Kay VanSickle and Dave Williams
    k. Bill Wyatt or Dave Lohman and Suzie Lahsene
3. Education/Academic; Ethan Seltzer and Rob Bertini

Group Presentations

4. MPAC (4/10/02)
5. TPAC
6. MTAC
7. WRPAC
8. GTAC (4/10/02)
9. Transportation coordinating committees (technical and policy committees)
    a. Clackamas County
    b. East Multnomah County
    c. Washington County
10. Program topical staff – Invite all to single large presentation
    a. Freight (Chris D., Susie L., Robin Katz, Steve Kale
    b. Bicycle, Pedestrian and Trail (see lists from Bill Barber & Kim White)
    c. TDM Subcommittee
    d. Stormwater staff (pull from Green Streets, culvert groups)
    e. Transit (Lynn P., Phil S., Ken Z., Linda Floyd, C-Tran, Sandy, Canby, Elderly & Disabled Implementation staff)
    f. TOD staff (Phil, Marc)
    g. Highway staff (Dave Williams, Leo Huff, Tamara Clark, STIP staff)
    h. ITS Subcommittee
    i. DEQ; Annette Liebe
    j. Goal 5 TAC
    k. Janet Matthews, REM

11. 2040 Centers Groups; Ted to talk Mary Weber to identify groups
    a. Representatives from recent (1 or 2 of the following) regional center plan efforts (staff and policy persons)
        i. Clackamas Regional Center
        ii. Opportunity Gateway
        iii. Washington Square
        iv. Gresham
        v. Hillsboro
        vi. Oregon City
        vii. Beaverton
    b. Representatives from recent (1 or 2 of the following) town center plan efforts (staff and policy persons)
        i. Cedar Mill
        ii. Troutdale
        iii. Milwaukie
        iv. Forest Grove
        v. Pleasant Valley
        vi. Hillsdale
        vii. Lents
12. Business/Freight Group, 10-12 invitees from;
    a. Portland Development Commission (Mike Ogan)
    b. Clackamas County economic development
    c. Columbia Corridor Association (Patti McCoy)
    d. Westside Economic Alliance (Betty Atteberry, Frank Angelo)
    e. Association for Portland Progress
    f. Chambers of Commerce in centers areas
    g. Regional Freight Committee Representatives
    h. CEIC (Chris Hammond).
13. Developer, Real Estate, Homebuilders Group (GWB to talk to MH)
14. Neighborhood Representative Group
    a. Leonard Gard or Don Baack (SW PDX)
    b. Kevin Downing (SMILE)
    c. Kay Dirchi (SW PDX)
    d. Ed Zumwalt (Milwaukie)
    e. Ted Kyle (MCCI, Clackamas Co.)
    f. Jim Silver
    g. NE Portland
    h. N Portland
    i. Washington Co.
    j. E Multnomah Co.
15. Coalition for a Livable Future
    a. Bicycle Transportation Alliance
    b. Willamette Pedestrian Coalition
    c. Citizens for Better Transit
    d. Watershed Councils

STEP INTO THE FUTURE

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RIDE TRI-MET'S ELECTRIC HYBRID

Cleaner. Quieter. More Efficient.

TRI-MET

TRI-MET: AN ENVIRONMENTAL LEADER

Tri-Met cares about the health of our environment and has taken numerous steps to protect it. Right now, we're among only a handful of transit agencies in the country testing the next generation of cleaner, more efficient buses. The environmentally-friendly electric hybrid buses will:

- Cut air pollution by up to 50 percent
- Increase fuel efficiency by up to 50 percent
- Be quieter
- Lower operating costs

INNOVATIVE TECHNOLOGY AND DESIGN

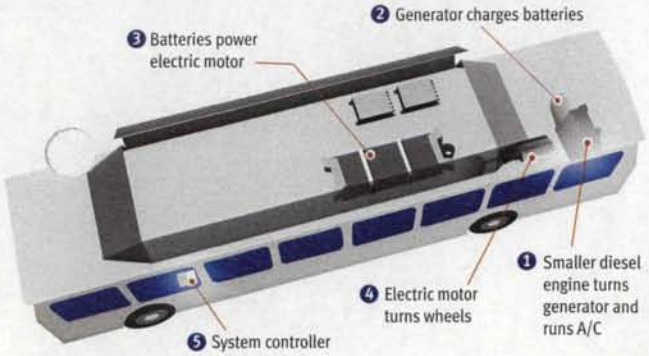
Tri-Met is testing a new version of hybrid bus. Its diesel engine powers an electrical generator which charges a battery pack on the roof. The batteries then power an electric motor that turns the wheels. (The diesel engine also powers the air conditioning.)

