

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING	)	RESOLUTION NO. 93-1731A
THE REGION'S PRIORITY CONGESTION	)	
MITIGATION/AIR QUALITY PROGRAM	)	Introduced by
PROJECTS AND AMENDING THE RTP	)	Councilor Van Bergen
AND FY 93 TIP FOR INCLUSION OF	)	
THESE PROJECTS AND THE TRANSPOR-	)	
TATION ENHANCEMENT PROJECTS	)	

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, ISTEA also requires the state to allocate 10 percent of its Surface Transportation Program (STP) to statewide Transportation Enhancement projects to address general cultural and environmental transportation improvement activities; and

WHEREAS, ISTEA stipulates that states shall allocate CMAQ and Transportation Enhancement funds in consultation 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 and Transportation Enhancement 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 directed TPAC and the TDM Subcommittee to develop interim CMAQ and Transportation Enhancement Programs for inclusion in the Regional Transportation Plan (RTP) and the 1993 Transportation Improvement Program and for forwarding to the Oregon Transportation Commission for consideration in the 1993-1998 Six-Year Program update; and

WHEREAS, the design of such projects is crucial to their success and must respond to the American's with Disabilities Act (ADA) and other similar standards for safe, usable, and attractive pedestrian and bicycle traffic; now, therefore,

BE IT RESOLVED,

1. That the Metro Council amends the 1992 RTP and FY 93 TIP to include CMAQ and Transportation Enhancement Program elements as contained in Exhibits A, B, and C. Full projects are identified for inclusion in the RTP while the incremental elements of each project proposed for funding are included in the TIP.

2. That the Metro Council adopts the CMAQ projects identified accordingly in Exhibits B and C as the region's priorities for inclusion in the 1993-1998 ODOT Six-Year Transportation Improvement Program for the first three years of the program. Full projects are identified for inclusion in the RTP while incremental elements of each project proposed for funding are included in the TIP.

3. That staff be directed to forward the CMAQ priorities

and the region's Transportation Enhancement priorities (previously adopted by Metro Resolution 92-1626) in testimony during the appropriate hearings on the 1993-1998 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 review of the regional CMAQ and Transportation Enhancement programs for inclusion in Metro's RTP and TIP.

5. That staff further be directed to work with the state and local jurisdictions and agencies to identify and incorporate into the 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 prior to obligation of federal CMAQ and Transportation Enhancement funds, appropriate local jurisdictions will provide ODOT and Metro with necessary documentation ensuring consistency of projects with local Comprehensive Plans.

7. That all projects for construction of pedestrian or bicycle facilities shall conform to the standards established in the federal ADA Access Guidelines and with the performance standards found in the State of Oregon's "Best Management Practices" for the Goal 12 Transportation Planning Rule.


8. That any changes to program priorities as a result of

funding changes of 10 percent or greater or as a result of project delays will require reconsideration through JPACT/Metro resolution. Priority changes below 10 percent will be developed by the TDM Subcommittee for the CMAQ Program and by the TPAC Subcommittee for Transportation Enhancements for that program.

9. That Metro staff and the TDM Subcommittee monitor the progress of each project as they are implemented.

10. That each CMAQ or Transportation Enhancement project include an evaluation component in order to determine actual benefit and consistency with applicable program objectives.

ADOPTED by the Metro Council this 28 day of January,  
1993.

  
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Judy Wyers, Presiding Officer

MH:lmk  
93-1731A.RES  
1-28-93

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING ) RESOLUTION NO. 93-1731  
THE REGION'S PRIORITY CONGESTION )  
MITIGATION/AIR QUALITY PROGRAM ) Introduced by  
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BE IT RESOLVED,

1. That the Metro Council amends the 1992 RTP and FY 93 TIP to include CMAQ and Transportation Enhancement Program elements as contained in Exhibits A, B, and C. Full projects are identified for inclusion in the RTP while the incremental elements of each project proposed for funding are included in the TIP.

2. That the Metro Council adopts the CMAQ projects identified accordingly in Exhibits B and C as the region's priorities for inclusion in the 1993-1998 ODOT Six-Year Transportation Improvement Program for the first three years of the program. Full projects are identified for inclusion in the RTP while incremental elements of each project proposed for funding are included in the TIP.

3. That staff be directed to forward the CMAQ priorities and the region's Transportation Enhancement priorities (previously adopted by Metro Resolution 92-1626) in testimony during the appropriate hearings on the 1993-1998 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 review of the regional CMAQ and Transportation Enhancement programs for inclusion in Metro's RTP and TIP.

5. That staff further be directed to work with the state and local jurisdictions and agencies to identify and incorporate into the 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 prior to obligation of federal CMAQ and Transportation Enhancement funds, appropriate local jurisdictions will provide ODOT and Metro with necessary documentation ensuring consistency of projects with local Comprehensive Plans.

