

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING)	RESOLUTION NO. 95-2176B
THE FY 95 TRANSPORTATION)	
IMPROVEMENT PROGRAM TO ALLOCATE)		Introduced by
\$27 MILLION OF REGION 2040)	Rod Monroe, Chair
IMPLEMENTATION FUNDS)	JPACT

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 Transportation Fair in January, four public meetings held throughout the region in April, and public hearings in May and June; and has held numerous advertised

meetings of TPAC, JPACT and the Metro Council in between during which these funds, the project nominations and the ranking process have been discussed and been the subject of public testimony;

WHEREAS, The Metro Council and JPACT previously allocated \$1.026 million to various planning activities, \$3.2 million for Highway 43 "MACS" projects, and identified a \$53 million "short list" of projects for further consideration; and

WHEREAS, An approximate \$27 million list was developed from the short list based on technical and administrative considerations and on JPACT/Metro Council direction to provide modal and geographic balance to the degree possible; now, therefore,

BE IT RESOLVED:

1. That the FY 1995 Metro TIP adopted by Resolution No. 94-1964 be amended to allocate \$27.224 million to the list of projects identified as "recommended" in Exhibit A.
2. That this and other amendments to the FY 95 MTIP be consolidated into an FY 96 MTIP.
3. That final approval of the recommended projects is contingent upon a determination of conformity consistent with federal and state air quality regulations.
4. That Metro Council and JPACT endorse the Civic Neighborhood LRT Station and the Hillsboro Ground Level Retail project as important projects and agree that efforts to identify future funding sources should be made.

ADOPTED by the Metro Council this 27 day of July, 1995.


J. Ruth McFarland, Presiding Officer

SUMMARY OF 2040 IMPLEMENTATION FUND RECOMMENDATION

Funds Available		Metro/ODOT Staff Recommendation		
		<i>Jurisdiction</i>	<i>Recom'nd Amount</i>	<i>Range Considered (millions)</i>
State & Reg. STP	\$27,190,000			
Old FAU Funds	\$833,000			
Residual CMAQ	\$207,000			
Subtotal	\$28,230,000			
Allocated	(\$1,029,000)			
Res. No. 95-2139A				
BALANCE	\$27,201,000			
		Clackamas Co.	5.000	\$4.057 - \$5.569
		City of Portland	4.743	\$4.375 - \$5.489
		E. Multnomah Co.	2.426	\$2.307 - \$2.625
		Washington Co.	4.290	\$3.739 - \$4.296
		Regional	10.765	\$11.000 - \$11.600
		TOTAL	27.224	

MODAL ALLOCATIONS

	Bike	Ped	TOD	TDM	Road Re-Construct	Road Exp	Freight	Transit	Study	TOTAL
Recommended	1.440	1.015	6.708	0.359	5.494	9.306	1.737	0.320	0.845	27.224
Next Priority	0.296	0.000	5.000	0.433	2.034	3.033	0.000	1.350	0.060	12.206
Not Recommended	2.060	1.687	3.157	1.006	1.200	2.893	0.897	0.000	0.209	13.109
TOTAL	3.796	2.702	14.865	1.798	8.728	15.232	2.634	1.67	1.114	52.539

KEY TO FOLLOWING TABLES:

Project Category:

Road Exp = Road Expansion
 Reconstruct = Roadway Reconstruction
 Bike = Bicycle Project
 Ped = Pedestrian Project
 Transit = Transit projects (only one transit project was included on the short list)

Category Rank =

The technical rank a project received relative to other projects in the same category (e.g., 1/16 = 1st ranked of 16 Road Expansion projects)

TDM = Transportation Demand Management (including Transportation Management Associations, or TMAs)
 TOD = Transit Oriented Development Projects and Programs
 Freight = Freight and Intermodal (e.g. truck to rail) Projects
 Study = Miscellaneous, unranked planning projects

Category Technical Score =

The technical score received by a project according to its specific mode criteria (e.g., a bike project score of 78" is only very roughly equivalent to a Road Expansion project score of "78".)

