

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ESTABLISHING) RESOLUTION NO. 92-1627
THE REGION'S PRIORITY CONGESTION)
MITIGATION/AIR QUALITY PROGRAM) Introduced by
PROJECTS FOR INCLUSION IN ODOT'S) Councilor Richard Devlin
SIX-YEAR PROGRAM)

WHEREAS, The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 included a new Congestion Mitigation/Air Quality (CMAQ) Program for funding clean air and congestion-related projects in carbon monoxide and ozone non-attainment areas; and

WHEREAS, The Portland metropolitan area is designated as non-attainment for both pollutants; and

WHEREAS, The ISTEA stipulates that states shall allocate CMAQ funds in cooperation with the designated Metropolitan Planning Organizations (MPOs); and

WHEREAS, Metro is the designated MPO for the Portland metropolitan area; and

WHEREAS, The state is currently programming funds, including for the first time the new CMAQ Program funds, through the update of the Oregon Department of Transportation's 1993-1998 Six-Year Transportation Improvement Program; and

WHEREAS, In the absence of established ranking criteria and guidance from the Regional Transportation Plan (RTP), the Joint Policy Advisory Committee on Transportation has used interim criteria to develop a consensus as to the region's immediate-need priority CMAQ projects for inclusion in the Six-Year Program update; now, therefore,

BE IT RESOLVED,

1. That the Council of the Metropolitan Service District recommends the state program only immediately needed CMAQ funds for the 1993-1998 Six-Year Program update.

2. That the Council of the Metropolitan Service District adopts the six CMAQ projects identified in Exhibit A as Table 1, Projects 1 and 2; Table 2, Project 1; and Table 3, Projects 1, 2 and 3 as the region's immediate-need priorities for inclusion in the 1993-1998 ODOT Six-Year Transportation Improvement Program.

3. That staff be directed to forward these priorities in testimony during the appropriate hearings on the Six-Year Program update by the Oregon Transportation Commission.

4. That prior to establishing the Portland metropolitan area CMAQ-related priorities for the next update of ODOT's Six-Year Program, TPAC shall coordinate the development of a regional CMAQ Program for inclusion in Metro's Transportation Improvement Program and that ranking criteria be developed to evaluate CMAQ proposals, with particular emphasis to be given to emission reductions.

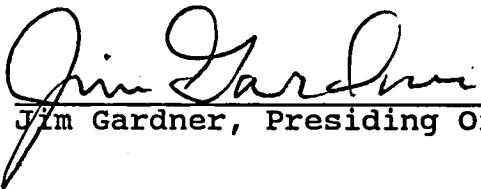
5. That staff be directed to work with the state and local jurisdictions and agencies to identify and incorporate into the Regional Transportation Plan (RTP) appropriate CMAQ-related implementation measures which result from the Governor's Task Force on Automobile Emissions in the Portland Area, Metro's Transportation Demand Management Study, the Region 2040 Study, regular updates to the RTP and State Implementation Plan, and other system planning activities, as necessary.

6. That ODOT be encouraged to incorporate a public review

phase into its statewide CMAQ prioritization and selection process.

7. That Metro staff work with the state through their CMAQ prioritization and selection process and with the TDM Subcommittee to develop the region's two and six-year CMAQ priorities beyond the priority six projects identified above. The additional priorities should emphasize air quality benefits and incorporate state evaluation criteria as it becomes available. Any new projects identified should then be prioritized with those already developed and listed as the remaining projects in Exhibit A and all projects in Exhibit B.

ADOPTED by the Council of the Metropolitan Service District
this 23rd day of July, 1992.