7. That any changes to program priorities as a result of funding changes of 10 percent or greater or as a result of project delays will require reconsideration through JPACT/Metro resolution. Priority changes below 10 percent will be developed by the TDM Subcommittee for the CMAQ Program and by the TPAC Subcommittee for Transportation Enhancements for that program.

8. That Metro staff and the TDM Subcommittee monitor the progress of each project as they are implemented.

9. That each CMAQ or Transportation Enhancement project

include an evaluation component in order to determine actual benefit and consistency with applicable program objectives.

ADOPTED by the Metro Council this \_\_\_\_\_ day of \_\_\_\_\_,  
1993.

Judy Wyers, Presiding Officer

MH:lmk  
93-1731.RES  
1-4-93



## Transportation Enhancement Priority Projects

Target List

The target list is not prioritized and is recommended for funding. The dollar figure represents the requested amount of Enhancement dollars. These projects are essentially assured funding, pending OTC review and approval. All projects have secured matching funds. These projects are included in the RTP and TIP as necessary.

- South Trolley Extension, Lake Oswego (\$800,000)
- Springwater Corridor - build only, Mult. County (\$2.15M)<sup>1</sup>
- Fanno Creek Bikepath, Washington County (\$300,000)
- Oregon Electric Right of Way, Washington County (\$135,000)
- Columbia Hwy. Interpretive Panels, Mult. and Hood River Counties, (\$48,000)

Competitive List

The competitive list equals approximately an additional \$3 million request for Enhancement funds and is prioritized since the money is not guaranteed. These projects have also secured required matching funds. If these projects are not funded by the OTC they will be dropped from the TIP, but retained in the RTP.

1. Springwater Corridor-purchase, Multnomah County (\$1 million)<sup>2</sup>
2. Clackamas/Willamette River Bike Path, Clacka. County (\$0.8 million)

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<sup>1</sup>In order to leverage more projects within the targeted or allocated funds, the Region 1 Enhancement Committee recommended only funding the build portion of the Springwater Corridor (SE 45th in Milwaukie to Boring). The project still represents almost one half of the Region 1's allocated amount. The \$1 million purchase request includes a parking area near SE 45th in Milwaukie and a segment of the trail east of Boring. That request is included for discretionary (competitive) funding.

<sup>2</sup>ibid

## EXHIBIT B

## Initial CMAQ Priorities

<u>Project</u>	<u>Jurisdiction</u>	<u>Cost</u>
1. Tigard Park-and Ride	Tri-Met	\$ 720,000
2. Willamette Bridge Access Study <sup>1</sup>	Multnomah Co.	100,000
3. Courtney Avenue Bike/Pedes. Link	Clackamas Co.	100,000
4. Pedestrian to transit study	Tri-Met/City of Portland	200,000
5. Neighborhood Ride-share Co-op	City of Portland	80,000
6. Bikes on transit	Tri-Met	<u>110,000</u>
TOTAL		\$1,310,000

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<sup>1</sup>The Willamette Bridge Study will be sensitive to the air quality impacts of bicycle/pedestrian improvements and to changes in traffic patterns.

TABLE OF SELECTED CMAQ PRIORITY PROJECTS

TABLE 1

PROJECT	RANK	TYPE ^1	LEAD AGENCY ^2	VMT (MM)	HC Kg/Day	HC Cost/Kg	CO Kg/Day	CO Cost/Kg	TOTAL PROJECT COST	CMAQ FEDERAL SHARE ^3	PROGRAM YEAR
Regional/City TMA	1	TDM	DEQ	9.464	112.47	\$35.57	558.53	\$7.16	\$1,000,000	\$897,250	FY93,94
TOD ^4	2	TDM	DEQ	11.314	60.68	\$120.96	301.35	\$24.36	\$1,835,000	\$1,646,454	FY93,94
Ped to Transit Access Study	3	BPD	WASH.CO	6.900	37.00	\$27.03	183.80	\$5.44	\$250,000	\$200,000	FY93,94
Expanded Service Buses ^5	4	TRS	TRI-MET	0.000	50.76	\$330.97	252.10	\$66.64	\$4,200,000	\$3,768,450	FY93
Regional Rideshare Program	4	TDM	TRI-MET	4.861	26.07	\$91.75	129.48	\$18.47	\$598,000	\$536,556	FY93
Improvements to Signals on 82nd	5	TSM	PDOT	0.928	30.44	\$14.72	293.56	\$1.53	\$112,000	\$100,492	FY93,94
Ped/Bike Access Study for MAX	6	BPD	GRESHAM	0.537	2.53	\$126.48	12.58	\$25.44	\$80,000	\$84,000	FY93
Central City Bike/Shower Facilities	7	BPD	PDOT	0.497	2.67	\$524.34	13.24	\$105.74	\$350,000	\$280,000	FY93,94
Bikelanes on Strawberry Lane	8	BPD	CLACKA.CO	0.000	1.13	\$353.98	5.60	\$71.43	\$100,000	\$80,000	FY93,94
Separated Bike Facility/N. Lombard	9	BPD	PORT	0.219	1.16	\$1,379.00	5.82	\$274.91	\$400,000	\$320,000	FY93
Pedestrian/Bike Crossing Steel Br.	9	BPD	PDOT	0.210	4.98	\$1,365.46	24.71	\$275.19	\$1,700,000	\$1,360,000	FY93,94,95
Columbia South Shore Demo	12	TRS	PORT	0.000	0.28	\$1,428.57	1.41	\$283.69	\$100,000	\$89,725	FY93
Downtown Shuttle/Parking Lot	12	TRS	OR-CITY	0.102	1.07	\$2,168.22	5.33	\$435.27	\$580,000	\$520,405	FY93
Electric Vehicles	13	TDM	DEQ	0.094	0.20	\$1,500.00	1.00	\$300.00	\$75,000	\$67,294	FY93
Demand Responsive Service Gresham	14	TRS	MULT.CO	0.053	0.43	\$1,674.42	2.11	\$341.23	\$180,000	\$161,505	FY93
Public Education	NA	TDM	DEQ		NA	NA	NA	NA	\$500,000	\$448,625	
MAX Bike Lockers/Bus Shelters	NA	BPD	MULT.CO		NA	NA	NA	NA	\$80,000	\$84,000	
<b>TOTAL</b>									<b>\$12,140,000</b>	<b>\$10,604,755</b>	