*Supplemental technical data, beyond technical score, available from Metro upon request.

EXHIBIT A

**REGION 2040 IMPLEMENTATION PROGRAM
REGIONAL ALLOCATION**

*Regional Share Target:
\$11,000,000 - \$11,600,000*

Recommended Projects	Request	Recom'nd	Project Category	Category Technical		Comments
				Rank	Score	
Metro Planning	0.525	0.525	Study	NA	NA	FY 97 funding
Commodity Flow Analysis	0.225	0.225	Study	NA	NA	
Technical Assistance	0.075	0.075	Study	NA	NA	
I-5/217/Kruse Way Study	0.060	0.020	Study	NA	NA	Regional share of Study cost increase
Tri-Met Transit Task Force	0.320	0.320	Transit	NA	NA	
Metro TOD Revolving Fund	4.500	3.000	TOD	1/7	88	
Tri-Met Regional TDM Program	0.718	0.359	TDM	1/7	88	FY 98 funding
Columbia/Burgard Intersection	0.887	0.887	Freight	1/4	85	PE may already be funded (net requirement of \$747,000)
N. Lombard Railroad Overcrossing (PE)	0.897	0.250	Freight	3/4	78	Full request
Hawthorne Bridge Deck	5.159	3.125	Reconstruct	2/3	75	Phase 1: outer lanes only
Barbur Bike Lanes	1.440	1.440	Bike	3/4	88	#1 Hawthorne bike lanes need redeck first; #2 Walker Rd is local project
Ramp Meter Infill: I-5/I-84 (6 locations)	0.449	0.449	Road Exp	3/17	90	
Ramp Meter Infill: Front/SB I-5	0.090	0.090	Road Exp	6/17	85	
Subtotal	15.345	10.765				
Next Priority						
Hawthorne Bike Lanes	1.560	0.000	Bike	1/4	100	PE Phase of \$200,000 requires coord. with Bridge Redecking PE
NE Columbia Blvd Improvements	0.250	0.000	Freight	4/4	75	
Subtotal	24.940	0.000				
Not Recommended for 2040 Funding						
ODOT ATMS Arterial Signal Optimization:			Road Exp			
Division Street (60th - 257th)	0.186	0.000		7/17	84	
Sandy Blvd (11th - 82nd)	0.167	0.000		14/17	69	
Powell Blvd (7th - 92nd)	0.050	0.000		16/17	63	
TV Hwy (Beaverton - Hillsboro)	0.250	0.000		15/17	84	
Westside Station Area Planning	0.209	0.000	Study	NA	NA	Pursue TGM grant funding.
Subtotal	0.862	0.000				
Grand Total	16.207	10.765				

CLACKAMAS COUNTY

Target Range:
\$4,057,000 - \$5,569,000

Recommended Projects	Request'd Amount	Recm'nd Amount	Project Category	Category Rank	Category Technical Score
Sunnyside Road Widening (Sunnybrook/122nd)	5.000	5.000	Road Exp	1/16	92
Subtotal	5.000	5.000			
Next Priority					
Johnson Creek Blvd Ph. 2 - Clack. Co. Share	0.568	0.000	Road Exp	9/16	78
Subtotal	0.568	0.000			
Other Short List Projects Not Recommended					
Kruze Way Reconstruction	1.200	0.000	Reconstruct	3/3	61
Oregon City Transportation Management Asso.	0.140	0.000	TDM	3/7	70
Milwaukie Transportation Management Asso.	0.283	0.000	TDM	7/7	58
A Avenue Pedestrian Path (Lake Oswego)	0.007	0.000	Ped	5/6	73
Clackamette Cove Study	0.060	0.000	No rank; pursue TGM funding		
Subtotal	1.690	0.000			
Grand Total	7.258	5.000			

