

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING ) RESOLUTION NO. 93-1829A  
THE REGION'S PRIORITY FY 95-97 )  
CONGESTION MITIGATION/AIR QUALITY) Introduced by  
PROGRAM PROJECTS FOR SUBMISSION ) Councilor Van Bergen  
TO THE OREGON TRANSPORTATION COM-) )  
MISSION FOR INCLUSION OF THESE )  
PROJECTS )

WHEREAS, The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 included the 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 marginal non-attainment for ozone and moderate for carbon monoxide; and

WHEREAS, ISTEA stipulates that states shall allocate CMAQ funds in consultation with the designated Metropolitan Planning Organization (MPO); and

WHEREAS, Metro is the designated MPO for the Portland Metropolitan Area; and

WHEREAS; the state is currently programming CMAQ funds for FY 95-97 through the update of the Oregon Department of Transportation's 1995-2000 Six-Year Transportation Improvement Program (TIP); and

WHEREAS, TPAC and the TPAC TDM Subcommittee developed a priority ranking of CMAQ projects for inclusion in the Regional Transportation Plan (RTP) and in future Transportation Improvement Programs covering FY 95, 96, and 97, and for forwarding to

the Oregon Transportation Commission for consideration in the 1995-2000 Six-Year TIP update; now, therefore,

BE IT RESOLVED:

1. That the Metro Council amends the 1992 RTP to include CMAQ elements as contained in Exhibits A (revised) and B.

2. That the Metro Council adopts the CMAQ projects identified accordingly in Exhibit A as the region's priorities for inclusion in the 1995-2000 ODOT Six-Year TIP for the second three years of the program (FY 95-97).

3. That the Metro Council adopts the CMAQ projects identified in Exhibit B as a contingency list in the event projects in Exhibit A cannot be implemented. The contingency list would be prioritized through JPACT/Metro Council resolution before any of the projects would be recommended for funding. The contingency projects should also be considered for other alternative mode funds as they may become available. The contingency list shall expire upon completion of regional alternative mode planning activities.

4. That staff be directed to forward the CMAQ priorities in testimony during the appropriate hearings on the 1995-2000 Six-Year TIP update by the Oregon Transportation Commission.

5. That staff further be directed to continue work with the state and local jurisdictions and agencies to incorporate into the RTP appropriate CMAQ-related implementation measures which result from the 1993 Oregon Legislature, 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 a total of \$3 million be set aside for implementation of projects identified during the study phase for: Project No. 009 - Pedestrian to Transit: Phase III; Project No. 010 - Pedestrian to MAX Capital Improvement Program; and Project No. 021 - Willamette River Bridges Improvement Package (bike lanes, sidewalks and wheelchair ramps). A portion of the \$3 million will be allocated to each project. The specific allocation to construction projects resulting from the three studies will be subject to approval by JPACT/Metro Council resolution.

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 companies participating in the Portland Area Telecommuting project (Project No. 016) provide adequate information and project data to the Oregon Department of Energy (ODOE) that enables ODOE to complete a written evaluation of the extent of involvement in the Portland area; the degree of success or failure in meeting project goals; and the degree of success relative to reducing vehicle emissions in the Portland area.

ADOPTED by the Metro Council this 9th day of September, 1993.

  
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Judy Wyens, Presiding Officer

CMAQ Round 2: FY 95-97  
Priority Funding Projects

(REVISED)  
**EXHIBIT A**  
9/1/93

Project CODE NO.	PROJECT INFORMATION					TECHNICAL DATA				ADMIN.	FINAL
	NAME	AGENCY	TYPE*1	CMAQ REQUEST*2	Cumulative CMAQ Total	VMT (mi/yr) Reduction	HC (kg/day)	CO (kg/day)	Cost Eff. (\$/kg/yr)	SCORE (25)	SCORE (100)
001	Transit Oriented Development - Phase II	DEQ	TDM	\$1,835,000	\$1,835,000	8,660,556	46.46	230.72	\$0.04	24	98
002	Regional TDM	Tri-Met	TDM	\$700,000	\$2,535,000	3,471,150	18.62	92.47	\$0.04	24	89
003	Columbia Slough Intermodal Expansion Bridge	Port	MSC	\$1,000,000	\$3,535,000	0*	52.64	241.02	\$0.02	23	83
004	Buses for service expansion (20 vehicles)	Tri-Met	TRS	\$3,589,000	\$7,124,000	5,914,352	31.72	157.56	\$0.10	21	87
005	Gresham Traffic Signal Coordination & Optimization Project	Gresham	TSM	\$300,000	\$7,424,000	0	43.05	444.43	\$0.01	20	80
006	Mini-buses (10 vehicles)	Tri-Met	TRS	\$538,350	\$7,962,350	1,189,815	6.38	31.70	\$0.08	22	76
009	Pedestrian to Transit: Phase III	PDOT	BPD	\$1,000,000	\$8,962,350	1,069,878	5.74	28.50	\$0.16	23	72
010	Pedestrian to MAX Capital Program	Gresham	BPD	\$1,000,000	\$9,962,350	968,056	5.19	25.79	\$0.18	23	70
016	Portland Area Telecommuting Project	ODOE	TDM	\$240,463	\$10,202,813	450,000	2.41	11.99	\$0.09	18	61
017	Eastside Bikeway/Trail Loop (OMSI-Springwater)	Metro/ Ptd Parks	BPD	\$584,000	\$10,786,813	472,670	2.54	12.59	\$0.21	23	60
019	Eastside Bikeway/Trail Loop (Springwater-Milwaukie)	Metro/ Milwaukie	BPD	\$91,200	\$10,878,013	155,711	0.84	4.15	\$0.10	23	57
021	Willamette River Bridges Improvement Package - bike lanes, sidewalks and wheelchair ramps	Mult. Co.	BPD	\$1,000,000	\$11,878,013	470,378	2.52	12.53	\$0.36	23	57
023	Strawberry Lane: Webster to I-205 - bike lanes	Clack. Co.	BPD	\$229,600	\$12,107,613	207,615	1.11	5.53	\$0.19	21	54
028	Sunset Transit Center - pedestrian/bike bridge	Tri-Met	BPD	\$470,400	\$12,578,013	295,139	1.58	7.86	\$0.27	21	52
<b>TOTAL CMAQ FUNDING FOR PRIORITY PROJECTS</b>				<b>\$12,578,013</b>							

\*1: BPD=Bicycle/Pedestrian; TDM=Transp. Demand Mgmt.; TSM=Transp. System Mgmt.; TRS=Transit; MSC=Misc.

\*2: Match=89.725%/10.275% (except for Bke/Ped at 80%/20%)

\*: Assumes freight movement excluded from Rule 12 VMT reduction.

CMAQ Round 2: FY 95-97  
Priority Contingent Projects

EXHIBIT B  
8/12/93

Project	PROJECT INFORMATION					TECHNICAL DATA				ADMIN.	FINAL
CODE	NAME	AGENCY	TYPE*1	CMAQ	Cumulative	VMT (mi/yr)	HC	CO	Cost Eff.	SCORE	SCORE
NO.				REQUEST*2	CMAQ Total	Reduction	(kg/day)	(kg/day)	(\$/kg/yr)	(25)	(100)
006a	Additional mini-buses (\$53,835 per vehicle)	Tri-Met	TRS	TBD	\$0	1,189,815	6.38	31.70	\$0.08	22	76
009a	Pedestrian to Transit: Phase III (additional funding)	PDOT	BPD	TBD	\$0	1,069,878	5.74	28.50	\$0.18	23	72
010a	Pedestrian to MAX Capital Program (additional funding)	Gresham	BPD	TBD	\$0	969,058	5.19	25.79	\$0.18	23	70
021a	Willamette River Bridges Improvement Package - bike lanes, sidewalks and wheelchair ramps (additional funding)	Mult. Co.	BPD	TBD	\$0	470,378	2.52	12.53	\$0.36	23	57
013	Swan Island Transit Demonstration	Port	TRS	\$125,615	\$125,615	540,741	2.90	14.41	\$0.04	19	68
027	Johnson/McKinley: I-205 to Webster - bike lanes	Cleck. Co.	BPD	\$280,000	\$405,615	207,615	1.11	5.53	\$0.23	20	52

\*1: BPD - Bicycle/Pedestrian; TDM - Transp. Demand Mgmt; TSM - Transp. System Mgmt; TRS - Transit; MSC - Misc.  
\*2: Match - 89.725%/10.275% (except for Bike/Ped at 80%/20%)

## STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 93-1829 FOR THE PURPOSE OF ENDORSING THE REGION'S PRIORITY FY 95-97 CONGESTION MITIGATION/AIR QUALITY PROGRAM PROJECTS FOR SUBMISSION TO THE OREGON TRANSPORTATION COMMISSION FOR INCLUSION OF THESE PROJECTS

Date: August 11, 1993

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 1995-2000 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) to include the priority CMAQ projects adopted through this resolution. The priority CMAQ projects are for consideration by the Oregon Transportation Commission (OTC). Upon OTC approval of the program, the Metro TIP will be amended. Exhibit A identifies the priority-funded projects selected by the TPAC TDM Subcommittee for funding in FY 95-97. Included in Exhibit B are the list of contingency CMAQ projects that would be recommended for funding if any of the priority projects are not able to be implemented. The contingency projects are not prioritized at this time. Prioritization would occur through further subcommittee and TPAC analysis and would be brought back to JPACT/Metro Council via resolution.

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

The Joint Policy Advisory Committee on Transportation (JPACT) endorsed the priorities in Exhibit A for funding in FY 95-97 on August 12, 1993. Metro Planning Committee review and action is scheduled for August 24, 1993. Metro Council action is scheduled for September 9, 1993.

## FACTUAL BACKGROUND AND ANALYSIS

### Programs

CMAQ funds, established under ISTEA, 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. The amount for Oregon for FY 95-97 is approximately \$5.6 million per year. The Portland region is expected to receive approximately \$4.4 million per year for FY 95-97. CMAQ 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 State Implementation Plan (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).