Note ^1: Type

BPD = Bicycle/Pedestrian  
 TDM = Transportation Demand Management  
 TRS = Transit  
 TSM = Transportation System Management

Note ^2: Lead Agency

Agency designated as lead for providing local match may be different from implementing agency

Note ^3: Match

Federal Share = 89.725% except for Bikes (80%).  
 Local Match = 10.275% except for Bikes (20%).

Note ^4:TOD

An equivalent amount of funds to complete project will be sought for Phase II in the next three-year funding cycle.

Note ^5:Buses

Buses will be purchased that meet the Clean Air Act standards for transit vehicles for the year they are purchased and consideration will be given to alternative fueled vehicles.

## PLANNING COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 93-1731, ENDORSING THE REGION'S PRIORITY CONGESTION MITIGATION/AIR QUALITY PROGRAM PROJECTS AND AMENDING THE REGIONAL TRANSPORTATION PLAN AND THE FY 93 TRANSPORTATION IMPROVEMENT PROGRAM FOR INCLUSION OF THESE PROJECTS AND THE TRANSPORTATION ENHANCEMENT PROJECTS

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Date: January 20, 1993

Presented by: Councilor Gates

Committee Recommendation: At the January 12 meeting, the Planning Committee voted unanimously to recommend Council adoption of Resolution No. 93-1731. Voting in favor: Councilors Van Bergen, Kvistad, Devlin, Gates, Monroe, and Moore.

Committee Issues/Discussion: Andy Cotugno, Planning Director, presented the staff report. He explained that this resolution refers to two new categories of transportation funds:

1) Congestion Mitigation/Air Quality (CMAQ) funds for projects that reduce vehicle emissions like transit improvement projects, ride-share actions, park and ride, bicycle lanes and pedestrian paths.

2) Transportation Enhancement funds for projects that make the transportation system a "better neighbor". Such projects act to mitigate the impact of the transportation system on the surrounding area rather than address capacity or operation. Such projects might include landscaping, environmental assistance, wetland damaged projects, and restoration of historic aspects of projects.

During the past six months the Planning Department and the Oregon Department of Transportation (ODOT) have used the process in order to define the projects criteria and solicit applications for regional projects. ODOT has done the same statewide.

The bill under which the funds are provided is for six years. This list of projects to ODOT is for three years. The second three year portion will be completed next year.

In response to a question from Councilor Gates, Mr. Cotugno explained that while "demand responsive transit" does include taxis, it also includes dial-a-ride mini-bus transportation.

Councilor Moore voiced concern regarding the rankings in Exhibit C; specifically "MAX Bike Lockers/Bus Shelters". She felt that the project should be rated higher. Rich Ledbetter explained the process of ranking by local jurisdictions. Tri-Met, which was responsible for this item, did not complete the rankings. The committee didn't want to completely drop the project so they gave it an "NA" rating. The Department said they would, prior to Council action, consult with Tri-Met to see if any numbers can be produced from which to make a priority adjustment.

Sid Bass, a member of the Metro Committee for Citizen Involvement (MCCI), asked what process was used for citizen involvement in the ranking of the projects. He also asked about the level of public involvement. Councilor Moore clarified that before the local jurisdictions submitted applications for the enhancement funding, they sent letters to neighborhood associations requesting ideas. Her neighborhood received one, submitted a project, and it made the list. Mr. Bass indicated that he did not believe Lake Oswego had received such a letter.