When the bus slows down during braking, it sends extra energy to further charge the batteries. This is called regenerative braking.

CREATING THE PERFECT BUS

The hybrid electric engine performs at its best in stop-and-go traffic, where it can make the most of regenerative braking. That makes it ideal for transit buses.

Hybrid bus manufacturer, New Flyer of America, along with its hybrid propulsion system suppliers Allison Drives, Inc., and

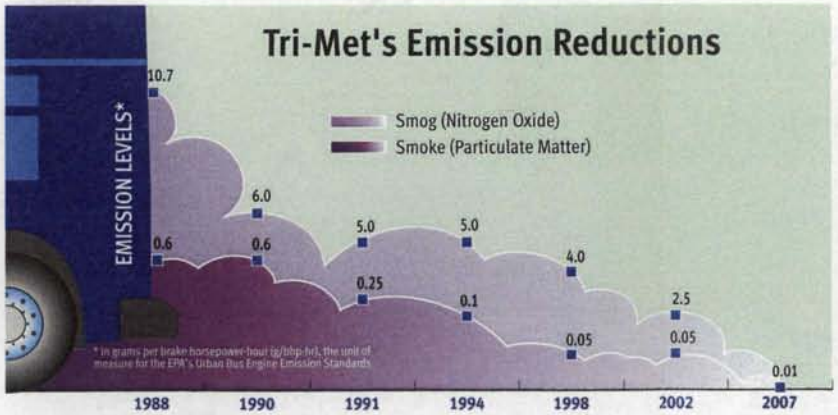


Cummins Corp., have partnered with Tri-Met to test and evaluate these exciting new buses over the next two years.

CLEANER

Tri-Met is drastically reducing the pollutants from our buses. Electric hybrid buses will reduce the amount even more—possibly cutting current emissions by 50 percent. That's because the hybrid's diesel engine is smaller—more like an engine in a large pickup truck.

A regular diesel bus emits the most pollution when it starts up from a stop or goes up hill.



The hybrid bus uses electric power from its batteries, drastically reducing emissions in these situations.

QUIETER

With its smaller diesel engine, the hybrid bus will have lower engine noise. This innovative bus also accelerates and goes up hills without revving the engine.

MORE EFFICIENT

Electric hybrid buses are up to 50 percent more fuel efficient than regular buses. Currently, Tri-Met spends approximately $10,000 a year to fuel a regular diesel bus.

Hybrid buses also cost less to maintain due to:

- Brakes that last twice as long, thanks to regenerative braking
- No transmission to maintain
- Decreased wear on the suspension

DOWN THE ROAD

If these tests succeed, Tri-Met will buy more hybrids to replace its regular diesel buses as they are retired. Diesel-electric hybrids offer the most promising fuel alternative for air-pollution reductions until zero emission "fuel cell" technology is developed. Fuel cell technology is expected to be available for transit vehicles within the next 10 years.

M E M O R A N D U M

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

METRO

To: JPACT

From: Rod Monroe

Subject: Bi-State Transportation Committee Comments on I-5 Task Force Recommendations

Date: April 11, 2002

At their meeting on March 28th, the Bi-State Transportation Committee reviewed the I-5 Partnership Task Force Draft Recommendations. The Bi-State Transportation Committee expressed general support for the Draft I-5 Task Force recommendations overall. The major elements of the recommendations are:

- Expand I-5 to accommodate three through lanes for traffic, including Delta Park.
- Add up to five lanes of capacity across the Columbia River in the I-5 Corridor.
- Complete the interchange at Columbia Blvd to serve north and southbound and modify other interchanges in Vancouver.
- Extend light rail to Clark Co in a phased loop to I-5 and I-205 corridors.