### Prior Activity

First round (FY 92-94) CMAQ project priorities were established by resolution (Resolution No. 1731A) in December 1992. The process for ranking projects was developed by the TPAC TDM Subcommittee at the request of TPAC. It included development of a critical path schedule, solicitation and review of projects for eligibility, development of ranking criteria, development of project-related descriptive information, application of ranking criteria and identification of project priorities.

The prioritization of FY 92-94 CMAQ projects included 21 projects totaling \$11,579,749 being recommended by JPACT/Metro Council resolution for funding in ODOT's Six-Year Program. This total amount was \$432,454 less than the FY 92-94 allocation of \$12,012,203. These unused funds from the first round will overlap into the FY 95-97 funding cycle because of the obligation limits imposed by Congress. However, this overlap will not endanger any of the current funded projects.

## Portland Area CMAQ Priorities (FY 95-97)

The TDM Subcommittee met from April 1993 to July 1993 to prioritize the second round (FY 95-97) CMAQ projects. Projects were submitted through sponsoring local governments and state agencies based on their individual capital priorities. The same criteria established by TPAC and described in detail in Resolution 93-1731A and accompanying staff report were used. Key results of the FY 95-97 process include:

- **Program Objectives.** Throughout development of the program, it became clear that in addition to the technical rankings, clear program objectives were needed. Based on discussions at TPAC, the program objectives are:
  1. *Developing projects which will enable the region to meet NAAQS by our attainment date.*

This objective is the primary purpose for the program under FHWA guidelines, and emphasizes short-term benefits. As such, each project was modeled for 1996, the year of our formal attainment date;
  2. *Developing projects which address regional goals for completing regional system needs (particularly for bike projects); and*
  3. *Developing projects which will assist in realizing long-term goals, particularly VMT per capita reductions tied to Rule 12, and implementation of a long-term Air Quality Maintenance Plan.*
- **Project Priorities.** Attachment A lists the FY 95-97 CMAQ project priority funding list and the selected contingent projects established by JPACT. The total funding request for the priority CMAQ list is approximately \$13.1 million.
- **Contingent Projects.** The contingent projects are listed in Attachment A. These projects were selected as back-up in case any of the priority projects drop off the list due to eligibility findings by FHWA, or implementation problems. If this occurs, a prioritized list of contingent projects would be developed and recommended for JPACT/Metro Council approval via resolution. It is recommended that these projects also merit consideration for alternative mode funds as they come available. However, it was also recognized that alternative mode planning activities may change the region's priorities. Consequently, the resolution includes language which limits the region's commitment to these projects until further alternative mode planning has been completed.



- **Unfunded Projects.** Attachment B provides a list of the CMAQ projects not recommended for funding through the CMAQ program. These projects either did not rank high enough for consideration based on administrative and technical criteria or were found to not maximize regional priorities as set forth in the program objectives.
- **Application of Ranking Criteria.** This process included Subcommittee agreement on administrative scores, development of raw quantitative results, and the conversion of raw scores to a quantitative point scale. The same 100-point ranking system based on administrative (25 points total) and technical criteria (75 points total) used for FY 92-94 projects was used for FY 95-97 projects. The technical criteria emphasizes actual emission reductions and cost/benefit over the more "general" administrative criteria of "system completion," "local project support," and "potential long-term benefit."

Administrative and quantitative information related to project impacts on vehicle trips and/or VMT was developed by each applicant. All information was submitted to Metro for review and distribution to the TDM Subcommittee. The Subcommittee then reviewed the information and methodologies. Where appropriate, methodologies were adjusted to provide for consistency between competing projects. A summary of the criteria is included as Attachment C.

- **Project Descriptions.** CMAQ projects were placed onto one of four eligible category areas: Bicycle/Pedestrian (BPD); Transportation Demand Management (TDM); Transportation System Management (TSM); or Transit (TRS). There was also one miscellaneous project. A brief description of each project is included in Attachment D.
- Attachment E provides a summary of the total six-year CMAQ program funding by jurisdiction and project type.

#### Public Participation

As part of the solicitation phase of the program, local jurisdictions through project submittals were directed to identify priority projects which have had local review and adoption and, to the degree possible, have gone through public participation. In addition, Metro held a public workshop at Metro Regional Center to: (1) provide an overview of the CMAQ program; (2) review and receive comment on the project selection and ranking criteria; and (3) solicit additional projects and/or ideas to improve the overall program. Thirty-five citizens participated.

In general, workshop participants understood and supported the program's administrative and technical criteria. With regard to program guidelines, a number of participants encouraged greater

funding for bicycle and pedestrian projects, while one participant recommended additional funds be allocated for TSM activities.

Specifically, concerns were expressed for the following:

- *Southwest Portland.* A number of potential bike and pedestrian improvements were identified for Capitol Highway; PCC Sylvania to Hillsdale; Taylors Ferry Road; Garden Home Road; Multnomah Boulevard; Vermont Street; and, in particular, Oleson Road from Beaverton-Hillsdale Highway to Washington Square.
- *Sunset Highway Overcrossing.* The need for a bicycle and pedestrian overcrossing from the proposed Sunset Transit Center to Cedar Hills Boulevard was expressed.
- *Cedar Hills Boulevard Bike Lanes/Sidewalks.* Washington County residents participating at the workshop questioned the priority of this project and felt other more suitable needs could be found in the county for CMAQ funds. While there was general support for geographic distribution of funds, residents were not in favor of funding low-benefit projects based solely on that consideration.
- *Eastside Esplanade/Sullivan's Gulch Trail Loop.* Two participants expressed support for these two additional legs of Metro's Eastside Bikeway/Trail Loop proposal.
- *Security.* One participant expressed concern for planning for police, fire and emergency services' access to facilities and for police patrolling of facilities. These type of expenditures are not specifically reflected in CMAQ project costs.
- *Cornell Road (NW Portland) Bike Lanes.* Funds should be provided to develop uphill shoulder bike lanes on NW Cornell Road from NW 30th Street to Miller Road. The project would link the growing Northwest hills area to the Northwest portion of Downtown Portland.
- *Oleson Road Bike Lanes/Pedestrian Paths.* Funds should be provided for 5-foot pedestrian paths and 6-foot bike lanes on both sides of Oleson Road between Vermont Street and Beaverton-Hillsdale Highway for a distance of approximately seven-tenths of a mile. This project would connect to sidewalks and bike lanes on some adjacent facilities.

The public workshop resulted in several good suggestions for potential CMAQ projects. Based on the administrative and technical analysis and regional objectives, only the Sunset Transit Center Pedestrian Bridge ranked at the lower end of the recommended projects (Project Number 028). Other projects recommended at the public workshop and analyzed for

administrative and technical merit, but not recommended for funding, were the Oleson Road Bike Lanes (Project 046 with 30 total points) and the NW Cornell Road Bike Lanes (Project 047 with 29 total points).

### Program Highlights

Program highlights of the work of the TDM Subcommittee and TPAC are provided below:

#### 1. Regionwide Distribution of Funds

During the first round of CMAQ funding (FY 92-94), JPACT approved a package of projects which ranked relatively high on their technical scores, but also reflected a balance between modes and location. Following that general policy lead, the TDM Subcommittee put forth a similar package for FY 95-97. Complicating the second round process was the volume of quality projects submitted (50 projects). Further, federal guidelines require that the projects help the region reach attainment of NAAQS. Consequently, the forecast year for the emissions benefits (1996) follows our last attainment deadline of 1995. Thus, certain projects which will likely have a longer-term benefit did not rank as high as some others. Specifically, these include bike and some pedestrian projects not tied to MAX.

Metro staff recognizes the need to develop high ranking projects, particularly those which will help us come into attainment. Staff believes that this should be our number one priority. However, for the long term, some modal and geographical balance should be included in the program. The balance will have a lasting effect and will help with our air quality maintenance strategy and with our VMT/capita reduction goals. As a result, the recommended package of priority projects is considered by TPAC to be beneficial in helping us with both the region's long-term and short-term objectives.

#### 2. \$3,000,000 Study Implementation Pool

JPACT recommends that \$3 million be set aside to implement the results of the three CMAQ studies funded under round one priorities. Federal guidelines require a commitment to implementation in order to use CMAQ funds for studies. Consequently, the funding priority list in Attachment A reflects a place-holder amount of \$1 million each for the Pedestrian to Transit: Phase III Study (Project No. 009); Pedestrian to MAX Capital Program (Project No. 010); and the Willamette River Bridges Improvement Package - bike lanes, sidewalks and wheelchair ramps (Project No. 021) to be used to implement study results.

### 3. Tri-Met Buses

JPACT recommends funding for 20 full-size buses (\$3,589,000) and 10 mini-buses (\$538,350). During the first round of CMAQ solicitation (FY 92-94), Tri-Met requested 24 buses for service expansion. The subcommittee through TPAC/JPACT/Metro Council resolution recommended funding for 21 buses to allow for the inclusion of other alternate mode projects in the final package. Tri-Met's request for the FY 95-97 cycle was 20 full-size buses based on their same estimate of cost (\$200,000 per bus) used for round one and 15 mini-buses. The FY 95-97 recommendation by the Subcommittee was to reduce the request to 10 full-size and 8 mini-buses (total of 18 buses) in order to fund additional projects as discussed under "Regionwide Distribution of Funds" above. TPAC approved and forwarded this recommendation to JPACT with a caveat that additional buses be the top priority in the event additional CMAQ funds become available for any reason (e.g., due to project ineligibilities, additional federal funds, etc.). Consequently, JPACT recommended funding an additional 10 full-size buses and two additional mini-buses with additional CMAQ funds that represent a 100 percent federal obligation over time.

### 4. Columbia Slough Intermodal Expansion Bridge

The TDM Subcommittee recommends funding the expansion bridge in the amount of \$1 million. This amount will be used to leverage \$2.1 million earmarked to the project under ISTEA demonstration funds; \$1.5 million of private railroad funds; \$1.5 million of Port of Portland funds, for a total project cost of \$6.1 million. The project would span the Columbia Slough waterway and connect North and South Rivergate, allowing rail movement to terminal without going through congested inner-city rail yards and neighborhoods. The Subcommittee determined that the project was eligible under ISTEA because of its contribution to the attainment of NAAQS. The best estimates of the emission reductions by the Port of Portland appear reasonable and take into account information from relevant studies on truck-to-rail movements.