Jim Gardner, Presiding Officer

MH:lmk
92-1627.RES
6-30-92

EXHIBIT A

Congestion Mitigation/Air Quality Priority Projects

Table 1. Transit			
Name	Jurisdiction	\$Cost	Rank (Score)
1. Tigard Park&Ride Lot	Tri-Met	720,000	1 (19)
2. Bikes on Transit	Tri-Met	110,000	2 (16)
3. Purchase of Clean Air Buses*	Tri-Met	1,500,000	3 (15)
4. Rideshare Study	Tri-Met	100,000	4 (15)
5. Transit Signal Priority Demo Project	Tri-Met; COP	100,000	5 (14)
Total		2,530,000	

* The high ranking (15) of clean air buses is predicated on the assumption that these buses would be used to provide express service to designated park and ride lots or to directly address an air quality "hot spot."

Table 2. Transportation Demand Management			
Name	Jurisdiction	\$Cost	Rank (Score)
1. Neighborhood Rideshare	COP	80,000	1 (16)
2. Downtown Park&Ride Shuttle	Oregon City	580,000	2 (15)
Total		660,000	

EXHIBIT A

Table 3. Bicycle/Pedestrian			
Name	Jurisdiction	\$Cost	Rank (Score)
1. Willamette Bridge Study	Mult. Co.	100,000	1 (18)
2. Courtney Ave. Bike/Ped Link	Clack. Co.	100,000	2 (17)
3. Ped Access Study	Mult. Co. Wash. Co. Clack. Co. COP, Metro	200,000	3 (16)
4. Garden Home Oleson Rd. Ped Network	Wash. Co.	120,000	4 (15)
5. Blue Lake Bike Path	Mult. Co.	91,000	5 (13)
Total		611,000	

EXHIBIT A

Table 4. TSM/Signal/Channelization			
Name	Jurisdiction	\$Cost	Rank (Score)
1. Hwy 217 Ramp Meters**	ODOT	600,000	1 (15)
2. Greewburg Rd. Full Interconnect & Signal Phasing to Hwy 217	Wash. Co.	20,000	2 (14)
3. Burnside/ 242nd Ave.	Mult. Co.	400,000	3 (13)
4. SW Oleson/ Scholls Ferry/ B.H. Hwy Turn Lanes	Wash. Co.	1,000,000	3 (13)
5. Johnson Creek/Linwood Signal	Clack. Co.	1,000,000	3 (13)
Total		3,020,000	

** The high ranking (15) of the Highway 217 ramp meters is based on the assumption that installation of ramp meters will include bus bypass lanes.

Overall CMAQ & Priority Project Total Cost - \$6,821,000

EXHIBIT B

Additional CMAQ Six Year Priority Projects

Table 1. Ranked Project			
Name	Jurisdiction	\$Cost	Rank (Score)
1. Motor Vehicle Information System	ODOT	200,000	1 (9)

Table 2. Unranked Projects		
Name	Jurisdiction	Cost
TRANSIT PROJECTS		
1. Automatic Vehicle Locators	Tri-Met	3,000,000
2. Park&Ride Expansion	Tri-Met	1,200,000
3. Westside/Rideshare	Tri-Met	100,000
4. Trip Planning Computer	Tri-Met	450,000
5. 82nd Ave. Signal Improvements	Tri-Met	112,000
Total Transit		4,862,000
TRANSPORTATION DEMAND MANAGEMENT (TDM)		
6. Travel Allowance/Paid Parking Demo	COP	115,600
7. Parking Fee Joint Strategies/Wash. Co.	COP; Wash. Co.	61,200
Total TDM		176,800

BIKE/PEDESTRIAN		
8. Strawberry Lane Connection/I-205 to Webster	Clack. Co.	100,000
9. Clack. Co./Willamette River Ped/Bike Paths	Clack. Co.; Oregon City	1,175,000
10. Cornell Rd. Bike/Ped Path	Mult. Co.	35,000
11. Cedar Hills: Parkway to Sunset Bike Path	Wash. Co.	103,000
12. Murray Blvd: T.V. Hwy Terman Rd.	Wash. Co.	180,000
13. Cornell Rd: Stucki Ave. - 158th Ave.	Wash. Co.	868,000
14. Oleson Rd.: B.H. Hwy - Hall Blvd.	Wash. Co.	600,000
15. 185th Ave: Sunset Hwy - Springville Rd.	Wash. Co.	316,000
Total Bike/Ped		3,377,000
TSM/SIGNAL/ CHANNELIZATION		
16. Expansion of Central Traffic System	COP	482,000
17. Barbur Blvd. Integrated Traffic Control	COP	270,000
18. West Union Rd. and SW 185th Ave. Widening and Signalization	COP	400,000
19. Borland/Stafford	Clack. Co.	980,000
20. NW Cornell Rd. Interconnection of Signals	Wash. Co.	100,000
21. NW Barnes Rd. Needs System Analysis	Wash. Co.	10,000