CITY OF PORTLAND

Target Range:
\$4,375,000 - \$5,489,000

Recommended Projects					
Lovejoy Ramp Replacement (PE)	1.054	1.054	TOD	2/7	85
Hillsdale Pedestrian Improvements (Ph. 1)	0.520	0.520	Ped	2/6	85
Front Avenue Reconstruction/Bike Lane	2.369	2.369	Reconstruct	1/3	85
Woodstock Pedestrian Improvement	0.200	0.200	Ped	1/6	90
Albina Railroad Overcrossing (PE)	0.600	0.600	Freight	2/4	81
Subtotal	4.743	4.743			
Next Priority					
Johnson Creek Blvd Ph. 2 (City of Portland Share)	0.265	0.000	Road Exp	9/16	78
Water Avenue Extension	1.600	0.000	Road Exp	12/16	71
Swan Island Transportation Management Asso.	0.150	0.000	TDM	4/7	70
Broadway/Weidler Transit Oriented Development	2.500	0.000	TOD	6/7	56
Subtotal	4.515	0.000			
Other Short List Projects Not Recommended					
Central City Transportation Management Asso.	0.300	0.000	TDM	2/7	85
Gateway Bike Access Improvements	0.132	0.000	Bike	4/4	83
Hollywood Bike Access Improvements	0.368	0.000	Bike	4/4	83
Cully Blvd Pedestrian Improvements	1.680	0.000	Ped	4/6	73
Subtotal	2.480	0.000			
Grand Total	11.738	4.743			

E. MULTNOMAH COUNTY/GRESHAM

Target Range:
\$2,307,000 - \$2,625,000

Recommended Projects	Request'd Amount	Recm'nd Amount	Project Category	Category Rank	Category Technical Score
Civic Neighborhood North/South Collector	1.844	1.844	TOD	3/7	68
238th & Halsey Intersection Improvement	0.377	0.377	Road Exp	6/16	83
Springwater Corridor Access (at 190th)	0.205	0.205	Ped	6/6	70
Subtotal	2.426	2.426			
Next Priority					
Civic Neighborhood LRT Station	1.350	0.000	Transit	1/1	100
Gresham Transportation Management Asso.	0.283	0.000	TDM	5/7	58
Foster Road Improvement (at Jenne and 162nd)	0.600	0.000	Road Exp	16/16	63
Subtotal	2.233	0.000			
Grand Total	4.659	2.426			

WASHINGTON COUNTY

Target Range:
\$3,739,000 - \$4,296,000

Recommended Projects					
Greenburg Road at Hwy 217 Intersection Improvement	0.359	0.359	Road Exp	2/16	90
99W/Tualatin Rd Intersection Realignment (Ph 1)	4.486	3.000	Road Exp	5/16	88
Pacific Avenue Pedestrian Improvement (Forest Grove)	0.090	0.090	Ped	3/6	83
Murray S. Signal Interconnection/Optimization	0.031	0.031	Road Exp	7/16	78
Mill Street/Henry Avenue Improvements (PE & ROW)	1.741	0.810	TOD	4/7	68
Subtotal	6.707	4.290			
Next Priority					
Hillsboro Garage Ground Floor Retail	1.000	0.000	TOD	7/7	43
Walker Road Bike Lane	0.296	0.000	Bike	2/4	83
Comelius/TV Hwy Study	0.060	0.000	Study; no rank; pursue TGM funding		
Subtotal	1.356	0.000			
Other Short List Projects Not Recommended					
Scholls Ferry Rd Signal Interconnect/Optimization	0.031	0.000	Road Exp	11/16	71
Murray Blvd N. Signal Interconnect/Optimization	0.009	0.000	Road Exp	8/16	78
Beaverton Creek TOD	2.221	0.000	TOD	5/7	63
Subtotal	2.261	0.000			
Grand Total	10.324	4.290			