## STAFF REPORT

### CONSIDERATION OF RESOLUTION NO. 93-1731 FOR THE PURPOSE OF ENDORSING THE REGION'S PRIORITY CONGESTION MITIGATION/AIR QUALITY PROGRAM PROJECTS AND AMENDING THE RTP AND FY 93 TIP FOR INCLUSION OF THESE PROJECTS AND THE TRANSPORTATION ENHANCEMENT PROJECTS

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Date: December 9, 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 Oregon Department of Transportation (ODOT) Six-Year 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.

The resolution also acts to amend the 1992 Regional Transportation Plan (RTP) and FY 93 Transportation Improvement Program (TIP) to include the priority CMAQ projects adopted through this resolution and through Resolution No. 92-1627 and amends the 1992 RTP and FY 93 TIP to include the region's priority Transportation Enhancement Program projects as identified and adopted in Resolution No. 92-1626. Enhancement priorities are listed as Exhibit A to the attached resolution and CMAQ projects are identified in Exhibits B and C.

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 (CAAA) of 1990. Also prior to construction, the projects must meet eligibility requirements as specified in ISTEA and subsequent USDOT and/or EPA guidelines.

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 projects have been reviewed and approved by "stakeholder" groups organized by ODOT. TPAC reviewed and approved the resolution on December 18. JPACT action is scheduled for January 14. The Oregon Transportation Commission (OTC) will hold a public hearing and take action on CMAQ and Transportation Enhancement proposals on January 20 in Salem.

## FACTUAL BACKGROUND AND ANALYSIS

### Programs

ISTEA established two new and unique programs:

1. **Transportation Enhancements.** Transportation Enhancements are intended to enhance the cultural and environmental value of state, regional and local transportation systems. Eligible projects include such diverse activities as bicycle and pedestrian facilities, acquisition of scenic or historic sites, landscaping and other scenic beautification, archaeological planning and research and mitigation of water pollution due to highway runoff. The Transportation Enhancements Program must equal a minimum of 10 percent of a state's Surface Transportation Program fund. In Oregon, this roughly equates to \$4.5 to \$5.0 million per year. The program is eligible statewide. As noted, Resolution No. 92-1626 established the region's enhancement priorities. Those projects were identified following a regional solicitation and ranking process. The process included local jurisdictions, transportation providers, members of interest groups and the public who sought funding under eligible activities. Priority enhancement projects proposed for funding and inclusion in the RTP and TIP are listed in Exhibit A to this resolution.

The priority enhancement projects have subsequently been forwarded to regional and state stakeholder groups for review and prioritization with other Region 1 and state priorities. The "Region 1 Recommended" projects were approved by both stakeholder groups and are essentially assured funding under the ODOT/OTC program allocation process. That process allocates \$4.4 million to Region 1 (roughly 28% of the state enhancement program for the fiscal years 1992-93-94). The "Competitive" projects may receive OTC approval in January. Any project not approved for funding will be dropped from the TIP, yet remain in the RTP as a priority enhancement project. ODOT will begin programming the remainder of ISTEA enhancement funds in January as part of the 1995-2000 Six-Year Program development.

2. **CMAQ.** CMAQ funds are apportioned to states based on a ratio which factors the severity of non-attainment status within a state for carbon monoxide (CO) and ozone and the aggregate population of the non-attainment areas. Again, the amount for Oregon is roughly \$4.5 to \$5.0 million per year. The funds are restricted to CO and ozone non-attainment areas and, in certain instances, to PM-10 (particulate) non-attainment areas. Eligible projects under the program include (but are not limited to):
  - Any transit or transit-related project or program contained in an approved SIP;
  - Transportation Control Measures (TCMs) established by the CAAA (with

exceptions);

- The development of transportation demand management programs; and
- The construction of bicycle and pedestrian facilities.

Other programs and projects may qualify if it is determined by EPA and FHWA that they are likely to contribute to the attainment of a National Ambient Air Quality Standard (NAAQS).

In February, 1992 as part of their review of Six-Year Program priorities, TPAC charged the TDM Subcommittee to develop a comprehensive regional CMAQ Program and project ranking process. In addition, a process was implemented that resulted in the transmittal of recommendations to the OTC in time for their summer Six-Year Program hearings.

Identification of priority CMAQ projects was more complicated than identification of priority enhancement projects. First, air quality improvement projects were not readily identifiable. The last update to the transportation element of the State Implementation Plan (SIP) for air quality was in 1982 and all TCMs identified at that time had been implemented. Consequently, a new program was required. A first attempt in the spring of 1992 identified six priority CMAQ projects. Those projects were adopted in June, 1992 by Resolution No. 92-1627 and are included as Exhibit B to the attached Resolution No. 93-1731. However, in response to federal guidelines released at that time which established air quality as the primary CMAQ emphasis, a full program was not developed. Instead, TPAC recommended that the TDM Subcommittee take additional time to develop a program consistent with the guidelines.