22. SW Murray Rd./ Cornell Rd. Widening	Wash. Co.	500,000
23. SW Front Ave./ Columbia/Jefferson	COP	340,000
24. Motor Advisory System	ODOT	1,100,000
25. I-84 Message Signs	ODOT	300,000
26. U.S. 26 Warning Signs	ODOT	1,500,000
27. I-205 Ramp Meters	ODOT	540,000
28. Help Signs	ODOT	100,000
29. Warning Signes	ODOT	1,300,000
30. Variable Message Signes	ODOT	1,500,000
31. Surveillance System Phase I and II	ODOT	1,250,000
32. I-5 Ramp Meters	ODOT	400,000
33. Freeway Monitoring	ODOT	1,200,000
34. Stafford Ramp Meter	ODOT	500,000
Total TSM/Signal/Chan		12,792,000
TOTAL ADDITIONAL SIX YEAR PRIORITIES		21,207,800

TOTAL SIX YEAR PRIORITIES (EXHIBIT A + EXHIBIT B) = \$27,808,800

TRANSPORTATION AND PLANNING COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 92-1627 FOR THE PURPOSE OF ENDORSING ESTABLISHMENT OF REGION'S PRIORITY CONGESTION MITIGATION/AIR QUALITY PROGRAM PROJECTS FOR INCLUSION OF ODOT SIX-YEAR HIGHWAY PROGRAM

Date: July 15, 1992

Presented by: Councilor Devlin

Committee Recommendation: At the July 14 meeting, the Transportation and Planning Committee voted unanimously to recommend Council adoption of Resolution No. 92-1627. Voting in favor: Councilors Devlin, McLain, Buchanan. Excused: Councilors Bauer and Washington.

Committee Issues/Discussion: Andrew Cotugno, Planning Director, presented the staff report. Resolution 92-1627 establishes the priority of the region for a new category of federal highway funds; Congestion Mitigation/Air Quality (CMAQ), created under the Intermodal Surface Transportation Efficiency Act (ISTEA). The prioritized list was developed by the TPAC Transportation Demand Management (TDM) Subcommittee and approved by TPAC and JPACT.

This resolution is similar to a Council action taken last month with Transportation Enhancement funds. The resolution recommends the Oregon Transportation Commission fund the CMAQ Program at a maximum of two years, rather than six, in order to allow the Governor's Task Force on Automobile Emissions to complete their work.

The original list of proposed projects was reduced and consolidated into four categories consistent with CMAQ eligibility guidelines: 1) bicycle/pedestrian; 2) TDM; 3) transit; and 4) TSM/signals/channelization. The projects were then ranked with criteria oriented towards identifying projects which 1) contribute to attainment of national ambient air quality standards, 2) reduce congestion, 3) have a high degree of commitment, and 4) where CMAQ funds are critical. Through this process, project were added and deleted. There was insufficient time to rank the added projects.

TPAC tabled the resolution in May with several comments to the subcommittee. They requested the subcommittee: 1) identify immediate needs projects, as requested by the Department of Environmental Quality; 2) re-examine all projects for air quality benefits consistent with eligibility requirements and be re-ranked; and 3) rank the unranked projects added previously. This was accomplished in June.