The Draft I-5 Task Force recommendations call for a land use accord that would expand the role of the Bi-State Transportation Committee to better coordinate major land use and economic development actions of bi-state significance as well as transportation issues. While recognizing that more development of the roles and responsibilities of the expanded committee will be needed, the Bi-State Transportation Committee expressed support for the expanded role of the Committee.

JPACT will be tracking the I-5 Task Force draft recommendations over the next few months as they are finalized. Please consider these Bi-State Transportation Committee comments as you formulate future JPACT comments on the I-5 Task Force recommendations.

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TEL 503 797 1700 | FAX 503 797 1797

METRO

April 8, 2002

DRAFT

Mr. Henry Hewitt, Co-Chair
I-5 Partnership Task Force
C/O Stoel Rives
900 SW 5th Avenue, Suite 2300
Portland OR 97204-1235

Dear Mr. Hewitt:

Metro Council has had the opportunity to review the draft recommendations of the I-5 Partnership Task Force. We are writing to commend you for your work and to ask you to adopt final recommendations that are substantially the same as the draft, with the following considerations:

During the next two months, as you move forward to finalize your recommendations, we ask you to reaffirm your commitment to a balance of transit and highway improvements, management of the transportation and land use system to optimize its efficiency and protection of the communities which these facilities pass through and serve.

A key part of the recommendations is for I-5 to have three through lanes in the corridor. We support this and understand that this will require widening of the Delta Park Lombard section of I-5 from two lanes to three lanes, southbound. We support moving forward on this project as soon as possible.

The work of the Task Force is central to addressing problems with freight mobility and access to jobs on both sides of the Columbia River. I-5 is a major link in the high-speed interstate system serving both short and long distance travelers and commerce. We believe that the intended mobility and economic functions of the system must be maintained and enhanced. We support the recommendation for additional river crossing capacity and interchange improvements, including the recommendation for a full interchange at Columbia Boulevard, to help address freight mobility needs and support the planned employment and industrial growth in the Columbia Corridor.

In addition to the employment base, the I-5 Corridor is home to many Northeast and North Portland residents. Metro's plans support increasing the attractiveness of these communities by improving the ability of local arterials to function as "main streets" rather than commuter routes as well as to reduce other impacts. It is important that the Task Force recommendations take into account the need to enhance these communities in the Corridor.

We want to express our support for the commitment the draft recommendations show for transit

and travel demand management strategies. We support the extension of the region's light rail transit system to Clark County. LRT will increase transit use and encourage development around station areas; both of which can help reduce auto use. Travel demand management and transportation system management techniques must also be an important part of short and long-term plans for the corridor.

The draft recommendations recognize the critical role that managing land development has in protecting transportation investments around existing interchanges, such as at Delta Park and Ridgefield, new interchanges, such as at SR 502 and Columbia Blvd, and at transit station areas. Metro strongly supports the linkage of land development plans with construction of added capacity. We can offer considerable experience and information on land use strategies and are eager to work with you on developing the best strategy for achieving the goal of protecting the capacity for regional and national trade.

The draft recommendations were silent on the freight rail and passenger rail needs in the heavy rail corridor. Maintaining an effective rail system for freight and passenger rail use is an important part of the I-5 Corridor needs. We are interested in the work that is currently being conducted to assess the needs of the freight and passenger rail system between Oregon and Washington in the vicinity of I-5 and seeing your recommendations in this area.

The Task Force is headed in the right direction for the I-5 corridor. We look forward to your final recommendations and working together with other regional partners, in implementation.

Sincerely,

Carl Hosticka
Presiding Officer
Metro Council

C: Mr. Ed Barnes, Co-Chair, I-5 Partnership Task Force
Metro Council
JPACT
Bi-State Transportation Committee

COUNCILOR REX BURKHOLDER

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TEL 503 797 1546 | FAX 503 797 1793

METRO

March 21, 2002

Joe Fitzgibbon
Oregonian
1321 SW Broadway
Portland, OR 97201

Dear Mr. Fitzgibbon:

I want to thank you for your coverage of the Metro community workshop/Portland Office of Neighborhood Involvement summit in Monday, March 18 edition of the Oregonian. Alerting your readers about the difficult decisions that have to made at the local and regional level will improve the level of public involvement in these decisions and in the quality of the decisions that must be made.