In June, TPAC also recommended the following:

- That the OTC fund an interim two-year 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 have and will develop projects directly related to the CMAQ program objectives;
- That appropriate project ranking criteria be developed through Metro or additional guidance be received from USDOT/EPA for prioritizing CMAQ-related project proposals;
- That any projects approved for the 1993-1998 Six-Year Program include an evaluation component;
- That the distribution of funds benefit the entire region for at least the first two years of the program;



- That the six priority projects be forwarded for immediate OTC/ODOT approval;
- That the TDM Subcommittee, TPAC, JPACT and the OTC consider CMAQ funding for demonstration-type projects within recommended eligible activities (bicycle/pedestrian, TDM, transportation systems management (TSM), and transit); and
- That to the degree possible, funds should be used to implement projects.

### Portland Area CMAQ Priorities (Round 2)

The TDM Subcommittee met from July through December to develop a CMAQ program consistent with ISTEA, federal program guidelines and TPAC parameters. The process included development of a schedule, solicitation and review of projects for eligibility, development of ranking criteria, development of project related information, application of ranking criteria and identification of project priorities. Key elements included:

- **Project Solicitation.** Attachment A lists and briefly describes the submitted projects. The projects were placed into one of four eligible category areas: Bicycle/Pedestrian; Transportation Demand Management; TSM/Signalization; or Transit.
- **Development of Ranking Criteria.** Attachment B shows the ranking criteria used in the "round two" process. The 100 point system emphasizes actual emission reductions and cost/benefit over the more "general" administrative criteria. The round one process gave equal, if not greater, weight to the administrative criteria. The CO benefit only received a maximum of five points since ozone is the prominent pollutant in the metro area.
- **Development of Project Information.** Administrative and Quantitative information was developed by each applicant. Attachment C is a copy of the administrative criteria information sheet required for each project. Applicants were also required to determine either the VMT or actual emission reduction. All information was submitted to Metro for review and distribution to the TDM Subcommittee. The Subcommittee then met to discuss information and review methodologies. Where appropriate, methodologies were adjusted to provide for consistency between competing projects.
- **Application of ranking criteria.** This process included Subcommittee agreement on administrative scores, development of raw quantitative results, and the conversion of those raw results to a quantitative point scale. Attachment D summarizes the scoring by each quantitative measure and for the aggregate of administrative measures. The projects are also ranked within like categories (TDM, TSM, Bike/Pedestrian and Transit) and relative to all projects combined.

Attachment E shows the raw quantitative scores, final project rankings, project costs and requested CMAQ funds.

- **Selection of Project Priorities.** Based on information provided by ODOT, it is estimated that the Portland area will receive approximately 81 percent of statewide CMAQ funds. The amount is based on a DEQ formula which factors population by degree of attainment problem. The total CMAQ dollar allocation would be approximately \$11.6 million. The previously adopted six priority projects totaled \$1.31 million (Exhibit B). Consequently, about \$10.3 million was estimated to remain in the Portland area "account." Exhibit C identifies TDM Subcommittee recommended projects to be funded with the remaining \$10.3 million of CMAQ funds. The projects total \$10,284,755.

The projects cover a broad range of eligible activities and emphasize actual emission reductions with high benefits to cost. The projects also equitably distribute projects within the region. These objectives directly respond to the TPAC parameters established for the program last summer.

### Conclusions and Comments

Adoption of Resolution No. 93-1731 amends the TIP and RTP to include the region's priority CMAQ and Transportation Enhancement activities. Those priorities are identified in Exhibits A, B and C to the resolution and are based upon anticipated funding for the region for those programs.

Actual programming and authorization for the use of the funds is dependent upon OTC action on January 20. Consequently, the actual number of "fundable" projects may vary. Project development delays may also alter the ability to fund certain projects. Recognizing these possibilities, the resolution notes that any changes to program priorities that are greater than 10 percent of the anticipated funding level will require reconsideration through Metro/JPACT resolution. Priority changes below that amount will be addressed by the TDM Subcommittee for CMAQ funds and by the TPAC Ad Hoc Subcommittee for the Transportation Enhancement program.

TPAC also requested that Metro staff and the TDM Subcommittee monitor the progress of each project or study both prior and following implementation. Finally, under the CMAQ program, TPAC noted that the expanded bus purchases meet the Clean Air Act standards for the year they are purchased and that consideration be given to alternative fueled vehicles. This allows Tri-Met to expand service as soon as possible while still meeting the intent of the CMAQ program for cleaner air.

### EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 93-1731.

93-1731.RES

1-4-93

MH:lmk

## CMAQ PRIORITY PROJECT DESCRIPTIONS

### PROJECT/ORIGINAL RANK

- 1) Regional/City TMA - Joint private/public regional transportation management organization to reduce single-occupant vehicle work trip. (PDOT)
- 2) TOD - Transit-oriented development project incorporating new land use designs with increased density, mixed uses, and transit, bike, and pedestrian-friendly amenities and access. (DEQ)
- 3) Pedestrian to Transit Access Study and Demonstration Project - Phase I will focus on the identification, evaluation, and prioritization of viable major transit corridors and those locations within these corridors that would benefit most from enhanced pedestrian-transit connections (ie., sidewalks, raised medians etc.). Phase II involves project implementation at three priority sites identified in Phase I. (Washington Co.)
- 4) Expanded Service Buses - The buses would serve congested regional corridors and be most likely oriented to trunkline express service. This project is considered by Tri-Met to be necessary if the region is to continue the development of the regional transit system as assumed by the Regional Transportation Plan. (Tri-Met)
- 4) Regional Rideshare Program - This project would provide funding to allow Tri-Met to continue administration of the Regional Rideshare Program which is aimed at increasing share ride modes, improving air quality, and reducing vehicle miles of travel. (Tri-Met)
- 5) Improvements to Signals on 82nd Avenue - Signal improvements along a 7-mile stretch of 82nd Avenue from NE Killingsworth to SE Flavel to reduce stops and delay. Improvements would include optimum signal timing, installation of permanent count stations, and installation of vehicle detection devices at 82nd Avenue and Division. (PDOT)
- 6) Pedestrian/Bike Access Study for MAX - Study to evaluate the existing and planned physical and social environment of the MAX suburban stations areas including pedestrian/bicycle access and circulation to MAX stations. (Gresham)
- 7) Central City/Bicycle Shower Facilities - The project will provide two attended bike parking and shower facilities in the Central City, combined with repair, route and safety information for bicyclist. (PDOT)

- 8) Bike Lanes on Strawberry Lane - The construction of bikelanes on Strawberry Lane from Webster Road to I-205. (Clackamas Co.)
- 9) Separated Bike Facility on N. Lombard - Separated bicycle access along North Lombard Street from Rivergate to the entrance of Kelley Point Park (7,500 feet) to protect bicyclist from truck traffic. (Port of Portland)
- 9) Pedestrian/Bike Crossing on the Steel Bridge - The crossing will provide an essential barrier free connection between downtown, Old Town, the Union Station area, and Tom McCall Waterfront Park on the West and the Oregon Convention Center, Sports Arena, and Lloyd District on the east. (PDOT)
- 12) Columbia South Shore Transit Demonstration - Implementation of an innovative transit" option such as "dial-a-ride" or "shuttle" in the Columbia South Shore area. (Port of Portland)
- 12) Downtown Shuttle/Parking Lot - The proposal is to acquire and develop two parking lots in downtown Oregon City; and to purchase and implement a shuttle bus for downtown employees. (City of Oregon City)
- 13) Electric Vehicles - Purchase of three (3) electric vehicles for use by DEQ as motor pool vehicles in the Portland area. Funding would also cover staff to coordinate evaluation of the vehicles performance. (DEQ)
- 14) Demand Responsive Transit Service in Gresham - Purchase of three mini-buses for demand responsive transit service in south Gresham. Service would be operated by Tri-Met. (Multnomah Co.)
- NA Public Education - Creation of a permanent public education campaign to increase public awareness and knowledge of air quality problems and mitigation measures (ie., buying and maintaining in the Portland-Vancouver Metropolitan area. (DEQ)
- NA Max Bike Lockers/Bus Shelters - Provide bike lockers at 9 MAX stations and 25 bus shelters at potential high use stops in East Multnomah County. (Multnomah Co.)

**CMAQ Regional Ranking Criteria  
(Round Two)**

<u>Administrative</u>	<u>Potential Points</u>	<u>Score</u>
1. System Completion	5	
2. Critical Funds	5	
3. Local Commitment	5	
4. Long-Term Potential	<u>10</u>	
Subtotal	25	
<u>Quantitative</u>		
5. CO Reduction (lbs/day)	5	
6. HC Reduction (lbs/day)	25	
7. VMT Reduction	15	
8. Cost Effectiveness (\$/per ton or lb.)	<u>30</u>	
Subtotal	<u>75</u>	
Total	<u>100</u>	

**Metro  
11/92**

# CMAQ

## Administrative Ranking Criteria

**Directions:** For each project you have submitted, please provide a score as it relates to the following categories. For each bullet, briefly describe how the project or funds fill an identified need. The descriptions will be used to justify and improve scores. Not all bullets are applicable to all projects.