The final decision of how many years to fund rests with the Oregon Department of Transportation. Oregon's allocation of CMAQ funds for two years is estimated at \$9.7 million and at \$31 million for six years.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 92-1627 FOR THE PURPOSE OF ENDORSING ESTABLISHMENT OF THE REGION'S PRIORITY CONGESTION MITIGATION/AIR QUALITY PROGRAM PROJECTS FOR INCLUSION IN ODOT'S SIX-YEAR PROGRAM

Date: June 17, 1992

Presented by: Andrew Cotugno

PROPOSED ACTION

This resolution would establish the region's priority Congestion Mitigation/Air Quality (CMAQ) Program projects for funding in the 1993-1998 Transportation Improvement Program (Six-Year Program). The region's priorities are consistent with CMAQ Program eligibility standards as listed in Section 149(b) of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991.

Prior to commencing construction, local governments and Metro must demonstrate that these projects are included in the Regional Transportation Plan (RTP) and Metro's Transportation Improvement Program (TIP) and are consistent with or conform to local comprehensive plans (transportation elements, public facility plans, and/or transportation system plans), the statewide planning goals, and the interim conformity guidance Clean Air Act Amendments of 1990.

The TPAC Transportation Demand Management (TDM) Subcommittee assisted in the identification of the project list, the development and application of the ranking criteria, and the provision of criteria-related information. The Joint Policy Advisory Committee on Transportation (JPACT) is scheduled to review and take action on the priorities on July 9. The priorities will be forwarded to ODOT staff and to the Oregon Transportation Commission (OTC). ODOT staff will compile all CMAQ-related requests and the OTC is tentatively set to take action in October.

TPAC recommended approval of Resolution No. 92-1627 on June 26. Their comments are included in the following background information.

FACTUAL BACKGROUND AND ANALYSIS

In February, as part of its review of Six-Year Program priorities, TPAC charged the TDM Subcommittee to develop a comprehensive regional TDM program for consideration for funding from the CMAQ Program. TPAC requested that recommendations be developed for both the implementation of projects and for the development programs leading to future projects. A process was also established to result in the transmittal of recommendations to the OTC in time for their summer Six-Year Program hearings.

Eligible CMAQ activities in accordance with ISTEA are as follows:

"Eligible Projects. Except as provided in Subsection (c), a State may obligate funds apportioned to it under Section 104(b)(2) for the Congestion Mitigation and Air Quality improvement program only for a transportation project or program --

"(1)(A) if the Secretary, after consultation with the Administrator of the Environmental Protection Agency, determines, on the basis of information published by the Environmental Protection Agency pursuant to Section 108(f)(1)(A) of the Clean Air Act (other than clauses xii and xvi of such section), that the project or program is likely to contribute to the attainment of a national ambient air quality standard; or

"(B) in any case in which such information is not available, if the Secretary, after such consultation, determines that the project or program is part of a program, method, or strategy described in each section;

"(2) if the project or program is included in a State Implementation Plan that has been approved pursuant to the Clean Air Act and the project will have air quality benefits; or

"(3) the Secretary, after consultation with the Administrator of the Environmental Protection Agency, determines that the project or program is likely to contribute to the attainment of a national ambient air quality standard, whether through reductions in vehicle miles traveled, fuel consumption, or through other factors.

"No funds may be provided under this section for a project which will result in the construction of new capacity available to single-occupant vehicles unless the project consists of a high-occupancy vehicle facility available to single-occupant vehicles only at other than peak travel times."

Prior Activities

The TPAC TDM Subcommittee met six times between April and June to develop the comprehensive regional TDM program. Essentially, the program was developed through solicitation of projects from the jurisdictions and agencies represented on the subcommittee. Projects were reviewed for eligibility against FHWA CMAQ guidelines, categorized by mode, prioritized by jurisdiction within each mode category, and ranked using criteria developed especially for this particular Six-Year Program.