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 95-2176A FOR THE PURPOSE OF AMENDING THE FY 95 TRANSPORTATION IMPROVEMENT PROGRAM TO ALLOCATE \$27 MILLION OF REGION 2040 IMPLEMENTATION FUNDS

Date: June 22, 1995

Presented by: Andrew Cotugno

PROPOSED ACTION

Adoption of the Metro/ODOT staff recommendation shown in Exhibit A of the resolution would result in amendment of the FY 1995 Metro TIP to allocate \$27,201,000 of State and Regional STP funds to fund projects selected from the 2040 Implementation Program process. This would allocate all currently projected federal funding to specific projects and programs. Funding for additional projects would not be available until the region makes a determination of new federal funding that may be considered reasonably available in FY 98 and beyond. This amendment and other recent TIP actions will be consolidated into an updated FY 96 MTIP later this year.

Alternatives to the TPAC recommendation that JPACT reviewed included the following:

1. If alternative projects are considered for funding, it is recommended that those identified as "Next Priority" be the focus of attention.
2. Funding could be traded from two fully-funded recommended projects for partial funding of two "Next Priority" projects:
 - a. \$250,000 NE Columbia Boulevard Improvements to N. Lombard Railroad overcrossing (PE); and
 - b. \$205,000 from Springwater Corridor Access to Gresham Civic Neighborhood LRT Station (PE) because funding of the LRT station would secure the dual regional objective of Tri-Met funding for the Millikan Way station area project in Washington County.
3. Establish the key objective of the TOD Revolving Fund to be the revolving character of potential projects. Thus loans could be provided for capital improvements or land acquisition and subsequent resale and development.

JPACT approved the Resolution with a provision that allowed the Port of Portland the opportunity to make the NE Columbia Boulevard to N. Lombard trade (as described in 2a above) and allowed Gresham to make the Springwater to Civic Neighborhood LRT Station trade (as described in 2b above). Any such trades must be recommended for consideration before the July 18 Metro Transportation Planning Committee.

FACTUAL BACKGROUND AND ANALYSIS

In January of this year, Metro initiated the \$27.19 million Region 2040 Implementation program project selection process. The highlights of the selection process to date are summarized in Attachment 1. Briefly, Metro spent several months developing and adopting a set of multi-modal technical and administrative project selection criteria. The intent of the criteria was to select transportation projects which would support implementation of the 2040 Growth Concept approved by the Metro Council last December. Metro then solicited project nominations from its regional partners and also directly nominated a number of projects. This solicitation resulted in an initial project list of approximately \$150 million.

In May, the Metro Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council approved allocation of \$1.029 million of the funds to support Metro's FY 95-96 planning needs (Metro Resolution No. 95-2139A). This resolution also agreed upon a "short list" of approximately \$52 million of projects and directed staff to further evaluate this list to develop a recommendation within the available funds. The residual STP funds (\$26.17 million) and approximately \$1.12 million of old FAU and CMAQ funds left a balance of \$27.201 million available for projects.

The Metro Transportation Policy Alternatives Committee (TPAC) met throughout June to comply with JPACT's direction. On June 16, TPAC approved a staff-recommended formula for determining both jurisdictional funding targets -- which assure geographic equity of funding allocations -- and a regional funding target -- which assures implementation of projects of high regional benefit despite geographic considerations. These targets were approved by TPAC as a guide to staff and are not intended to limit the discretion of JPACT or the Metro Council. The recommended targets are as follows:

Jurisdiction	Range Considered (millions)
Clackamas County	\$4.057 - \$ 5.569
City of Portland	\$4.375 - \$ 5.489
E. Multnomah County.	\$2.307 - \$ 2.625
Washington County.	\$3.739 - \$ 4.296
Regional	\$11.000 - \$11.600

In essence, the formula recognizes that the total amount of currently available funds is composed of four different types of funds. Approximately \$10 million is Regional STP funds. These funds have in the past been allocated on a 75/25 percent local/regional basis. Approximately \$16 million of the funds are State STP dollars for which there has never been an agreed distribution formula. TPAC approved allocation of these funds on a 50/50 basis. Approximately \$207,000 of residual CMAQ funds are included. These funds have historically been allocated on a 100

percent regional basis. Finally, a previous allocation of \$833,000 of old FAU funds has never been obligated. They were originally allocated as a regional priority. The regional target range of \$11.0-11.6 million is reflective of this resource being treated as either a 100 percent regional fund or on a 75/25 basis.

