

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING)	RESOLUTION NO. 95-2139A
THE FY 1995 METRO TRANSPORTATION)	
IMPROVEMENT PROGRAM TO ALLOCATE)	Introduced by
\$1.026 MILLION TO VARIOUS PLANNING))	Rod Monroe, Chair
ACTIVITIES AND TO SET PRIORITIES)	JPACT
FOR THE REGION 2040 RESERVE)	

WHEREAS, Metro and ODOT jointly agreed to creation of a \$27.19 million Region 2040 and Alternative Mode Reserve account during the last update of the Metro and ODOT Transportation Improvement Programs (MTIP and STIP) funded with both regional and state STP reserve funds; and

WHEREAS, Metro and ODOT have identified \$4.2 million of miscellaneous additional transportation funds, including some program funds never allocated to specific projects and some project funds never obligated; and

WHEREAS, Metro solicited its regional partners for bicycle, pedestrian, freight, transit, road expansion and preservation, transportation demand management, and transit-oriented development project nominations selected from previously approved local plans and programs that reflect support of the Region 2040 Land Use goals and objectives approved by Metro Council in December 1994; and

WHEREAS, Approximately \$150 million of such project nominations were received; and

WHEREAS, Metro staff applied technical and administrative multi-modal ranking criteria to prioritize these nominated projects; and

WHEREAS, Metro sponsored a widely advertised Transportation

Fair in January and four widely advertised public meetings held throughout the region in April and has held numerous advertised meetings of TPAC, JPACT and the Metro Council inbetween during which these funds, the project nominations and the ranking process have been discussed and been the subject of public testimony; now, therefore,

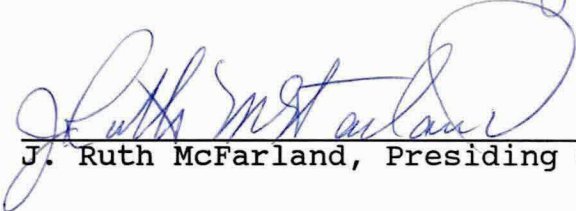
BE IT RESOLVED:

1. That the FY 1995 Metro TIP be amended to allocate \$1.026 million to the list of projects identified in Exhibit A.

2. That the list of projects totaling approximately \$48.4 million dollars identified in Exhibit B be further considered as the basis of a final recommendation for allocation of the remaining \$26.16 million of Region 2040 Implementation Program funds.

3. That the \$3.2 million MACS Reserve is hereby committed to implement the Highway 43 MACS Corridor Study.

ADOPTED by the Metro Council this 25 day of May,
1995.



J. Ruth McFarland, Presiding Officer

EXHIBIT B

REGION 2040 RESERVE ALLOCATION - SHORT LIST

PROJECTS		SUMMARY OF ADMINISTRATIVE CONSIDERATIONS
Rank Roadway Projects		
of 48		
1	Sunnyside Rd.	\$5,000,000
2	Murray Signal Interconnect	\$31,000
3	238th/Halsey	\$376,531
4	99W/Tualatin Rd.	\$4,486,000
6	Scholls Ferry Signal Interconnect	\$31,000
7	I-5 SB/Front Ramp Metering	\$90,000
8	Greenburg/Mapleleaf	\$358,900
9	Murray N. Signal Interconnect	\$9,000
10	Hwy. 43/Willamette Falls	\$115,500
11	Johnson Crk. Blvd Phase II	\$1,272,301
12	Sandy Blvd. Signal Interconnect	\$167,000
12	Powell Signal Interconnect	\$50,000
12	TV Highway Signal Interconnect	\$250,000
12	Division Sig Interconnect (60th/SE 257th)	\$186,000
13	I-5/I-84 Ramp Metering	\$449,000
24	Hwy. 43 Signal Interconnect	\$1,122,000
30	Water Ave Extension	\$1,600,000
38	Hwy. 43/A Avenue	\$406,000
na	Lovejoy Ramp Removal - PE	\$1,054,000
na	McLoughlin-Harrison thru Milw. CBD	\$833,000
	REGIONAL 2040 RESERVE TOTAL	\$15,410,732
	ODOT-MACS/FAU-STP	\$2,476,500
Rank Reconstruction Projects		
of 6		
1	Hawthorne Brdg Deck Structure	\$5,159,200
2	I-5/Kruse Way Reconstruct	\$1,200,000
4	SW Front Avenue	\$2,368,720
	REGIONAL 2040 RESERVE TOTAL	\$8,727,920
		<p>ODOT-MACS SUPPLEMENT</p> <p>Add-back by request; transfer of FAU funds requested from McLoughlin Blvd. project</p> <p>ATMS projects were ranked as package of 5 @ \$1 M.</p> <p>ATMS projects were ranked as package of 5 @ \$1 M.</p> <p>ATMS projects were ranked as package of 5 @ \$1 M.</p> <p>ATMS projects were ranked as package of 5 @ \$1 M.</p> <p>ODOT ATMS Program priority; provides infill of existing I-5/I-84 ramp metering</p> <p>ODOT-MACS SUPPLEMENT; included for regional equity</p> <p>Technical rank needs re-evaluation</p> <p>ODOT-MACS SUPPLEMENT</p> <p>Unranked "Planning" project</p> <p>FAU-STP SUPPLEMENT: Unobligated funds currently allocated to hi ranked, "no go" regional FAU project.</p>
		<p>HBR funds now committed to Hawthorne Brdg painting</p>