Essentially, with the bridge constructed, rail would capture a greater market share of long-haul truck movement into and out of the region. The subsequent rail emissions would be substantially less than if the same freight were moved primarily by truck, as is currently the case. Because freight movement may be exempt from Rule 12 VMT reduction goals, technical points for VMT reduction were not assigned to this project by the Subcommittee in the ranking criteria.

At issue is the general use of CMAQ for freight purposes, as well as the use of regionally controlled public funds to

benefit private carriers (which has public air quality benefits). TPAC recommends advancing the project forward as a priority-funded project subject to an eligibility finding by FHWA/FTA; finalizing financial and project development arrangements with the railroads; and ensuring public benefits.

#### 5. Federal Funding Obligation Ceiling

ISTEA Section 1002 establishes a ceiling "of all obligations for federal-aid highways and highway safety construction programs." This means that the sum total of all FHWA appropriations in any fiscal year for flexible funding programs, such as CMAQ, will be greater than the sum total of funds that may be obligated for that year. The gap between the sum of FHWA appropriations and the obligation ceiling is carried over as an unobligated balance, available for obligation in future years until the funds lapse. The actual funding obligation amount is set by Congress during October or November of each year. The obligation limit (ceiling) can vary from approximately 80-100 percent of authorization.

Eventually, 100 percent of the CMAQ funds authorized by Congress will be spent. Due to the obligation limits for any given fiscal year, this may occur some time after the funding cycle ends in FY 97.

#### TPAC Action

TPAC reviewed the TDM Subcommittee's recommended list of projects at their July 30, 1993 meeting. Based on their discussion and review, TPAC recommended the following:

- Addition of the Sunset Transit Center - Pedestrian/Bike Bridge (Project No. 028) to the funding priority list (Exhibit A);
- Maintain the Cedar Hills Boulevard Bike Lanes (Project 032) as a priority-funded project (Exhibit A);
- Drop the Barbur Boulevard Bike Lane (Project No. 031) from the priority-funded list and moving it to the unfunded list; and
- Set aside \$3 million for implementation of construction projects identified during the study phase for Project No. 009 (Pedestrian to Transit - Phase III); Project No. 010 (Pedestrian to MAX Capital Program); and Project No. 021 (Willamette River Bridges Improvement Package).

#### JPACT Action

On August 12, 1993, JPACT recommended adoption of Resolution No. 1829 with the following additions:

- New resolves 6, 7, and 8 be added to Resolution No. 1829.

- The unallocated CMAQ funds from FY 92-97 (\$432,454) and the unallocated CMAQ funds from FY 95-97 (\$1,512,459) be used to purchase additional buses for Tri-Met. This action results in an additional 10 full-size buses and two mini-buses being recommended for funding as priority projects (Project No. 004 and Project No. 006) bringing the total request to 20 full size buses and 10 mini-buses.

Also, as a result of extensive discussions and public comment at JPACT concerning the CMAQ solicitation and evaluation process, the following was recommended:

- That a comprehensive multi-modal planning process be developed between Metro and local jurisdictions.
- That this process would include expanded public participation during the initial stages to identify and choose potential projects for analysis and funding.
- That with such a process in place, a more comprehensive examination of local priorities such as the Cedar Hills Bike Lanes (Project No. 032) could be undertaken relative to other identified alternatives in a particular jurisdiction.
- In addition, JPACT recommended that the planning process should be used to facilitate future programming of funds for multi-modal projects.

#### Conclusions and Comments

Adoption of Resolution No. 93-1829 amends the RTP to include the region's priority CMAQ projects for FY 95-97.

The priority-funded projects cover a broad range of eligible activities and emphasize in a practical way the actual emission reductions with high benefits to cost. The projects also reflect equity in regional distribution and mode choice. These combined objectives directly respond to the intent of ISTEA and the TPAC parameters established for the CMAQ program.

As with first round CMAQ projects, actual programming and authorization for the use of CMAQ funds under ISTEA is dependent upon OTC action and obligation limits imposed by Congress. Consequently, the actual number of "fundable" projects may vary during any fiscal year. 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.

#### EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 93-1829.

CMAQ Round 2: FY 95-97

Funding Priority List  
(Preliminary)

ATTACHMENT A

8/12/93

Project	PROJECT INFORMATION					TECHNICAL DATA				ADMIN.	FINAL
CODE	NAME	AGENCY	TYPE*1	CMAQ	Cumulative	VMT (mi/yr)	HC	CO	Cost Eff.	SCORE	SCORE
NO.				REQUEST*2	CMAQ Total	Reduction	(kg/day)	(kg/day)	(\$/kg/yr)	(25)	(100)
<b>PRIORITY FUNDED PROJECTS</b>											
001	Transit Oriented Development - Phase II	DEQ	TDM	\$1,835,000	\$1,835,000	8,660,558	48.48	230.72	\$0.04	24	88
002	Regional TDM	Tri-Met	TDM	\$700,000	\$2,535,000	3,471,150	18.62	92.47	\$0.04	24	89
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005	Gresham Traffic Signal Coordination & Optimization Project	Gresham	TSM	\$300,000	\$7,424,000	0	43.05	444.43	\$0.01	20	80
008	Mini-buses (10 vehicles)	Tri-Met	TRS	\$538,350	\$7,862,350	1,189,815	8.38	31.70	\$0.08	22	78
009	Pedestrian to Transit: Phase III	PDOT	BPD	\$1,000,000	\$8,862,350	1,069,878	5.74	28.50	\$0.16	23	72
010	Pedestrian to MAX Capital Program	Gresham	BPD	\$1,000,000	\$9,862,350	968,058	5.19	25.79	\$0.18	23	70
018	Portland Area Telecommuting Project	ODOE	TDM	\$240,483	\$10,202,813	450,000	2.41	11.99	\$0.09	18	81
017	Eastside Bikeway/Trail Loop (OMSI-Springwater)	Metro/ Prid Parke	BPD	\$584,000	\$10,786,813	472,870	2.54	12.59	\$0.21	23	80
019	Eastside Bikeway/Trail Loop (Springwater-Milwaukie)	Metro/ Milwaukie	BPD	\$91,200	\$10,878,013	155,711	0.84	4.15	\$0.10	23	57
021	Willamette River Bridges Improvement Package - bike lanes, sidewalks and wheelchair ramps	Mult. Co.	BPD	\$1,000,000	\$11,878,013	470,378	2.52	12.53	\$0.38	23	57
023	Strawberry Lane: Webster to I-205 - bike lanes	Clack. Co.	BPD	\$229,800	\$12,107,813	207,815	1.11	5.53	\$0.19	21	54
028	Sunset Transit Center - pedestrian/bike bridge	Tri-Met	BPD	\$470,400	\$12,578,013	285,139	1.58	7.88	\$0.27	21	52
032	Cedar Hills Blvd: Parkway Ave. to Butner Rd. - bike lanes and sidewalks	Wash. Co.	BPD	\$898,000	\$13,474,013	323,879	1.74	8.63	\$0.47	22	50
<b>TOTAL CMAQ FUNDING FOR PRIORITY PROJECTS</b>				\$13,474,013							
<b>PRIORITY CONTINGENT PROJECTS</b>											
006a	Additional mini-buses (\$53,835 per vehicle)	Tri-Met	TRS	TBD	\$13,474,013	1,189,815	8.38	31.70	\$0.08	22	78
009a	Pedestrian to Transit: Phase III (additional funding)	PDOT	BPD	TBD	\$13,474,013	1,069,878	5.74	28.50	\$0.16	23	72
010a	Pedestrian to MAX Capital Program (additional funding)	Gresham	BPD	TBD	\$13,474,013	968,058	5.19	25.79	\$0.18	23	70
021a	Willamette River Bridges Improvement Package - bike lanes, sidewalks and wheelchair ramps (additional funding)	Mult. Co.	BPD	TBD	\$13,474,013	470,378	2.52	12.53	\$0.38	23	57
013	Swan Island Transit Demonstration	Port	TRS	\$125,815	\$13,599,828	540,741	2.90	14.41	\$0.04	19	68
027	Johnson/McKinley: I-205 to Webster - bike lanes	Clack. Co.	BPD	\$280,000	\$13,879,828	207,815	1.11	5.53	\$0.23	20	52

\*1: BPD - Bicycle/Pedestrian; TDM - Transp. Demand Mgmt; TSM - Transp. System Mgmt; TRS - Transit; MSC - Misc.

\*2: Match - 89.725%/10.275% (except for Bike/Ped at 80%/20%)

\*: Assumes freight movement excluded from Rule 12 VMT reduction.