As a result of their April meetings, the TDM Subcommittee made the following general recommendations to TPAC:

- That the OTC fund at a maximum two years of the CMAQ Program in order for the region to complete work on the Governor's Task Force on Automobile Emissions in the Portland area and on Metro's TDM Study. The two studies will develop projects which will directly relate to the CMAQ Program objectives.
- That appropriate project ranking criteria be developed through Metro or additional guidance be received from USDOT for prioritizing CMAQ-related project proposals.
- That any projects approved for the 1993-1998 Six-Year Program include an evaluation component.
- That funds be distributed as equitably as possible throughout the region for at least the first two years of the program.
- That at least three projects be forwarded as the region's CMAQ priorities: Tigard Park-and-Ride; Multnomah County Bridge Accessibility Study; and a Joint Regional Pedestrian Access Study.
- That TPAC, JPACT and the OTC consider funding for demonstration-type projects within recommended categories (bicycle/pedestrian, TDM, transportation systems management (TSM), and transit).

At its meeting on May 1, TPAC generally agreed with the subcommittee recommendations with the following stipulations:

- To the degree possible, funds should be used to implement projects. System planning and program development related to CMAQ funding is necessary but should be done using regular planning funds (PL, HPR, etc.) and addressed through the UWP process. The Regional Pedestrian Access Study would fall under this recommendation and was therefore not generally supported for funding by TPAC.
- The TDM Subcommittee should identify suitable "demonstration" type projects within the identified categories for funding, implementation, and evaluation.

Portland Area CMAQ Priorities

The TDM Subcommittee met twice in early May to incorporate TPAC comments and to rank the projects. An original list of 56 proposed CMAQ projects was first reduced to 14 based on local priorities as determined by subcommittee members. The projects were screened to ensure their eligibility with CMAQ funding guidelines and for their ability to begin within two years.

The 14 projects were then consolidated into four categories consistent with CMAQ eligibility guidelines as provided by FHWA: 1) bicycle/pedestrian; 2) TDM; 3) transit; and 4) TSM/signals/channelization. The subcommittee then ranked the 14 projects

using the evaluation criteria included as Attachment A. Generally, the criteria were oriented towards identifying projects which will contribute to attainment of the national ambient air quality standards, will reduce congestion, have a high degree of commitment, and for which CMAQ funds are likely to be critical.

As a result of the ranking process, the subcommittee recommended that 13 of the 14 projects, plus four unranked projects be forwarded for OTC funding consideration. Of the 14 priority projects, it was determined that an ODOT's Motorist Information Signing project be dropped from consideration. The project was considered to provide little, if any, ongoing air quality or congestion benefits. In addition, the subcommittee recommended that four unranked projects be added to the list for funding consideration. The committee did not initially have time to rank the projects but felt they generally meet the intent and spirit of the CMAQ Program.

TPAC reviewed the initial subcommittee recommendations at its May 29 meeting. A resolution to endorse the recommendations was tabled with the following TPAC comments:

- . At the request of DEQ, the subcommittee should identify a short list of immediate-need projects. DEQ was hesitant to support two or six-year allocations of CMAQ funds without a detailed, quantitative emissions analysis.
- . The subcommittee should re-examine all submitted projects specifically for air quality benefits consistent with CMAQ Program eligibility requirements. Projects with substantial air quality benefits should then be ranked accordingly.
- . The subcommittee should rank the four unranked priority projects as found in Exhibit A to the resolution.

The TDM Subcommittee met again on June 11 to address the TPAC directives. The subcommittee was unable to identify any new priority projects which have promise for substantial air quality benefits. As a result, the previous unranked priority projects were reviewed and the following short list of immediate need priority projects was developed:

<u>Project</u>	<u>Jurisdiction</u>	<u>Cost</u>	<u>Points</u>
1. Tigard Park- and Ride	Tri-Met	\$ 720,000	19
2. Willamette Bridge Access Study	Multnomah Co.	100,000	18
3. Courtney Avenue Bike/Pedes. Link	Clackamas Co.	100,000	17
4. Pedestrian to transit study	Tri-Met/City of Portland	200,000	16

5. Neighborhood Ride-share Co-op	City of Portland	80,000	16
6. Bikes on transit	Tri-Met	<u>110,000</u>	16
TOTAL		\$1,310,000	

The subcommittee noted that the Willamette Bridge Study must be sensitive to the air quality impacts of bicycle/pedestrian improvements and to changes in traffic patterns.