Bold projects are add-backs to original \$27 million staff recommendation

Exhibit B (Page 3)

Rank | Pedestrian Projects

of 24			
1	Pacific Ave. - Forest Grove	\$91,000	
2	Hillsdale - Phase I	\$520,000	Highest priority/cost of three phases; rank reflects all three phases as single project
3	Woodstock Blvd	\$200,000	
9	A Avenue - Lake Oswego	\$8,000	
11	Cully Blvd Bike & Ped	\$1,680,000	
16	Broadway/Weidler	\$2,500,000	
19	Springwater Corridor (190th Phase)	\$204,700	Highest priority of 3 phases; rank reflects 3 phases as single project
	REGIONAL 2040 RESERVE TOTAL	\$5,203,700	

Rank | TOD Projects

of 7			
1	Metro TOD Program	\$4,500,000	Funding for site acquisition/revolving fund and site improvements to encourage TODs Collector is essential element to leverage initial TOD-oriented site development.
4	Gresham N/S Collector	\$1,844,000	
7	Hillsboro Ground Floor Retail	\$1,000,000	Recommended to avoid lost opportunity in parking structure
	REGIONAL 2040 RESERVE TOTAL	\$7,344,000	

Rank | Planning

NA			
	Metro ISTE/Rule 12 Planning	\$525,000	FY 97 program funding only
	Commodity Flow	\$220,000	FY 97 program funding only
	Local Technical Assistance	\$75,000	FY 97 program funding only
	Westside Station Area Planning	\$209,000	Final 1/3rd of request
	I-5/Hwy 217 Study	\$60,000	Amount dependent upon cost-sharing between participating jurisdictions
	Clackamette Cove Master Plan	\$60,000	
	REGIONAL 2040 RESERVE TOTAL	\$1,149,000	

REGIONAL 2040 RESERVE GRAND TOTAL	\$47,576,352
ODOT-MACS/CMAQ/FAU	\$2,725,500
GRAND TOTAL	\$50,301,852

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 95-2139 FOR THE PURPOSE OF AMENDING THE FY 1995 METRO TRANSPORTATION IMPROVEMENT PROGRAM TO ALLOCATE \$1.026 MILLION TO VARIOUS PLANNING ACTIVITIES AND TO SET PRIORITIES FOR THE REGION 2040 RESERVE

Date: April 21, 1995

Presented by: Andrew Cotugno

PROPOSED ACTION

Adoption of this resolution would approve allocation of \$1.029 million of the Region 2040 Reserve to carry out planning activity scheduled in the FY 96 Unified Work Program (see Exhibit A of the Resolution). It would also approve, for further deliberation, a list of projects totaling approximately \$50.3 million to which the residual Region 2040 Reserve (and miscellaneous other unallocated or unobligated funds) will be considered further.

FACTUAL BACKGROUND AND ANALYSIS

Source of Funds. In January of 1994, Metro and ODOT jointly approved reduction of the ODOT Six-Year Program in order to balance the program against available revenue. More was cut than was needed. After addressing priority transit needs, including Hillsboro LRT Extension related expenses, the excess -- \$16 million -- was stored in a Region 2040 and an Alternative Mode Reserve fund for allocation to projects supportive of the Region 2040 Land Use Concept under development at that time.

Additionally, Metro transferred the balance of anticipated FY 96 and FY 97 regional STP funds -- approximately \$11 million -- into a consolidated Region 2040 Reserve fund.