CMAQ Round 2: FY 95-97

Unfunded Project List  
(Preliminary)

ATTACHMENT B

8/12/93

Project CODE NO.	PROJECT INFORMATION					TECHNICAL DATA				ADMIN.	FINAL
	NAME	AGENCY	TYPE*1	CMAQ REQUEST*2	Cumulative CMAQ Total	VMT (mi/yr) Reduction	HC (kg/day)	CO (kg/day)	Cost Eff. (\$/kg/yr)	SCORE (25)	SCORE (100)
007	Automatic Vehicle Location (AVL) System	Tri-Met	TRS	\$852,388	\$852,388	1,774,308	9.52	47.27	\$0.08	15	73
008	Arterial street capacity conversion - pedestrian improvements	PDOT	BPD	\$880,000	\$1,732,388	1,882,917	9.08	45.10	\$0.09	16	73
011	Eastside Bikeway/Trail Loop (Eastbank Esplanade)	Metro/ Ptd Parks	BPD	\$800,000	\$2,532,388	768,175	4.12	20.46	\$0.18	23	68
012	Pedestrian parkway improvements	PDOT	BPD	\$1,800,000	\$4,132,388	1,329,308	7.13	35.41	\$0.21	18	67
014	Central city arterial street bike lanes	PDOT	BPD	\$180,000	\$4,312,388	418,044	2.23	11.08	\$0.07	22	66
015	Eastside Bikeway/Trail Loop (Sullivan's Gulch)	Metro/ Ptd Parks	BPD	\$420,000	\$4,732,388	472,670	2.54	12.59	\$0.15	23	63
018	SE bicycle routes connection to Eastbank Esplanade	PDOT	BPD	\$80,000	\$4,782,388	151,030	0.81	4.02	\$0.07	23	59
020	Bikes on Tri-Met	Tri-Met	TRS	\$125,615	\$4,818,003	224,308	1.20	5.98	\$0.10	20	57
022	NE 201st Ave. bicycle/pedestrian connector	Mult. Co.	BPD	\$120,000	\$5,038,003	157,095	0.84	4.19	\$0.13	21	54
024	Transit corridor operations demonstration project/signal improvements	PDOT	TRS	\$381,331	\$5,419,334	285,718	1.59	7.88	\$0.14	19	54
025	Sunset Transit Center pedestrian improvements	Tri-Met	BPD	\$320,000	\$5,739,334	243,194	1.30	6.48	\$0.23	21	53
028	McLoughlin Blvd.: Harrison to SPRR Crossing (Milwaukie) - signal improvements	Clack. Co.	TSM	\$269,175	\$6,008,509	0	2.51	23.31	\$0.10	18	52
029	Burnside Bridge/SE Ankeny Street bikeway connection	PDOT	BPD	\$140,000	\$6,148,509	113,985	0.61	3.04	\$0.21	22	51
030	Concord Ave.: Outfield to River Rd. - bike lanes	Clack. Co.	BPD	\$160,000	\$6,308,509	173,012	0.93	4.81	\$0.16	20	51
031	Barbur Blvd: Sheridan to Hamilton - bike lane and sidewalks	ODOT	BPD	\$478,000	\$6,784,509	200,694	1.08	5.35	\$0.41	23	51
033	Barnes Road: St. Vincents Hospital to Catlin Gable School - signal improvements	Wash. Co.	TSM	\$22,431	\$6,806,940	0	0.42	4.09	\$0.05	15	49
034	Murray Blvd: Science Park to Cornell Road - bike lanes	Wash. Co.	BPD	\$49,838	\$6,856,778	43,589	0.23	1.16	\$0.19	21	48
035	Greeley Avenue bikeway improvement	PDOT	BPD	\$84,000	\$6,940,778	69,205	0.37	1.84	\$0.21	22	48
036	NE 188th Ave./Rockwood MAX Transit Center Enhancement	Gresham	BPD	\$580,000	\$7,500,778	188,889	1.01	5.03	\$0.51	21	47
037	Front Avenue bicycle path	PDOT	BPD	\$180,000	\$7,680,778	85,898	0.48	2.29	\$0.32	21	45
038	NE 185th Avenue bikeway	PDOT	BPD	\$172,000	\$7,832,778	103,807	0.58	2.77	\$0.28	17	45
039	SW Bertha Blvd bikeway	PDOT	BPD	\$280,000	\$8,112,778	138,410	0.74	3.88	\$0.35	19	45
040	CCTMP Congestion Monitoring System: Phase I - signal improvements	PDOT	TSM	\$224,313	\$8,338,991	0	0.55	5.86	\$0.37	21	44
041	Washington St.: 14th and 15th (Oregon City) - signal improvements	Clack. Co.	TSM	\$35,890	\$8,372,781	0	0.22	1.88	\$0.14	13	42
042	US 28 (Powell Blvd): Cleveland to Walters Rd. (Gresham) - signal improvements	ODOT	TSM	\$152,533	\$8,525,314	0	0.58	5.87	\$0.23	18	42
043	Cornell Road: 158th to 179th - bike lanes	Wash. Co.	BPD	\$295,086	\$8,820,400	75,433	0.40	2.01	\$0.67	21	40
044	Baseline Road: 185th to 231st - bike lanes	Wash. Co.	BPD	\$900,582	\$9,720,983	134,950	0.72	3.80	\$1.14	21	40
045	NW 185th Ave./Springville Rd.: Temareck-PCC bike lanes	Wash. Co.	BPD	\$1,012,400	\$10,733,383	102,423	0.55	2.73	\$1.89	20	38

\*1:BPD-Bicycle/Pedestrian; TDM-Transp. Demand Mgmt; TSM-Transp. System Mgmt; TRS-Transit; MSC-Misc.

\*2:Match=89.725%/10.275% (except for Bike/Ped at 80%/20%)



**CMAQ Round 2**  
**Regional Ranking Criteria**

<u>Administrative</u>	<u>Possible Points</u>
1. System Completion	5
2. Critical Funds	5
3. Local Commitment	5
4. Long-Term Potential	<u>10</u>
Subtotal	25
<u>Technical</u>	
1. VMT Reduction	15
2. HC Reduction (kg/day)	25
3. CO Reduction (kg/day)	5
4. Cost Effectiveness (\$/kg/year)	<u>30</u>
Subtotal	<u>75</u>
<u>Total</u>	<u>100</u>

**CMAQ PROJECT DESCRIPTIONS**  
**Round 2: FY 95-97**

## Project

Code No. Project Description and Lead Agency

- 001 Transit-Oriented Development (TOD) - Phase II - The TOD will incorporate new land use designs with increased density, mixed uses, and transit, bike, and pedestrian-friendly amenities and access. (DEQ)
- 002 Regional TDM - An expanded Transportation Demand Management (TDM) program would include programs to attract new participants to ridesharing and other alternatives to the single-occupant vehicle mode. (Tri-Met)
- 003 Columbia Slough Intermodal Expansion Bridge - This intermodal expansion rail bridge would span the Columbia Slough waterway and connect North and South Rivergate, allowing rail movement to terminals without going through congested inner-city rail yards and neighborhoods. (Port of Portland)
- 004 Buses for service expansion - New, cleaner buses would be purchased to provide expanded transit service and mobility in the region. (Tri-Met)
- 005 Gresham Traffic Signal Coordination & Optimization Project - Development and installation of an integrated traffic signal interconnection and operation system. The system would coordinate traffic signal phasing to reduce travel times and improve traffic flow. (Gresham)
- 006 Mini-buses - Community based demand-responsive transit services would be provided for some areas which currently have no service. (Tri-Met)
- 007 Automatic Vehicle Location (AVL) System - Funding for the installation of AVL technology on transit vehicles. Vehicle information could be used to affect traffic signals and freeway ramp-metering signals to give transit vehicles priority and increase their operating speeds. (Tri-Met)
- 008 Arterial street capacity conversion - pedestrian improvements - Funds to retrofit some arterial streets by decreasing excess vehicular capacity and constructing bicycle, pedestrian, and transit improvements. (PDOT)

**ATTACHMENT D**

- 009 Pedestrian to Transit: Phase III - Funds for the study, design and construction of capital improvements to the public right-of-way that will enhance pedestrian access to transit facilities. Phases I and II (CMAQ Round 1) involve study and design activities, with actual construction occurring during Phase III. (PDOT)
- 010 Pedestrian to MAX Capital Program - Evaluation of 12 suburban MAX stations from Gateway to Cleveland to develop a priority plan for pedestrian and bicycle improvements. (Gresham)
- 011 Eastside Bikeway/Trail Loop (Eastbank Esplanade) - Construction of a major urban bikeway/pedestrian trail in four segments. This segment would complete the Willamette Eastbank Esplanade. (Metro/Portland Parks)
- 012 Pedestrian parkway improvements - Construction of non-traditional pedestrian pathways along arterial streets that do not have existing curbs, gutters or sidewalks and are poorly suited to traditional sidewalk designs. (PDOT)
- 013 Swan Island Transit Demonstration - Funds to provide innovative transit service to serve the island's employment centers, which are currently not served by transit. (Port of Portland)
- 014 Central city arterial street bike lanes - Funds to retrofit six lane miles of arterial streets within the Central City area with bike lanes. (PDOT)
- 015 Eastside Bikeway/Trail Loop (Sullivan's Gulch) - Construction of a major urban bikeway/pedestrian trail in four segments. This segment is a trail along I-84 through Sullivan's Gulch from the Eastbank Esplanade to NE 47th. (Metro/Portland Parks)
- 016 Portland Area Telecommuting Project - Funds to assist public agencies and private employers in the Portland area to develop and implement telecommuting programs. (ODOE)
- 017 Eastside Bikeway/Trail Loop (OMSI-Springwater) - Construction of a major urban bikeway/pedestrian trail in four segments. This segment would connect the Springwater Corridor trail to the Eastbank Esplanade. (Metro/Portland Parks)
- 018 SE bicycle route connection to Eastbank Esplanade - Eliminate conflicts between bicyclists and pedestrians by providing separate facilities for each mode between the Eastbank Esplanade and SE Water Avenue. (PDOT)

ATTACHMENT D

- 019 Eastside Bikeway/Trail Loop (Springwater-Milwaukie) - Construction of a major urban bikeway/pedestrian trail in four segments. This segment would complete the Willamette Greenway/Eastside Trail link to Milwaukie. (Metro/City of Milwaukie)
- 020 Bikes on Tri-Met - Bike racks would be purchased and installed on all Tri-Met routes to provide new options to access the system and increase ridership. (Tri-Met)
- 021 Willamette River Bridges Improvement Package - bike lanes, sidewalks and wheelchair ramps - Funds for improvements to the Willamette River bridges to enhance access by bicyclists, pedestrians and disabled persons. Specific projects could include reconstruction of bridgeheads to provide sidewalks and bike lanes, and construction of wheelchair/bicycle ramps from the bridges to the street system. (Multnomah Co.)
- 022 NE 201st Ave. bicycle/pedestrian connector - Modification of NE 201st Avenue to provide bicycle lanes and sidewalks. This project would link existing bikeways on NE Halsey and NE Sandy and provide a safe pedestrian undercrossing of I-84 and the railroad line. (Multnomah Co.)
- 023 Strawberry Lane: Webster to I-205 - bike lanes - Construction of bike lanes on Strawberry Lane from Webster Road to I-205. The project would connect existing bike lanes on Webster to the bike path paralleling I-205. (Clackamas Co.)
- 024 Transit corridor operations demonstration project/signal improvements - Identification and implementation of improvements to reduce transit travel times on corridors outside of the Central City. Possible improvements include signal prioritization, adjustment of bus stop location, and special bus lanes. (PDOT)
- 025 Sunset Transit Center pedestrian improvements - Construction of pedestrian improvements in the vicinity of the planned westside transit center to link it to surrounding mixed use development and encourage pedestrian access to the transit system. (Tri-Met)
- 026 McLoughlin Blvd.: Harrison to SPRR Crossing (Milwaukie)- signal improvements - Relocation of traffic signals from Jackson and Jefferson Streets to Monroe and Washington Streets and intertie with existing and proposed signals. (Clackamas Co.)