The approved formula splits the available funds along the percentages described above. Incorporation of the \$833,000 of old FAU funds creates two outcomes depending on whether the funds are treated as 100 percent or only 25 percent regional. This difference creates a range of \$11.0-11.6 million available for regional priority projects and a range of \$15.6-16.2 million available for allocation to the jurisdictions.

The split of the regional share between jurisdictions is determined by allocation of 50 percent of the funds according to each jurisdiction's proportion of population and employment and 50 percent according to the proportion of regional lane miles of collectors and arterials occurring within each jurisdiction. To provide a range within otherwise hard funding targets, the demographic and road data were calculated for 1990 and 2040. Finally, the difference between the presence and absence of the old FAU funds is averaged to produce the single set of recommended targets. The ranges thus represent a floor and a ceiling for each jurisdiction. At the same time though, not all jurisdictions can receive their "ceiling" since this would exceed the total funds available.

TPAC also provided guidance to staff regarding modal targets. (See Attachment 2 for a modally-based breakdown of the staff recommendation.) Per the direction contained in prior resolutions creating the 2040 Implementation Reserve, alternative modes are to receive no less than \$7.19 million of the full account. Additionally, only alternative modes are eligible to receive the \$207,000 of residual CMAQ funds. Eligible projects include bicycle and pedestrian construction projects, transit-oriented development projects and programs, up to \$1 million of intermodal projects (excluding CMAQ funds) and transportation system management projects. Additionally, TPAC directed that transit projects are eligible to compete for the balance of the \$27 million allocation (including the CMAQ funds). Finally, all modes must receive some funding. (See Attachment 3 for an analysis of past funding allocations by fund type, mode and jurisdiction.)

Upon approval of these regional and geographic targets, Metro and ODOT staff met with representatives of each jurisdiction to ascertain project priorities. Metro and ODOT staff then developed this final recommendation within the total of funds available.

TPAC ACTION

As described above, TPAC approved a set of alternatives to the staff recommendation for JPACT consideration. Additionally, TPAC considered and defeated a motion (5-6) to transfer the Gresham

Civic Neighborhood LRT Station project to the Regional project list.

JPACT ACTION

JPACT approved the Resolution with the provision allowing the Port of Portland and Gresham to "trade" project allocations by the Metro Council Transportation Planning Committee meeting of July 18. JPACT also endorsed pursuing other funds for the Hillsboro Ground Level Retail and Gresham LRT Station projects.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 95-2176A.

ACC:TW:lmk
95-2176
7-14-95



Port of Portland

Box 3529, Portland, Oregon 97208
503/231-5000

July 19, 1995

Rod Monroe
Metro Council
600 NE Grand Avenue
Portland, OR 97232-2736

REGION 2040 IMPLEMENTATION PROGRAM - \$27 MILLION ALLOCATION

Dear ^{Red}Councilor Monroe:

As you know, the Port requested at JPACT last week that the City of Portland and the Port be allowed to review the relative merits of two projects on the \$27 million allocation list, and possibly request a realignment of funds between the two. The City and the Port have decided to request that the Northeast Columbia Boulevard Improvements project be replaced on the Recommended Projects list by the North Lombard Railroad Overcrossing project.