**A. System Completion (5 pts.)** \_\_\_\_\_

- Critical link
- Connectivity
- Functional class  
(as identified in the RTP or local plan)
- Regional Strategy

**B. Critical Funds (5 pts.)** \_\_\_\_\_

- Constitutionally ineligible for State Highway Funds
- Other Funds
  - local
  - trust (non-profit or private)
- Likelihood of Funds
  - competes with highway/arterial etc.
- Other ISTEAs

**C. Local Commitment (5 pts.)** \_\_\_\_\_

- Plan or Policy (adopted, draft, local, regional, etc.) Identify
- Interest Group (Identify)
- Matching Funds (Identify source and commitment)

**D. Long-Term Potential (10 pts.)** \_\_\_\_\_

- Springboard (Potential)
- Leverage
- Quantifiable (you may leave blank for now, unless 2010 estimates are available)
- Benchmarks/OTP/Goal 12/RUGGO, etc.

**TOTAL SCORE** \_\_\_\_\_

## CMAQ PROJECTS TECHNICAL AND ADMINISTRATIVE RANKING SCORES

PROJECT (Total Possible)	VMT (15)	HC (25)	CO (5)	COST EFFECTIVENESS HC (24) CO (6)		TECHNICAL TOTAL SCORE (75)	ADMIN TOTAL SCORE (25)	FINAL SCORE (100)	COMBINED RANK*	CATEGORY RANK**	CMAQ FUNDS*** (Millions)
<b>BICYCLE/PEDESTRIAN</b>											
Central City Bike/Shower Facilities	4	6	2	10	3	25	19	44	7	3	0.280
Pedestrian/Bike Crossing Steel Br.	5	8	2	2	2	19	23	42	9	5	1.360
Bike Link east of 47th/Marine Dr.	4	6	2	1	1	14	20	34	11	6	1.520
Ped to Transit Access Study	9	12	3	24	5	53	22	75	3	1	0.200
Bikelanes on Strawberry Lane	3	3	1	12	3	22	21	43	8	4	0.080
Ped/Bike Access Study for MAX	4	6	2	21	4	37	23	60	6	2	0.064
MAX Bike Lockers/Bus Shelters	NA	NA	NA	NA	NA	NA	18	18	NA	NA	0.064
Separated Bike Facility/Lombard	3	3	1	12	3	22	20	42	NA	NA	0.320
<b>TDM</b>											
Regional/City TMA	15	25	5	24	5	74	23	97	1	1	0.897
Regional Rideshare Program	7	12	3	21	4	47	24	71	4	3	0.537
Public Education	NA	NA	NA	NA	NA	NA	24	24	NA	NA	0.449
TOD	11	18	4	17	4	54	22	76	2	2	1.650
Electric Vehicles	NA	1	1	2	1	5	23	28	13	4	0.067
<b>TSM/SIGNALIZATION</b>											
Improvements to Signals on 82nd	NA	12	4	24	6	46	18	64	5	1	0.100
SW Front/Columbia	NA	3	2	2	3	10	17	27	14	2	0.305
Linwood/Flavel Dr.	NA	1	1	3	0	5	18	23	16	4	0.449
Burnside/242nd	NA	3	1	3	1	8	18	26	15	3	0.359



PROJECT (Total Possible)	VMT (15)	HC (25)	CO (5)	COST EFFECTIVENES		TECHNICAL TOTAL SCORE (75)	ADMIN TOTAL SCORE (25)	FINAL SCORE (100)	COMBINED RANK*	CATEGORY RANK**	CMAQ FUNDS*** (Millions)
				HC (24)	CO (6)						
<b>TRANSIT</b>											
Replacement Buses	NA	NA	NA	NA	NA	NA	19	19	NA	NA	4.490
Expanded Service Buses	11	18	4	12	3	48	23	71	4	1	3.770
Demand Responsive Service Gresham	1	1	1	2	1	6	21	27	14	5	0.162
Rivergate Shuttle Extension	2	1	1	17	4	25	15	40	10	2	0.036
Columbia South Shore Demo	1	1	1	2	2	7	22	29	12	3	0.090
Swan Island Transit Demo	2	1	1	3	2	9	19	28	13	4	0.125
Downtown Shuttle/Parking OC	3	3	1	1	1	9	20	29	12	3	0.520
Transit Operations Street Improv	NA	NA	NA	NA	NA	NA	21	21	NA	NA	0.404

Note:

\* Combined Rank indicates ranking against all projects.

\*\* Category Rank indicates ranking within like category (ie., transit, TDM, Bikes/Ped, or TSM/Signalization)

\*\*\* Federal share = 89.725% except for bicycle projects (80%). Consequently local match is 10.275%, except Bicycles (20%).