ATTACHMENT D

- 027 Johnson/McKinley: I-205 to Webster - bike lanes - Construction of bike lanes on Johnson/McKinley/Lake roads from the Webster bike lanes to the I-205 bike paths. (Clackamas Co.)
- 028 Sunset Transit Center pedestrian/bike bridge - This project would provide a bicycle/pedestrian connection between the Sunset Transit Center and the Cedar Hills shopping center. The bridge would span the Sunset Highway, a distance of 320 feet. (Tri-Met)
- 029 Burnside Bridge/SE Ankeny Street bikeway connection - This project would finance construction of a safer connection for bicyclists between the Burnside Bridge and the existing Ankeny Street bikeway. (PDOT)
- 030 Concord Ave.: Oatfield to River Rd. - bike lanes - Completion of the bike/pedestrian way on Concord Avenue between River Road and Oatfield. (Clackamas Co.)
- 031 Barbur Blvd: Sheridan to Hamilton - bike lane and sidewalks - Construction of bike lanes on Barbur Boulevard between Sheridan and Hamilton, including restriping, tunnel structure, sidewalks and other improvements. (ODOT)
- 032 Cedar Hills Blvd: Parkway Ave. to Butner Rd. - bike lanes and sidewalks - Construction of sidewalks and bike lanes on both sides of Cedar Hills Boulevard between Parkway Avenue and Butner Road. The project would provide a north-south connection to the east-west feeder system and sidewalks to the south that currently exist. (Washington Co.)
- 033 Barnes Road: St. Vincent's Hospital to Catlin Gable School - signal improvements - Funds to install interconnected conduit and wiring, and upgrade controller software for signals at this location. (Washington Co.)
- 034 Murray Blvd: Science Park to Cornell Road - bike lanes - Construction of six-foot bike lanes on both sides of Murray Boulevard between Science Park Drive and Cornell Road. The project would connect existing bike lanes on Murray Boulevard and programmed bike lanes on Cornell Road. (Washington Co.)
- 035 Greeley Avenue bikeway improvement - This project would provide a direct connection along Greeley Avenue between North Portland and the Central Business District via the Broadway Bridge. (PDOT)

ATTACHMENT D

- 036 NE 188th Ave./Rockwood MAX Transit Center Enhancement - Design and construction of improvements to the MAX Transit Center to make pedestrian/bicycle access more convenient and attractive. Proposed improvements include shelters, benches, lighting, and other pedestrian/bicycle amenities. (Gresham)
- 037 Front Avenue bicycle path - This project will increase capacity for north-south bicycle travel within the Central City and reduce conflict between pedestrians and bicyclists along the Waterfront Park/Harbor Wall esplanade. (PDOT)
- 038 NE 185th Avenue bikeway - This project would complete the addition of bicycle lanes on NE 185th Avenue between NE Marine Drive and NE Sandy Boulevard. (PDOT)
- 039 SW Bertha Blvd. bikeway - This project would connect the two existing bikeways on SW Bertha Boulevard and SW Beaverton-Hillsdale Highway between SW Vermont and SW Capitol Highway. (PDOT)
- 040 CCTMP Congestion Monitoring System: Phase I - signal improvements - This project includes the installation of count station vehicle detectors at 15 to 20 locations in the Central City, improving the ability of the City to monitor traffic volumes and congestion in the area. (PDOT)
- 041 Washington St.: 14th and 15th (Oregon City) - signal improvements - Replacement of separate mechanical signal controllers at these intersections with a single computerized controller to smooth traffic flow. (Clackamas Co.)
- 042 US 26 (Powell Blvd): Cleveland to Walters Rd. (Gresham) - signal improvements - Funds to design and construct integrated signal detectors and controllers to improve traffic flow and reduce delays in the corridor. (ODOT)
- 043 Cornell Road: 158th to 179th - bike lanes - Construction of six-foot bike lanes on both sides of Cornell Road between NW 158th and NW 179th Avenues. The project would connect existing bike lanes on 158th and programmed bike lanes on Cornell Road west of 179th Avenue and east of 158th Avenue. (Washington Co.)
- 044 Baseline Road: 185th to 231st - bike lanes - Construction of six-foot bike lanes on both sides of Baseline Road between NW 185th and NW 231st Avenues. The project would connect existing bike lanes on 185th and programmed bike lanes on Baseline Road between 231st and Main Street in Hillsboro. (Washington Co.)

## ATTACHMENT D

- 045 NW 185th Ave./Springville Rd.: Tamarack-PCC bike lanes - Construction of bike lanes on both sides of NW 185th Avenue between Tamarack Way and Springville Road, and on both sides of Springville Road between NW 185th Avenue and the entrance to the PCC Rock Creek Campus. The project connects programmed bike lanes on NW 185th from Sunset Highway to Tamarack Way. (Washington Co.)
- 046 Oleson Road - bike lanes and pedestrian paths - Funds to provide five-foot pedestrian paths and six-foot bike lanes on both sides of Oleson Road between Vermont Street and Beaverton-Hillsdale Highway for a distance of approximately seven-tenths of a mile. This project would connect to sidewalks and bike lanes on some adjacent facilities.
- 047 Cornell Road (NW Portland) - bike lanes - Funds to develop uphill shoulder bike lanes on NW Cornell Road from NW 30th Street to Miller Road. The project would link the growing Northwest hills area to the Northwest portion of Downtown Portland.
- 048 Commuter electric auto park-and-ride/transit pass project - Modest range electric vehicles would be leased to commuters with a monthly transit pass included in the lease. Commuters would use the vehicles to commute from home to a park-and-ride lot, where the car would be connected to a recharging station, while the commuter boarded a bus or light rail for the remainder of their commute. (PDOT)
- 049 CCTMP transit priority treatments - signal improvements - This project would identify and implement improvements to reduce transit travel times on corridors in the Central City. (PDOT)
- 050 Gresham Parking and Demand Management Plan - Transportation System Plan Study to develop a demand management program. Strategies to be evaluated include ridesharing programs and parking, parking policies and fees, transit pass subsidies, and flexible working hours. (Gresham).

**FUNDING PRIORITY TOTALS**  
Breakdown by Jurisdiction and Project Type

**ATTACHMENT E**

8/12/93

	Round 1 (FY92-94)		Round 2 (FY95-97)		Grand Totals	
	No. of Projects	CMAQ \$ Total	No. of Projects	CMAQ \$ Total	No. of Projects	CMAQ \$ Total
<b>BY JURISDICTION</b>						
Clackamas County	1	\$160,000	1	\$229,600	2	\$389,600
DEQ	4	\$3,059,623	1	\$1,835,000	5	\$4,894,623
Gresham	1	\$64,000	2	\$1,300,000	3	\$1,364,000
Metro	0	\$0	2	\$675,200	2	\$675,200
Multnomah County	2	\$144,000	1	\$1,000,000	3	\$1,144,000
ODOE	0	\$0	1	\$240,463	1	\$240,463
ODOT	0	\$0	0	\$0	0	\$0
Oregon City	1	\$520,405	0	\$0	1	\$520,405
PDOT	5	\$1,972,272	1	\$1,000,000	6	\$2,972,272
Port of Portland	2	\$409,725	1	\$1,000,000	3	\$1,409,725
Tri-Met	4	\$5,049,724	4	\$5,297,750	8	\$10,347,474
Washington County	1	\$200,000	1	\$896,000	2	\$1,096,000
<b>TOTALS</b>	<b>21</b>	<b>\$11,579,749</b>	<b>15</b>	<b>\$13,474,013</b>	<b>36</b>	<b>\$25,053,762</b>

	Round 1 (FY92-94)		Round 2 (FY95-97)		Grand Totals	
	No. of Projects	CMAQ \$ Total	No. of Projects	CMAQ \$ Total	No. of Projects	CMAQ \$ Total
<b>BY PROJECT TYPE</b>						
Bicycle/Pedestrian: Transit-supportive	4	\$488,000	3	\$2,470,400	7	\$2,958,400
Bicycle/Pedestrian: Other	5	\$2,200,000	5	\$2,800,800	10	\$5,000,800
Transit Oriented Development: Phases I & II	1	\$1,646,454	1	\$1,835,000	2	\$3,481,454
Transp. Demand Mgmt. (TDM): Other	6	\$2,667,525	2	\$940,463	8	\$3,607,988
Transit	4	\$4,477,278	2	\$4,127,350	6	\$8,604,628
Transp. System Mgmt. (TSM)	1	\$100,492	1	\$300,000	2	\$400,492
Columbia Slough Intermodal Expansion Bridge	0	\$0	1	\$1,000,000	1	\$1,000,000
<b>TOTALS</b>	<b>21</b>	<b>\$11,579,749</b>	<b>15</b>	<b>\$13,474,013</b>	<b>36</b>	<b>\$25,053,762</b>



## PLANNING COMMITTEE REPORT

### **CONSIDERATION OF RESOLUTION NO. 93-1829, ENDORSING THE REGION'S PRIORITY FY 1995-97 CONGESTION MITIGATION/AIR QUALITY (CMAQ) PROGRAM PROJECTS FOR SUBMISSION TO THE OREGON TRANSPORTATION COMMISSION FOR INCLUSION OF THESE PROJECTS**

Date: August 26, 1993

Presented By: Councilor Monroe

**Committee Recommendation:** At the August 24 meeting, the Planning Committee voted 4-1 to recommend Council adoption of Resolution No. 93-1829A. Voting in favor: Councilors Van Bergen, Devlin, Monroe, and Moore. Voting no: Councilor Kvistad. Absent: Councilor Gates.