Summary

Exhibit A to Resolution No. 92-1627 shows the results of the ranking process and identifies the TDM Subcommittee's recommended CMAQ priorities. The immediate-need short list, as identified above, is shown as Table 1, Projects 1 and 2; Table 2, Project 1; and Table 3, Projects 1, 2, and 3 in Exhibit A to the Resolution. Those projects reflect a recommended allocation for the Portland region in the event the Oregon Transportation Commission (OTC) decides to defer programming of CMAQ funds to a minimum level.

In the event a decision is made to program two years of CMAQ funds, the TDM Subcommittee originally recommended the OTC consider all the projects identified as Tables 1 through 4 of Exhibit A to Resolution No. 92-1627 as the Portland area priorities. The total estimated cost of those 17 projects is \$6.821 million, with a high of \$1.5 million for Tri-Met's clean air buses and a low of \$20,000 for SW Greenburg Road signal interties. The TDM Subcommittee further recommended that Exhibits A and B should be considered as the region's six-year priorities in the event the decision is made to allocate CMAQ funds for the full Six-Year Program period. Total estimated costs for all projects in Exhibits A and B are \$28,808,800.

The Oregon allocation for CMAQ funds is estimated at \$9.7 million for the first two years and up to a potential of almost \$31 million of the full six years of ISTEA.

In response to previous TPAC discussion, the TDM Subcommittee recommended the immediate-need short list be considered as the region's priority CMAQ projects and that, prior to the next Six-Year Program update, Metro and DEQ staff and the subcommittee should develop a method to evaluate the benefits of proposed CMAQ projects with an emphasis towards emissions reductions. Resolution No. 92-1627 reflects that recommendation.

TPAC recommended approval of Resolution No. 92-1627 at its June 26 meeting, adopting the six projects listed above as the region's CMAQ priorities. However, recognizing the need for more consideration in developing regional CMAQ priorities, TPAC also recommends that the TDM Subcommittee further examine potential CMAQ projects over the next few months consistent with ODOT's schedule. ODOT is beginning a process designed to determine statewide CMAQ priorities. The process, as tentatively proposed,

will be similar to the region's and include identified "stakeholders" consisting of representatives of appropriate state agencies (ODOT, DEQ) and carbon monoxide and ozone non-attainment areas (including the Portland metropolitan area). That process is scheduled to be completed in October.

As such, TPAC recommends utilizing the extra time to review regional CMAQ priorities beyond the recommended six projects. TPAC recommends soliciting and/or developing additional CMAQ eligible projects, particularly those that have potentially strong air quality benefits. Those projects would be prioritized and ranked along with the remaining projects listed in Exhibits A and B. The reprioritization would utilize any state-developed criteria, as available, or revised regional criteria which would account for more stringent air quality benefits. TPAC recognized that the total dollar amount of the six priority projects will likely total significantly less than what the Portland region could anticipate in programmed CMAQ funds. Consistent with their earlier recommendations, TPAC felt that it is important to provide two and six-year CMAQ priorities in addition to the priority six projects. TPAC also felt that more time is necessary to adequately evaluate projects for their specific congestion and, more importantly, air quality benefits.

Consequently, staff will be working through October to further supplement their CMAQ priorities. In the meantime, TPAC suggested working with ODOT staff to accelerate funding approval of the region's short list of six projects, preferably in FY 92.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 92-1627.