Solicitation and Public Participation. On January 18, 1995, Metro initiated allocation of the 2040 Reserve and Alternative Mode funds at the Metro Transportation Fair. The funds were described and a set of draft intermodal technical and administrative project selection criteria were circulated for comment. In February, Metro announced a six week solicitation period for project nominations from the region's jurisdictions and operating agencies. Projects totaling approximately \$150 million were nominated (roughly \$30 million for each county, the City of Portland and the Port of Portland). Staff applied the technical criteria to these projects and on April 14, 17 and 18, Metro, Council and JPACT hosted public meetings throughout the region to solicit public testimony on the resulting project rankings.

Technical and Administrative Criteria. The originally released technical criteria were revised based on comments received from the Transportation Fair and from TPAC during regular and special meetings throughout February and March. The final technical criteria evaluated eight transportation modes based on five

common factors including use potential, safety, support of 2040 land use concept, cost-effectiveness and support of multiple travel modes. The administrative criteria focused on implementation feasibility, public and jurisdiction support (including overmatch), phasing potential, regional equity and relationship to other scheduled projects. JPACT endorsed the criteria during its regular March meeting.

TIP Subcommittee Recommendation. Staff evaluated the testimony received at the April public meetings and then applied administrative considerations to develop a recommended list of \$27 million worth of projects. Additionally, some \$2.7 million of miscellaneous other regional funds that to date are either unobligated or unallocated to specific projects, including CMAQ, MACS implementation and "Old" FAU funds, were identified to support some projects.

This list was then submitted to the TIP Subcommittee for discussion on April 26. The Subcommittee made two recommendations. First, they recommended allocation of funds to support Metro's FY 96 planning program. These projects require grant approvals by July 1 and account for \$1.026 million of the total of \$27 million of reserve funds.

Secondly, the Subcommittee recommended expanding the \$27 million list to retain a variety of projects of importance to individual jurisdictions. They recommended that this expanded project list be evaluated by TPAC and JPACT before arriving at a final recommendation for the remaining \$26 million. This will delay the recommendation by approximately one month, leading to a final allocation decision and adoption by Metro in late June rather than late May.

TPAC Action. TPAC considered the resolution at its April 28 meeting and took two actions. First, it approved allocation of Metro's planning funds in order to ensure that July 1, 1995 grants are released. Second, it concurred with the TIP Subcommittee recommendation to refine the original \$150 million of project nominations to a "short list" of approximately \$50 million (see Exhibit B of the resolution). TPAC noted that it would be particularly important for jurisdictions to assess the phasing potential of each project on the list to ensure that critical project objectives are met at the least cost to the total program. This might include reduction of a request for full construction to meeting PE and right-of-way needs, or reducing project requests to construct only critical links. Staff will work with the jurisdictions to obtain this information and to revise requested funds appropriately.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 95-2139.

BEFORE THE METRO COUNCIL

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Fair in January and four widely advertised public meetings held throughout the region in April and has held numerous advertised meetings of TPAC, JPACT and the Metro Council inbetween during which these funds, the project nominations and the ranking process have been discussed and been the subject of public testimony; now, therefore,

BE IT RESOLVED:

1. That the FY 1995 Metro TIP be amended to allocate \$1.026 million to the list of projects identified in Exhibit A.

2. That the list of projects totaling approximately \$48.4 million dollars identified in Exhibit B be further considered as the basis of a final recommendation for allocation of the remaining \$26.16 million of Region 2040 Implementation Program funds.

ADOPTED by the Metro Council this ____ day of _____,
1995.

J. Ruth McFarland, Presiding Officer

STAFF REPORT

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Date: April 21, 1995

Presented by: Andrew Cotugno

PROPOSED ACTION

Adoption of this resolution would approve allocation of \$1.029 million of the Region 2040 Reserve to carry out planning activity scheduled in the FY 96 Unified Work Program (see Exhibit A of the Resolution). It would also eliminate the current allocation of funds to implement ATMS priorities within the region's various MACS corridors. The balance of these funds -- \$3.2 million -- would instead be allocated to a Highway 43 MACS Corridor Reserve fund to implement projects that will be determined after completion of the OR 43 MACS Corridor Study in late FY 96 or early FY 97. Finally, it would approve, for further deliberation, a list of projects totaling approximately \$52.1 million to which the residual Region 2040 Reserve (and miscellaneous other unallocated or unobligated funds) will be considered further.