**Committee Issues/Discussion:** Mike Hoglund, Manager, Transportation Planning, presented the staff report. He reviewed the program objectives and criteria and explained the process undertaken in selection of these projects. He said the recommended list represents the highest scoring projects that allow for reduction of vehicle miles traveled (VMT) and maintenance of air quality.

Eighteen witnesses appeared before the committee to comment on the resolution. Collectively they represented the Bicycle Transportation Alliance (BTU), the 40 Mile Loop Trust, Portland Park and Recreation Department, the Willamette Pedestrian Coalition (WRC), the Transportation Policy Alternatives Committee (TPAC), the Oregon Bicycle Advisory Committee, the City of Milwaukie, Washington County, the Urban Streams Council, and citizen bicyclers and pedestrians in general. The following bullets attempt to summarize their cumulative messages:

- General support and gratitude to Metro for placing such a high priority on bicycle, pedestrian and transit needs, as represented by selection of these projects. Specific support for transit, recreation, bicycle, pedestrian and transportation connections.
- Some criticism of Metro's general process of selection. Issues include: 1) the fact that the selection committee, TPAC, was made up of representatives from the very jurisdictions having submitted projects for consideration; 2) the need for a more inclusive and higher quality public involvement process; and 3) the concern that moneys could be distributed more equitably to each county. Conversely, Metro was praised for changing the original list, by both adding and deleting projects, following the public testimony segment of the CMAQ workshop.
- Significant criticism over selection of Project 032 (Cedar Hills Blvd: Parkway Avenue to Butner Road - bike lanes and sidewalks). Testimony indicated that this project was unnecessary, too expensive, and should be deleted from the final list.

Critics felt the project would allow the Washington County to inappropriately widen Cedar Hills Blvd to five lanes. They also said that this portion of the road does not reach enough significant destinations, as compared to other potential projects. Testimony before the Joint Policy Advisory Committee on Transportation (JPACT) was similar.

Project 032 was added by TPAC at the suggestion of Washington County, following the CMAQ workshop. A representative from Washington County indicated the project was the only one suggested by the county and is a high priority. The project is part of the county's bike plan, which included citizen involvement. It was picked because it helps complete the ties between the Sunset Highway, Walker Road, Barnes Road, 112th and Cornell Road. The project will be limited to four lanes with bike lanes and pedestrian areas. Costs are high because they include legal costs associated with condemnation of property; the project will probably come in lower than the amount listed.

- There were many suggestions for replacement of the Cedar Hills project with any of the following projects: 014 (Central city arterial street bike lanes); 020 (Bikes on Tri-Met); 026 (McLoughlin Blvd.: Harrison to SPRR Crossing in Milwaukie, signal improvements); 031 (Barbur Blvd.: Sheridan to Hamilton, bike lane and sidewalks); 034 (Murray Blvd.: Science Park to Cornell Road, bike lanes); 043 (Cornell Road: 158th to 179th, bike lanes); 044 Baseline Road: 185th to 231st, bike lanes); and 045 (NW 185th Ave./Springville Road, Tamarack, PCC bike lanes).
- General support for establishment of a bicycle program at Metro that would result in a Metro Bicycle Plan. A Bicycle Advisory Committee should be established as part of the new program.

Following public testimony there was general discussion about the process that should be followed if the committee wished to delete the Cedar Hills Blvd. project. Discussion centered on the legal relationship between Metro, as the official Metropolitan Planning Organization (MPO), and JPACT. It was recommended by staff that the resolution, minus Project 032, be approved rather than delayed and that the decision regarding Project 032 be returned to JPACT for further consideration. To delay the entire resolution could disrupt the timing of the Oregon Transportation Commission, although they are currently experiencing a one month delay in the decision over a Six-Year Plan.

Further committee discussion related to the nature of the specific recommendation or comment from the committee to JPACT regarding Project 032; such a message or recommendation is required by the JPACT Bylaws. It was determined that there is sufficient time to allow committee preparation of a response or recommendation to JPACT at the next regular meeting of the Planning Committee.

Andy Cotugno, Planning Director, clarified several points relating to the above concerns:

- Projects were not selected with a jurisdictional allocation in mind, rather to be representative of the region and varying modes.
- The context of the Cedar Hills Blvd. project is not fully recognized at this time because of the other connecting projects that have been approved but not yet built. For the past 10 years Metro has, in many forms, approved this area as an alternate to Highway 217. The entire length of the corridor needs completion eventually. Inclusion of this project brings us closer.

The three motions were approved by the committee which include:

- Motion to approve the resolution without the inclusion of Project 032 (motion carried 4-1; voting no: Councilor Kvistad; absent: Councilor Gates);
- Motion to re-examine Project 032 following further staff examination that includes consideration of other projects and consultation with Washington County, so that the Planning Committee can make a recommendation to JPACT at their next meeting (motion carried 4-1; voting no: Councilor Kvistad; absent: Councilor Gates); and
- Motion that Project 031 (Barbur Blvd.: Sheridan to Hamilton, bike lane and sidewalks) be considered at the next meeting of the Planning Committee for inclusion on the contingency list (motion carried unanimously; absent: Councilor Gates).

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING ) RESOLUTION NO. 93-1829A  
THE REGION'S PRIORITY FY 95-97 )  
CONGESTION MITIGATION/AIR QUALITY) Introduced by  
PROGRAM PROJECTS FOR SUBMISSION ) Councilor Van Bergen  
TO THE OREGON TRANSPORTATION COM-) )  
MISSION FOR INCLUSION OF THESE )  
PROJECTS )

WHEREAS, The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 included the 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 marginal non-attainment for ozone and moderate for carbon monoxide; and

WHEREAS, ISTEA stipulates that states shall allocate CMAQ funds in consultation with the designated Metropolitan Planning Organization (MPO); and

WHEREAS, Metro is the designated MPO for the Portland Metropolitan Area; and

WHEREAS, the state is currently programming CMAQ funds for FY 95-97 through the update of the Oregon Department of Transportation's 1995-2000 Six-Year Transportation Improvement Program (TIP); and

WHEREAS, TPAC and the TPAC TDM Subcommittee developed a priority ranking of CMAQ projects for inclusion in the Regional Transportation Plan (RTP) and in future Transportation Improvement Programs covering FY 95, 96, and 97, and for forwarding to

the Oregon Transportation Commission for consideration in the 1995-2000 Six-Year TIP update; now, therefore,

BE IT RESOLVED:

1. That the Metro Council amends the 1992 RTP to include CMAQ elements as contained in Exhibits A (revised) and B.

2. That the Metro Council adopts the CMAQ projects identified accordingly in Exhibit A as the region's priorities for inclusion in the 1995-2000 ODOT Six-Year TIP for the second three years of the program (FY 95-97).

3. That the Metro Council adopts the CMAQ projects identified in Exhibit B as a contingency list in the event projects in Exhibit A cannot be implemented. The contingency list would be prioritized through JPACT/Metro Council resolution before any of the projects would be recommended for funding. The contingency projects should also be considered for other alternative mode funds as they may become available. The contingency list shall expire upon completion of regional alternative mode planning activities.

4. That staff be directed to forward the CMAQ priorities in testimony during the appropriate hearings on the 1995-2000 Six-Year TIP update by the Oregon Transportation Commission.

5. That staff further be directed to continue work with the state and local jurisdictions and agencies to incorporate into the RTP appropriate CMAQ-related implementation measures which result from the 1993 Oregon Legislature, 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 a total of \$3 million be set aside for implementation of projects identified during the study phase for: Project No. 009 - Pedestrian to Transit: Phase III; Project No. 010 - Pedestrian to MAX Capital Improvement Program; and Project No. 021 - Willamette River Bridges Improvement Package (bike lanes, sidewalks and wheelchair ramps). A portion of the \$3 million will be allocated to each project. The specific allocation to construction projects resulting from the three studies will be subject to approval by JPACT/Metro Council resolution.

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 companies participating in the Portland Area Telecommuting project (Project No. 016) provide adequate information and project data to the Oregon Department of Energy (ODOE) that enables ODOE to complete a written evaluation of the extent of involvement in the Portland area; the degree of success or failure in meeting project goals; and the degree of success relative to reducing vehicle emissions in the Portland area.

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

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Judy Wyers, Presiding Officer