However, I want to clarify the remarks I made at the event, which you summarized in your article. The participants of the community workshop were asked to choose one of three transportation investment strategies to emphasize in future decisions. The three options were 1) mostly regional; 2) mostly community; and 3) mostly neighborhood. The question was quite clear that all three were important and had to be included in any scenario.

What we heard from the majority of participants – both at the Saturday workshop and at the much larger Friday conference at the Oregon Convention Center – was strongest support for the second option, mostly community projects. This option involves transportation investments that support access to and travel within the regional and town centers. Examples of these type of projects include enhancing access to transit and improving safety in commercial centers and along transit corridors, fixing intersection bottlenecks, increasing frequency of bus service and streetcars and developing community trails.

While I support, as did almost everyone who participated in the events last weekend, additional neighborhood level improvements, I believe my comments at the Saturday workshop reflected the preference for the community level emphasis. Additionally, these comments were not intended to reflect a lack of

support for larger regional level programs such as light rail. As the question correctly stated, this region must have a combination of these different levels of projects.

If you would have additional questions about my views or the current discussions going on at Metro, please don't hesitate to e-mail me at burkholderr@metro.dst.or.us or call me at (503) 797-1546.

Cordially,

Yes
No

JPACT Members and *Alternates*

	COURTESY_TITL	FIRST_NAMI	MIDDLE_NAMI	LAST_NAME	ORGANIZATION	SALUTATION	PHONE	FAX	CONTACT
1.	The Honorable	Rod		Monroe	Metro	Councilor Monroe	503-797-1588	503-797-1793	Rooney Barker, x1941
2.	The Honorable	Rex		Burkholder	Metro	Councilor Burkholder	503-797-1546	503-797-1793	Sheri Humble, x1543
3.	The Honorable	Rod		Park	Metro	Councilor Park	503-797-1547	503-797-1793	Rooney Barker, x1941
	The Honorable	*Carl*		*Hosticka*	*Metro*	*Councilor Hosticka*	*503-797-1549*	*503-797-1793*	*Rooney Barker, x1941*
4.	The Honorable	Bill		Kennemer	Clackamas County	Commissioner Kennemer	503-655-8581	503-650-8944	Sherry McGinnis
	The Honorable	*Michael*	*J*	*Jordan*	*Clackamas County*	*Commissioner Jordan*	*503-655-8581*	*503-650-8944*	
5.	The Honorable	Maria		Rojo de Steffey	Multnomah County	Commissioner Rojo de Steffe	503-988-5220	503-988-5440	Shelly Romero, 988-4435
	The Honorable	*Lonnie*		*Roberts*	*Multnomah County*	*Commissioner Roberts*	*503-988-5213*	*503-988-5262*	*Bret Walker, 503-988-5213*
6.	The Honorable	Roy		Rogers	Washington County	Commissioner Rogers	503-620-2632	503-693-4545	Himself
	The Honorable	*Tom*		*Brian*	*Washington County*	*Commissioner Brian*	*503-846-8681*	*503-693-4545*	*Barbara*