FACTUAL BACKGROUND AND ANALYSIS

Source of Funds. In January of 1994, Metro and ODOT jointly approved reduction of the ODOT Six-Year Program in order to balance the program against available revenue. More was cut than was needed. After addressing priority transit needs, including Hillsboro LRT Extension related expenses, the excess -- \$16 million -- was stored in a Region 2040 and an Alternative Mode Reserve fund for allocation to projects supportive of the Region 2040 Land Use Concept under development at that time.

Additionally, Metro transferred the balance of anticipated FY 96 and FY 97 regional STP funds -- approximately \$11 million -- into a consolidated Region 2040 Reserve fund.

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TIP Subcommittee Recommendation. Staff evaluated the testimony received at the April public meetings and then applied administrative considerations to develop a recommended list of \$27 million worth of projects. Additionally, some \$2.7 million of miscellaneous other regional funds that to date are either unobligated or unallocated to specific projects, including CMAQ, MACS implementation and "Old" FAU funds, were identified to support some projects.

This list was then submitted to the TIP Subcommittee for discussion on April 26. The Subcommittee made two recommendations. First, they recommended allocation of funds to support Metro's FY 96 planning program. These projects require grant approvals by July 1 and account for \$1.026 million of the total of \$27 million of reserve funds.

Secondly, the Subcommittee recommended expanding the \$27 million list to retain a variety of projects of importance to individual jurisdictions. They recommended that this expanded project list be evaluated by TPAC and JPACT before arriving at a final recommendation for the remaining \$26 million. This will delay the recommendation by approximately one month, leading to a final allocation decision and adoption by Metro in late June rather than late May.

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JPACT Action. JPACT considered the resolution at its May 18 meeting. The main motion to adopt the resolution was approved with several amendments discussed below:

1. Three OR 43 Projects. JPACT approved two amendments to the resolution relative to these projects. First, the three OR 43 projects identified in Exhibit B of the resolution (technically ranked 10th, 28th and 38th of 48 projects) were removed from the short list. Second, the resolution was amended to allocate \$3.2 million of ODOT MACS Implementation Reserve funds to a newly created Highway 43 MACS Corridor Study Implementation Reserve. The intent is that three projects will be considered within the OR 43 MACS Study for implementation and will compete against other Highway 43 Corridor projects for receipt of the newly earmarked reserve funds. This process would also apply to two other OR 43 projects which were ranked (38th and 46th of 48) but not recommended by TPAC for further consideration. Further discussion of this action is contained in Attachments 1 and 2 of this Staff Report.
2. Mill/Henry Street LRT Connection. JPACT approved amendment of Exhibit B to include this project on the "short list." It had previously been ranked as a road expansion project (No. 35 of 48). At the request of the City of Beaverton, staff re-ranked it as a Transit-Oriented Development project where it placed third out of eight projects. Further discussion of this action is contained in Attachment 3 of this Staff Report.
3. Beaverton Creek Master Plan. JPACT amended Exhibit B to include this TOD project on the short list (fourth ranked of eight projects). Further discussion of this action is contained in Attachments 1 and 2 of this Staff Report.
4. Cornelius Tualatin Valley Highway Corridor Study. JPACT approved amendment of Exhibit B to include this unranked study project contingent on the Legislature failing to fund the second round TGM grant program. It was noted that the second round TGM grants would be the most appropriate funding mechanism for this study.
5. Foster Road: 162nd to Jenne Road. JPACT approved amendment of Exhibit B to include this project on the short list (17th ranked of 48). Attachment 2 discusses the project further but overstates costs of the currently proposed phase which would require only \$600,000 (not \$2.1 million).
6. Portland Area Telecommute. A motion to include this project on the short list was defeated, largely because CMAQ funds have been allocated to a similar project. The sentiment was that results of the currently funded project should be published before dedicating additional funds to the same type of novel project (see Attachment 4).

The Chair discussed three other projects which received testimony at the May 4 Metro Council hearing: the Marine Drive widening to Terminal 6; the Hillsdale pedestrian improvements - Phases I and II; and the Gresham pedestrian to MAX - Phase II project. No

motions were made to amend the short list to include any of the three projects. In the case of the Marine Drive project, the Port of Portland representative acknowledged that the other freight projects already on the list were of higher priority. It was noted that the highest priority and most expensive of the Hillsdale projects was already on the list. A City of Gresham representative acknowledged that the \$1 million of CMAQ funds allocated to the first phase of the pedestrian to MAX program was sufficient for the time being.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 95-2139A.