CMAQ Round 2: FY 95-97  
Priority Funding Projects

Amended  
EXHIBIT A  
8/12/83

Project CODE NO.	PROJECT INFORMATION					TECHNICAL DATA				ADMIN.	FINAL
	NAME	AGENCY	TYPE*1	CMAQ	Cumulative	VMT (mi/yr)	HC	CO	Cost Eff.	SCORE	SCORE
				REQUEST*2	CMAQ Total	Reduction	(kg/day)	(kg/day)	(\$/kg/yr)	(25)	(100)
001	Transit Oriented Development - Phase II	DEQ	TDM	\$1,835,000	\$1,835,000	8,660,558	46.46	230.72	\$0.04	24	98
002	Regional TDM	Tri-Met	TDM	\$700,000	\$2,535,000	3,471,150	18.62	82.47	\$0.04	24	89
003	Columbia Slough Intermodal Expansion Bridge	Port	MSC	\$1,000,000	\$3,535,000	0*	52.84	241.02	\$0.02	23	83
004	Buses for service expansion (20 vehicles)	Tri-Met	TRS	\$3,589,000	\$7,124,000	5,814,352	31.72	157.56	\$0.10	21	87
005	Gresham Traffic Signal Coordination & Optimization Project	Gresham	TSM	\$300,000	\$7,424,000	0	43.05	444.43	\$0.01	20	80
006	Mini-buses (10 vehicles)	Tri-Met	TRS	\$538,350	\$7,962,350	1,188,815	6.38	31.70	\$0.08	22	78
009	Pedestrian to Transit: Phase III	PDOT	BPD	\$1,000,000	\$8,962,350	1,088,878	5.74	28.50	\$0.16	23	72
010	Pedestrian to MAX Capital Program	Gresham	BPD	\$1,000,000	\$9,962,350	968,058	5.18	25.79	\$0.18	23	70
018	Portland Area Telecommuting Project	ODOE	TDM	\$240,463	\$10,202,813	450,000	2.41	11.88	\$0.09	18	61
017	Eastside Bikeway/Trail Loop (OMSI-Springwater)	Metro/ Ptkd Parks	BPD	\$584,000	\$10,786,813	472,870	2.54	12.58	\$0.21	23	60
019	Eastside Bikeway/Trail Loop (Springwater-Milwaukie)	Metro/ Milwaukie	BPD	\$81,200	\$10,878,013	155,711	0.84	4.15	\$0.10	23	57
021	Willamette River Bridges Improvement Package - bike lanes, sidewalks and wheelchair ramps	Mult. Co.	BPD	\$1,000,000	\$11,878,013	470,378	2.52	12.53	\$0.36	23	57
023	Strawberry Lane: Webster to I-205 - bike lanes	Clack. Co.	BPD	\$228,600	\$12,107,613	207,615	1.11	5.53	\$0.19	21	54
026	Sunset Transit Center - pedestrian/bike bridge	Tri-Met	BPD	\$470,400	\$12,578,013	285,139	1.58	7.86	\$0.27	21	52
<del>032</del>	<del>Owder Hills Blvd: Parkway Ave. to Butner Rd. - bike lanes and sidewalks</del>	<del>Wash. Co.</del>	<del>BPD</del>	<del>\$896,000</del>	<del>\$13,474,013</del>	<del>323,879</del>	<del>1.74</del>	<del>8.83</del>	<del>\$0.47</del>	<del>22</del>	<del>50</del>
TOTAL CMAQ FUNDING FOR PRIORITY PROJECTS				\$12,578,013	\$13,474,013						

\*1: BPD - Bicycle/Pedestrian; TDM - Transp. Demand Mgmt.; TSM - Transp. System Mgmt.; TRS - Transit; MSC - Misc.  
 \*2: Match - 89.725%/10.275% (except for Bike/Ped at 80%/20%)  
 \*: Assumes freight movement excluded from Rule 12 VMT reduction.

CMAQ Round 2: FY 95-97  
Priority Contingent Projects

EXHIBIT B  
8/12/93

Project	PROJECT INFORMATION					TECHNICAL DATA				ADMIN.	FINAL
CODE	NAME	AGENCY	TYPE*1	CMAQ	Cumulative	VMT (mi/yr)	HC	CO	Cost Eff.	SCORE	SCORE
NO.				REQUEST*2	CMAQ Total	Reduction	(kg/day)	(kg/day)	(\$/kg/yr)	(25)	(100)
006a	Additional mini-buses (\$53,835 per vehicle)	Tri-Met	TRS	TBD	\$0	1,189,815	6.38	31.70	\$0.08	22	78
009a	Pedestrian to Transit: Phase III (additional funding)	PDOT	BPD	TBD	\$0	1,069,878	5.74	28.50	\$0.16	23	72
010a	Pedestrian to MAX Capital Program (additional funding)	Gresham	BPD	TBD	\$0	888,058	5.19	25.79	\$0.18	23	70
021a	Willamette River Bridges Improvement Package - bike lanes, sidewalks and wheelchair ramps (additional funding)	Mult. Co.	BPD	TBD	\$0	470,378	2.52	12.53	\$0.36	23	57
013	Swan Island Transit Demonstration	Port	TRS	\$125,615	\$125,615	540,741	2.90	14.41	\$0.04	18	68
027	Johnson/McKinley: I-205 to Webster - bike lanes	Clack. Co.	BPD	\$280,000	\$405,615	207,615	1.11	5.53	\$0.23	20	52

\*1: BPD - Bicycle/Pedestrian; TDM - Transp. Demand Mgmt; TSM - Transp. System Mgmt; TRS - Transit; MSC - Misc.

\*2: Match - 89.725%/10.275% (except for Bike/Ped at 80%/20%)





## METRO

**To:** Planning Committee  
**From:** Gail Ryder, Senior Council Analyst  
**Date:** August 16, 1993  
**Re:** Resolution 93-1829 - CMAQ Projects

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**BACKGROUND:** The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 includes a Congestion Mitigation/Air Quality (CMAQ) Program to fund programs related to clean air and congestion mitigation in ozone and carbon monoxide non-attainment areas. CMAQ funds are allocated to states, through consultation with the Metropolitan Planning Organization (MPO) - Metro, based on a ratio that considers the level of non-attainment and aggregate population of non-attainment areas. This region is currently designated as marginal non-attainment for ozone and moderate for carbon monoxide.

With the passage of Resolution 93-1731A in January 1993, the first round of project priorities for FY 92-94 were selected. That prioritization totalled \$11.5 million for 21 CMAQ projects. The amount for Oregon for FY 95-97 is approximately \$5.6 million per year, of which the region is expected to receive \$4.4 million.

**PROPOSED ACTION:** This resolution recommends to the Oregon Transportation Commission (OTC) a second prioritized list of potential CMAQ Program projects for funding in the 1995-2000 ODOT Six-Year Transportation Improvement Program (TIP), the "Six-Year Program". The resolution also amends the 1992 Regional Transportation Plan (RTP) to include these priorities and, following OTC approval, the Metro TIP will be amended.

Total funding for the priority CMAQ list of fifteen projects is approximately \$13.1 million. Accompanying the priority list is a non-prioritized contingency list containing six additional projects that would be recommended for funding if any of the priority projects are not able to be implemented. All priority and contingency projects are consistent with CMAQ program eligibility standards under ISTEA.

Following project approval but prior to commencement of construction, Metro and local governments must demonstrate that individual projects:

- 1) are included in the RTP and Metro TIP;
- 2) are in conformance with local comprehensive plans and statewide planning goals;

- 3) are in conformance with interim guidelines for the federal Clean Air Act Amendments (CAAA) of 1990; and
- 4) meet any specific eligibility requirements specified in ISTEA or subsequent USDOT and/or EPA guidelines.

**ADVISORY GROUP ACTION:** The Transportation Policy Alternatives Committee's (TPAC) Transportation Demand Management (TDM) Subcommittee recommended approval of the original list. TPAC made the following changes:

- 1) the Sunset Transit Center - Pedestrian/Bike Bridge was added to the priority list;
- 2) the Cedar Hills Boulevard Bike Lanes was maintained on the prioritized list;
- 3) the Barbur Boulevard Bike Lane was deleted from the list and moved to the unfunded list; and
- 4) \$3 million was set aside for implementation of certain construction projects.

The Joint Policy Advisory Committee on Transportation (JPACT) unanimously endorsed the priorities in Exhibit A of the resolution on August 12, 1993 with the following additions:

- 1) \$3 million be set aside for implementation of the construction projects identified by TPAC with a portion of the funds allocated to each project following study;
- 2) requirement that all pedestrian or bicycle facilities projects conform to federal ADA Access Guidelines with the performance standards found in Oregon's "Best Management Practices" for the Goal 12 Transportation Planning Rule; and
- 3) companies participating in the Portland Area Telecommuting project required to provide data to the Oregon Department of Energy for complete written evaluation.

Public testimony at JPACT raised questions from citizens and bicycle advocates relative to specific projects included and excluded from the list. The most notable comments related to the Sunset Highway Overcrossing, Cedar Hills Boulevard, and other Washington County projects. Bicycle enthusiasts testified that the "best projects were not necessarily those selected". They suggested that if the goal was to complete the bicycle network, that other projects should be completed first. In response, the Department answered that during the past six years many projects have been selected for improvement. Some of those selected, however, have not yet gone to contract. Two projects suggested by witnesses for deletion from the list were the Columbia Slough Intermodal Expansion Bridge and the Portland Area Telecommuting Project.

Other concerns at JPACT related to the selection process of TPAC being flawed, due to the parochial interests of represented jurisdictions. Finally, there was criticism of the public involvement process as not "having reached out to citizens" for input.

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**STAFF REVIEW:** The committee may wish to ask the department to respond to the following questions:

1. What methodology was used in bicycle forecasting? What was the basis for decision making regarding bicycle/pedestrian needs?
2. What steps is the department taking towards adequate planning for future bicycle needs? Should Metro have a separate bicycle program?
3. What was the process for public involvement? Describe the CMAQ workshop and the nature of the brainstorming session that occurred? What measures can be taken in the future to assure that a broader level of participation (i.e., more than 35 citizens) happens in the future? What are the opportunities for citizen involvement at the OTC level?
4. Describe in more detail the Portland Area Telecommuting Project and the Cedar Hills Boulevard project. Why were these projects scored higher than the contingency list and other non-funded projects?
5. Grand totals within each county<sup>1</sup> for the four year period prioritizes 21.8% of total funding for Multnomah County, 4.3% for Washington County, and 3.6% for Clackamas County; for round 2 Clackamas County receives 1.7%, Multnomah County 24.5% and Washington County 6.6%. What attempt was made to more equitably distribute funding for projects geographically within the region?
6. If any of the selected projects from the prioritized list are not implemented, how is the contingency list to be prioritized? Will there be additional opportunities for public involvement?