Attachment A:
 Congestion Mitigation/Air Quality: Project Score Sheet
 BICYCLE/PEDESTRIAN

Legend

- 0= Does Not Meet Criteria
- 1= Minimally Addresses Criteria
- 2= Moderately Addresses Criteria
- 3= Fully Addresses Criteria

Bike/Ped

Score

- | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|
| <ol style="list-style-type: none"> 1. Does the project provide for a critical link or access; or does the program fill a critical void? 2. Are CMAQ Funds Critical? <ul style="list-style-type: none"> - other dollars available - restricted by state constitution - cannot be integrated with other CIP/TIP project 3. Size of Need/Market <ul style="list-style-type: none"> - number of potential users - large geographic or multi-jurisdictional - high certainty for use (existing counts, etc.) 4. Multi- or Inter-Modal <ul style="list-style-type: none"> - access to transit - service for bike and ped. and ADA 5. Local Commitment <ul style="list-style-type: none"> - past dollars spent - private dollars spent - community support - planned future phases 6. Air Quality Benefit <ul style="list-style-type: none"> - carbon monoxide hot spot - ozone 7. Reduces Vehicle Miles Traveled or reduces VHD? | <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> |
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Total Score _____

Attachment A
 Congestion Mitigation/Air Quality: Project Score Sheet
 TSM/SIGNAL/CHANNELIZATION

Legend

- 0= Does Not Meet Criteria
- 1= Minimally Addresses Criteria
- 2= Moderately Addresses Criteria
- 3= Fully Addresses Criteria

TSM/Sig/Chan.	Score
1. Is the project on a designated RTP arterial of regional significance?	_____
2. Are CMAQ Funds Critical?	_____
- other dollars available	
- restricted by state constitution	
- cannot be integrated with other CIP/TIP project	
3. Size of Need/Market	_____
- number of potential users	
- large geographic or multi-jurisdictional	
- high certainty for use (existing counts, etc.)	
4. Multi- or Inter-Modal	_____
- access to transit	
- service for bike and ped. and ADA	
5. Local Commitment	_____
- past dollars spent	
- private dollars spent	
- community support	
- planned future phases	
6. Air Quality Benefit	_____
- carbon monoxide hot spot	
- ozone	
7. Reduces Vehicle Miles Traveled or reduces VHD?	_____
Total Score	_____

Attachment A

Congestion Mitigation/Air Quality: Project Score Sheet
TRANSIT

Legend

- 0= Does Not Meet Criteria
- 1= Minimally Addresses Criteria
- 2= Moderately Addresses Criteria
- 3= Fully Addresses Criteria

Transit	Score
1. Is the project a Tri-Met critical need?	_____
2. Are CMAQ Funds Critical?	_____
- other dollars available	
- restricted by state constitution	
- cannot be integrated with other CIP/TIP project	
3. Size of Need/Market	_____
- number of potential users	
- large geographic or multi-jurisdictional	
- high certainty for use (existing counts, etc.)	
4. Multi- or Inter-Modal	_____
- access to transit	
- service for bike and ped. and ADA	
5. Local Commitment	_____
- In Tri-Met 5-year plan	
- past dollars spent	
- private dollars spent	
- community support	
- planned future phases	
6. Air Quality Benefit	_____
- carbon monoxide hot spot	
- ozone	
7. Reduces Vehicle Miles Traveled or reduces VHD?	_____
Total Score	_____

Attachment A:
 Congestion Mitigation/Air Quality: Project Score Sheet
 DEMAND MANAGEMENT

Legend

- 0= Does Not Meet Criteria
- 1= Minimally Addresses Criteria
- 2= Moderately Addresses Criteria
- 3= Fully Addresses Criteria

TDM	Score
1. Does the program fill a critical void/need?	_____
2. Are CMAQ Funds Critical?	_____
- other dollars available	
- restricted by state constitution	
- cannot be integrated with other CIP/TIP project	
3. Size of Need/Market	_____
- number of potential users	
- large geographic or multi-jurisdictional	
- high certainty for use (existing counts, etc.)	
4. Multi- or Inter-Modal	_____
- access to transit	
- service for bike and ped. and ADA	
5. Local Commitment	_____
- past dollars spent	
- private dollars spent	
- community support	
- previously proposed and endorsed; contained within a plan or program	
- other benefits (access to jobs, etc.)	
6. Air Quality Benefit	_____
- carbon monoxide hot spot	
- ozone	
7. Reduces Vehicle Miles Traveled or reduces VHD?	_____
Total Score	_____

Metro
 5/19/92