CMAQ PROJECTS FINAL RANKINGS

PROJECT	RANK	TYPE^1	LEAD AGENCY^2	HC Kg/Day	HC Cost/Kg	CO Kg/Day	CO Cost/Kg	TOTAL PROJECT COST	CMAQ FEDERAL SHARE^3	PROGRAM YEAR
Regional/City TMA	1	TDM	DEQ	112.47	\$35.57	558.53	\$7.18	\$1,000,000	\$897,250	FY93,94
TOD^4	2	TDM	DEQ	60.68	\$120.96	301.35	\$24.36	\$1,835,000	\$1,648,454	FY93,94
Ped to Transit Access Study	3	BPD	WASH.CO	37.00	\$27.03	183.80	\$5.44	\$250,000	\$200,000	FY93,94
Expanded Service Buses^5	4	TRS	TRI-MET	50.78	\$330.97	252.10	\$68.64	\$4,200,000	\$3,768,450	FY93
Regional Rideshare Program	4	TDM	TRI-MET	28.07	\$91.75	129.48	\$18.47	\$598,000	\$536,556	FY93
Improvements to Signals on 82nd	5	TSM	PDOT	30.44	\$14.72	293.58	\$1.53	\$112,000	\$100,492	FY93,94
Ped/Bike Access Study for MAX	6	BPD	GRESHAM	2.53	\$126.48	12.58	\$25.44	\$80,000	\$64,000	FY93
Central City Bike/Shower Facilities	7	BPD	PDOT	2.87	\$524.34	13.24	\$105.74	\$350,000	\$280,000	FY93,94
Bikelanes on Strawberry Lane	8	BPD	CLACKA.CO	1.13	\$353.98	5.60	\$71.43	\$100,000	\$80,000	FY93,94
Separated Bike Facility/N. Lombard	9	BPD	PORT	1.16	\$1,379.00	5.82	\$274.91	\$400,000	\$320,000	FY93
Pedestrian/Bike Crossing Steel Br.	9	BPD	PDOT	4.98	\$1,365.46	24.71	\$275.19	\$1,700,000	\$1,360,000	FY93,94,95
Rivergate Shuttle Extension	10	TRS	PORT	0.55	\$290.91	2.72	\$58.82	\$40,000	\$35,890	FY93
Bike Link east of 47th/Marine Dr.	11	BPD	PDOT	2.88	\$2,638.89	14.30	\$531.47	\$1,900,000	\$1,520,000	FY93,94,95
Columbia South Shore Demo	12	TRS	PORT	0.28	\$1,428.57	1.41	\$283.69	\$100,000	\$89,725	FY93
Downtown Shuttle/Parking Lot	12	TRS	OR-CITY	1.07	\$2,168.22	5.33	\$435.27	\$580,000	\$520,405	FY93
Electric Vehicles	13	TDM	DEQ	0.20	\$1,500.00	1.00	\$300.00	\$75,000	\$67,294	FY93
Swan Island Transit Demo	13	TRS	PORT	0.51	\$1,098.04	2.52	\$222.22	\$140,000	\$125,615	FY93
Demand Responsive Service Gresham	14	TRS	MULT.CO	0.43	\$1,674.42	2.11	\$341.23	\$180,000	\$161,505	FY93
SW Front/Columbia	14	TSM	PDOT	1.11	\$1,225.23	10.88	\$125.23	\$340,000	\$305,065	FY93,94,95
Burnside/242nd	15	TSM	MULT.CO	1.50	\$1,066.67	3.34	\$479.04	\$400,000	\$358,900	FY93,94
Linwood/Flavel Dr.	16	TSM	CLACKA.CO	0.85	\$6,276.92	4.44	\$918.92	\$1,020,000	\$915,195	FY93,94
Public Education	NA	TDM	DEQ	NA	NA	NA	NA	\$500,000	\$448,625	
MAX Bike Lockers/Bus Shelters	NA	BPD	MULT.CO	NA	NA	NA	NA	\$80,000	\$64,000	
Replacement Buses	NA	TRS	TRI-MET	NA	NA	NA	NA	\$5,000,000	\$4,488,250	
Transit Operations Street Improv	NA	TRS	PDOT	NA	NA	NA	NA	\$450,000	\$403,763	
<b>TOTAL</b>								<b>\$21,430,000</b>	<b>\$18,755,433</b>	

ote^1: Type  
 PD = Bicycle/Pedestrian  
 DM = Transportation Demand Management  
 RS = Transit  
 SM = Transportation System Management

Note^3: Match  
 Federal Share = 89.725% except for Bikes (80%).  
 Local Match = 10.275% except for Bikes (20%).

ote^2: Lead Agency  
 Agency designated as lead for providing local match may be different from implementing agency

Note^4: TOD  
 An equivalent amount of funds to complete project will be sought for Phase II in the next three-year funding cycle.

Note^5: Buses  
 Buses will be purchased that meet the Clean Air Act standards for transit vehicles for the year they are purchased and consideration will be given to alternative fueled vehicles.