7.	The Honorable	Charlie		Hales	City of Portland	Commissioner Hales	503-823-4682	503-823-4040	Robbie 823-3007
	The Honorable	*Vera*		*Katz*	*City of Portland*	*Mayor Katz*	*503-823-4120*	*503-823-3588*	*Judy Tuttle*
8.	The Honorable	Karl		Rohde	Oswego	Councilor Rohde	503-636-2452	503-636-2532	Himself
	The Honorable	*Brian*	*M*	*Newman*	*City of Milwaukie*	*Councilor Newman*	*503-652-5298*	*503-654-2233*	*Himself*
9.	The Honorable	Larry		Haverkamp	City of Gresham	Councilor Haverkamp	503-618-2584	503-665-7692	Molly
	The Honorable	*James*	*W*	*Kight*	*City of Troutdale*	*Councilor Kight*	*503-667-0937*	*503-667-8871*	*Himself or Nina (Nine-ah)*
10.	The Honorable	Robert		Drake	City of Beaverton	Mayor Drake	503-526-2481	503-526-2479	Joyce or Julie
	The Honorable	*Lou*		*Ogden*	*City of Tualatin*	*Mayor Ogden*	*503-692-0163*	*503-692-0163*	
11.	Mr.	Fred		Hansen	Tri-Met	Mr. Hansen	503-962-4831	503-962-6451	Kelly
	Mr.	*Neil*		*McFarlane*	*Tri-Met*	*Mr. McFarlane*	*503-962-2103*	*503-962-2288*	*Kimberly Lord*
12.	Ms.	Kay		Van Sickel	ODOT	Ms. Van Sickel	503-731-8256	503-731-8259	Jane Rice
	Mr.	*Bruce*		*Warner*	*ODOT*	*Mr. Warner*	*503-986-3435*	*503-986-3432*	*Katie*
13.	Ms.	Stephanie		Hallock	DEQ	Ms. Hallock	503-229-5300	503-229-5850	
	Mr.	*Andy*		*Ginsburg*	*DEQ*	*Mr. Ginsburg*	*503-229-5397*	*503-229-5675*	*Linda Fernandez,*
	Ms.	*Annette*		*Liebe*	*DEQ*	*Ms. Liebe*	*503-229-6919*	*503-229-5675*	*229-5388*
14.	Ms.	Dan		Wagner	WSDOT	Mr. Wagner	360-905-2001	360-905-2222	Kim Dabney
	Ms.	*Mary*		*Legry*	*WSDOT*	*Ms. Legry*	*360-905-2014*	*360-905-2222*	
15.	Mr.	Bill		Wyatt	Port of Portland	Mr. Wyatt	503-944-7011	503-944-7042	Darla or Pam
	Mr.	*David*		*Lohman*	*Port of Portland*	*Mr. Lohman*	*503-944-7048*	*503-944-7222*	*Patty Freeman*
16.	The Honorable	Royce	E	Pollard	City of Vancouver	Mayor Pollard	360-696-8484	360-696-8049	Peggy Furnow (or Jan)
	Mr.	*Dean*		*Lookingbill*	*RTC*	*Mr. Lookingbill*	*360-397-6067*	*360-696-1847*	
17.	The Honorable	Craig		Pridemore	Clark County	Commissioner Pridemore	360-397-2232	360-397-6058	Susan Wilson or Tina
	Mr.	*Peter*		*Capell*	*Clark County*	*Mr. Capell*	*360-397-6118, x4071*	*360-397-6051*	*Lori Olson, x4111*

COMMITTEE TITLE: JPACT

DATE APRIL 11, 2002

NAME	AFFILIATION
Rex Burkholder	Metro Council
Andy Cotugno	Metro
FRED HANSEN	TRI-MET
ROB DRAKE	CITIES OF WASHINGTON CO.
CRAIG PRIDEMORE	CLARK CO
Dan Kendalmon	CLACKAMAS CO
Maria Rojo de Steffey	Multnomah County
Kay Van Ankel	ODOT
Dean Lookingbill	RTC (alt. for City of Vancouver)
Larry Haverkamp	Gresham, OR
Don Wagner	WSDOT
KARL ROHDE	C3
Roy Rogers	Washington County
Dave Lohman	Port of Portland
CHARLIE HALES	Portland
Rod Park	Metro Council
TOM KLOSTER	METRO
Tom Mills	Tri-Met
Ted Leybold	Metro

COMMITTEE TITLE: JPACT

DATE APRIL 11, 2002

NAME	AFFILIATION
Ron Papsdorf	City of Gresham
Karen Schilling	Multnomah County
Dave Williams	ODOT
Dave Nordberg	DEQ
Linda Floyd	City of Wilsonville
Deb Wallace	WSDOT
LOUIS A. ORNELAS	OHSU
John Gillam	City of Portland
Jeff Stone	Metro
[signature]	Clackamas County
Lynn Peterson	Tri-Met
Tom Mills	Tri-Met