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<sup>1</sup>These figures from direct funding to local jurisdictions only, excluding regional entities (e.g., DEQ, ODOE, ODOT, Port of Portland, and Tri-Met). Multnomah County figures include Gresham and PDOT; Clackamas County figures include Oregon City.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING ) RESOLUTION NO. 93-1829  
THE REGION'S PRIORITY FY 95-97 )  
MITIGATION/AIR QUALITY PROGRAM ) Introduced by  
PROJECTS FOR SUBMISSION TO THE ) Councilor Van Bergen  
OREGON TRANSPORTATION COMMISSION )  
FOR INCLUSION OF THESE PROJECTS )

WHEREAS, The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 included the 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 marginal non-attainment for ozone and moderate for carbon monoxide; and

WHEREAS, ISTEA stipulates that states shall allocate CMAQ funds in consultation with the designated Metropolitan Planning Organization (MPO); and

WHEREAS, Metro is the designated MPO for the Portland Metropolitan Area; and

WHEREAS, the state is currently programming CMAQ funds for FY 95-97 through the update of the Oregon Department of Transportation's 1995-2000 Six-Year Transportation Improvement Program (TIP); and

WHEREAS, TPAC and the TPAC TDM Subcommittee developed a priority ranking of CMAQ projects for inclusion in the Regional Transportation Plan (RTP) and in future Transportation Improvement Programs covering FY 95, 96, and 97, and for forwarding to the Oregon Transportation Commission for consideration in the 1995-2000 Six-Year TIP update; now, therefore,

BE IT RESOLVED:

1. That the Metro Council amends the 1992 RTP to include CMAQ elements as contained in Exhibits A and B.

2. That the Metro Council adopts the CMAQ projects identified accordingly in Exhibit A as the region's priorities for inclusion in the 1995-2000 ODOT Six-Year TIP for the second three years of the program (FY 95-97).

3. That the Metro Council adopts the CMAQ projects identified in Exhibit B as a contingency list in the event projects in Exhibit A cannot be implemented. The contingency list would be prioritized through JPACT/Metro Council resolution before any of the projects would be recommended for funding. The contingency projects should also be considered for other alternative mode funds as they may become available. The contingency list shall expire upon completion of regional alternative mode planning activities.

4. That staff be directed to forward the CMAQ priorities in testimony during the appropriate hearings on the 1995-2000 Six-Year TIP update by the Oregon Transportation Commission.

5. That staff further be directed to continue work with the state and local jurisdictions and agencies to incorporate into the RTP appropriate CMAQ-related implementation measures which result from the 1993 Oregon Legislature, 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 a total of \$3 million be set aside for implementation of projects identified during the study phase for: Project No. 009 - Pedestrian to Transit: Phase III; Project No. 010 - Pedestrian to MAX Capital Improvement Program; and Project No. 021 - Willamette River Bridges Improvement Package (bike lanes, sidewalks and wheelchair ramps). A portion of the \$3 million will be allocated to each project. The specific allocation to construction projects resulting from the three studies will be subject to approval by JPACT/Metro Council resolution.

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 companies participating in the Portland Area Telecommuting project (Project No. 016) provide adequate information and project data to the Oregon Department of Energy (ODOE) that enables ODOE to complete a written evaluation of the extent of involvement in the Portland area; the degree of success or failure in meeting project goals; and the degree of success relative to reducing vehicle emissions in the Portland area.

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

Judy Wyers, Presiding Officer

**CMAQ Round 2: FY 95-97**  
Priority Funding Projects

**EXHIBIT A**  
8/12/93

Project CODE NO.	PROJECT INFORMATION					TECHNICAL DATA				ADMIN.	FINAL
	NAME	AGENCY	TYPE*1	CMAQ REQUEST*2	Cumulative CMAQ Total	VMT (mi/yr) Reduction	HC (kg/day)	CO (kg/day)	Cost Eff. (\$/kg/yr)	SCORE (25)	SCORE (100)
001	Transit Oriented Development - Phase II	DEQ	TDM	\$1,835,000	\$1,835,000	8,660,558	48.46	230.72	\$0.04	24	98
002	Regional TDM	Tri-Met	TDM	\$700,000	\$2,535,000	3,471,150	18.62	92.47	\$0.04	24	89
003	Columbia Slough Intermodal Expansion Bridge	Port	MSC	\$1,000,000	\$3,535,000	0*	52.64	241.02	\$0.02	23	83
004	Buses for service expansion (20 vehicles)	Tri-Met	TRS	\$3,589,000	\$7,124,000	5,914,352	31.72	157.56	\$0.10	21	87
005	Gresham Traffic Signal Coordination & Optimization Project	Gresham	TSM	\$300,000	\$7,424,000	0	43.05	444.43	\$0.01	20	80
008	Mini-buses (10 vehicles)	Tri-Met	TRS	\$538,350	\$7,962,350	1,189,815	6.38	31.70	\$0.08	22	76
009	Pedestrian to Transit: Phase III	PDOT	BPD	\$1,000,000	\$8,962,350	1,069,878	5.74	28.50	\$0.16	23	72
010	Pedestrian to MAX Capital Program	Gresham	BPD	\$1,000,000	\$9,962,350	868,058	5.19	25.79	\$0.18	23	70
016	Portland Area Telecommuting Project	ODOE	TDM	\$240,463	\$10,202,813	450,000	2.41	11.99	\$0.09	18	81
017	Eastside Bikeway/Trail Loop (OMSI-Springwater)	Metro/ Pidd Parks	BPD	\$584,000	\$10,786,813	472,670	2.54	12.59	\$0.21	23	60
019	Eastside Bikeway/Trail Loop (Springwater-Milwaukie)	Metro/ Milwaukie	BPD	\$91,200	\$10,878,013	155,711	0.84	4.15	\$0.10	23	57
021	Willamette River Bridges Improvement Package - bike lanes, sidewalks and wheelchair ramps	Mult. Co.	BPD	\$1,000,000	\$11,878,013	470,378	2.52	12.53	\$0.36	23	57
023	Strawberry Lane: Webster to I-205 - bike lanes	Clack. Co.	BPD	\$228,600	\$12,107,613	207,815	1.11	5.53	\$0.19	21	54
028	Sunset Transit Center - pedestrian/bike bridge	Tri-Met	BPD	\$470,400	\$12,578,013	295,139	1.58	7.86	\$0.27	21	52
032	Cedar Hills Blvd: Parkway Ave. to Butner Rd. - bike lanes and sidewalks	Wash. Co.	BPD	\$898,000	\$13,474,013	323,879	1.74	8.83	\$0.47	22	50
<b>TOTAL CMAQ FUNDING FOR PRIORITY PROJECTS</b>				<b>\$13,474,013</b>							

\*1: BPD-Bicycle/Pedestrian; TDM-Transp. Demand Mgmt.; TSM-Transp. System Mgmt.; TRS-Transit; MSC-Misc.

\*2: Match-89.725%/10.275% (except for Bike/Ped at 80%/20%)

\*: Assumes freight movement excluded from Rule 12 VMT reduction.



METRO COUNCIL  
September 23, 1993  
Agenda Item No. 3.1  
(Moved to No. 8)

**M E T R O**

**To:** Metro Council  
**From:** Gail Ryder, Senior Council Analyst  
**Date:** September 20, 1993  
**Re:** CMAQ Round II Recommendation to JPACT

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At the August 24 meeting of the Planning Committee, Resolution 93-1829A was approved as amended. The resolution endorsed the region's priority FY 1995-97 Congestion Mitigation/Air Quality (CMAQ) Program projects for submission to the Oregon Transportation Commission for inclusion of these projects. The resolution was approved as submitted with the exception of one suggested project - Project 032.

Project 032 (Cedar Hills Boulevard: Parkway Avenue to Butner Road - bike lanes and sidewalks) was deleted following extensive testimony in opposition to its selection. Witnesses, representing biking and pedestrian interests said the project was too expensive and unnecessary and that the project was an attempt by Washington County to inappropriately widen the road to five lanes. Washington County disagreed and defended the project as a county priority. There was also considerable criticism from the Metro Committee for Citizen Involvement and others regarding insufficient public process. The committee voted to return the project to JPACT for further review, as is required by the JPACT Bylaws. They further decided to revisit the issue at the September 14 meeting when an official recommendation to JPACT would be formulated.

On September 14 the committee voted to send the following recommendation to JPACT regarding the deletion of the project:

Provide a funding pool in the amount of \$896,000 to Washington County for completion of the Cedar Hills-Hall Blvd. "alternate to 217 bike lane system" to be allocated following a public review process to determine and prioritize the most critical links needed to complete the system. (The public review process should be conducted with a report to both JPACT and the Metro Planning Committee/Council as to the results prior to allocation of the funds.)



The committee requested that the recommendation be communicated to the Metro Council and that the Council approve sending the attached draft letter.



M E T R O

DRAFT

September 20, 1993

To the Joint Policy Advisory Committee on Transportation:

On August 12, JPACT approved Resolution 93-1829. The resolution endorsed the region's priority FY 1995-97 Congestion Mitigation/Air Quality (CMAQ) Program projects for submission to the Oregon Transportation Commission for inclusion of these projects.

The resolution was reviewed by the Council Planning Committee on August 24. Public testimony indicated strong opposition to inclusion of Project 032 (Cedar Hills Boulevard: Parkway Avenue to Butner Road - bike lanes and sidewalks). Witnesses representing biking and pedestrian interests echoed the criticisms expressed at the August 12 JPACT meeting, citing the project as too expensive, unnecessary, and an attempt by Washington County to inappropriately widen the road to five lanes. Washington County disagreed and defended the project as a county priority. There was also considerable criticism from the Metro Committee for Citizen Involvement and others regarding insufficient public process. The Committee voted to return the project to JPACT for further review, as is required by the JPACT bylaws. The resolution was then approved by the committee after Project 032 was deleted from the priority list. Subsequently, the Council approved the amended resolution on September 9, 1993.

Following further discussion on September 14th, the Council Planning Committee made the following recommendation to JPACT regarding Project 032, which was communicated to the Metro Council on September 23, 1993:

Provide a funding pool in the amount of \$896,000 to Washington County for completion of the Cedar Hills-Hall Blvd. "alternate to 217 bike lane system" to be allocated following a public review process to determine and prioritize the most critical links needed to complete the system.

Further the committee recommended the public review process should be conducted with a report to both JPACT and the Metro Planning Committee/Council as to the results prior to allocation of the funds.

The committee chose to return the item to JPACT to address the concerns regarding the limited opportunity for public input in development of the prioritized list. The representative from Washington County present at the meeting agreed the recommendation was appropriate.

Sincerely,

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Councilor Judy Wyers  
Presiding Officer

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Councilor George Van Bergen  
Chair, Planning Committee

DRAFT