This was a very difficult decision because both projects are very important to regional freight mobility. It is unfortunate that both could not be funded. Since that does not seem to be possible, we believe that initiating the overpass project will have the greatest long term benefit for the region. This change will enable us to begin this important project in conjunction with the Columbia/Burgard Intersection project. The two projects are closely linked, and it is important to do the environmental and initial design work on the overpass at the same time as the intersection, even though it will not be possible to do full preliminary engineering as originally envisioned. From a timing standpoint, it is also critical to initiate the design work on this project now so that the construction project may be more readily funded from some future source, such as the proposed Arterial Program. This overpass will be needed soon, and at that time it will need to proceed in a very expeditious manner.

Thank you for considering this request. If you or any of the Metro councilors have questions about this or other projects, please give me a call.

Sincerely,

David Lohman
Director, Policy and Planning



CITY OF GRESHAM

Community Development Department
1333 N.W. Eastman Parkway
Gresham, OR 97030-3813
(503) 661-3000
FAX (503) 669-7446

Date: July 18, 1995

To: Casey Short, METRO Council Analyst

From: Richard Ross, Transportation Planning Manager

RE: Potential Switch of 2040 Implementation Funds
Resolution 95-2176

In response to the JPACT recommendation on Resolution 95-2176, the City of Gresham wants to move forward with the S.W. 190th Springwater Access project. This project will provide needed bike lanes and sidewalks on 190th (Highland Dr. to Powell), the primary access to the trail for cyclists and pedestrians in most of S.W. Gresham.

Tri-Met's concurrent amendment to the FY 95 METRO TIP (Resolution 95-2183) indicates that Tri-Met is budgeting preliminary engineering work for the Civic Neighborhood Station. This will assure that station plans are ready to go as construction funding is committed.

We appreciate the region's intent to provide funds for the Civic Neighborhood LRT Station by additional efforts, and we intend to pursue those efforts with the region in the immediate future.

CC: Mayor Gussie Mc Robert
Councilor Claudiette LaVert
Max Talbot, Community Development Director
Jane Leeson, Community Involvement Coordinator

**FY 1996 Metropolitan Transportation Improvement Program
\$27 Million Regional Reserve – Region 2040 Implementation Fund**

Process Chronology

November of 1994

- local jurisdictions informed of spring allocation of \$27 million MTIP regional reserve for 2040 implementation

January of 1995

- January 28 – Transportation Fair held
 - public informed about the FY '96 MTIP and asked to comment on proposed ranking criteria and to provide ideas for projects
 - projects ideas provided by the public are passed on to local jurisdictions

February of 1995

- February 17 – formal solicitation notice sent to local jurisdictions, with projects due March 16

March of 1995

- March 9 – JPACT approves technical and administrative criteria and extends local jurisdiction project submittal deadline to March 20
- March 20 – projects due, projects totaling more than \$146 million are submitted to Metro

April of 1995

- April 13 – JPACT briefed on solicitation results and preliminary results of technical analysis
- April 17, 18, and 19 – Priorities '95 meetings are held throughout region to receive comment on MTIP projects and their initial ranking
- April 28 – TPAC recommends short list of projects totaling \$ 53 million

May of 1995

- May 4 – Public Hearing before Metro Council
- May 18 – JPACT adopts short list of projects
- May 25 – Metro Council adopts short list of projects

June of 1995

- June 8 – JPACT meeting, discussion of empowering TPAC to make initial recommendations on geographic and modal targets
- June 9 – TPAC special meeting to correct technical scoring and begin discussion of geographic and modal targets
- June 13 – Metro Council Transportation Committee briefed
- June 16 – TPAC special meeting to finalize administrative and technical factors, as well as geographic and modal targets
- June 21 – ODOT and Metro Staff Recommendation available for public review and comment
- June 28 – Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) Public hearing
- June 30 – TPAC final recommendation to JPACT on \$27 million allocation

July of 1995

- July 13 – JPACT makes final allocation recommendation to Metro Council
- July 27 – Metro Council considers adoption of final allocation recommendation

REGION 2040 IMPLEMENTATION PROGRAM					
Recommended Allocation By Mode					
Mode	Request	Recommended	Jurisdiction	Category Rank	Technical Score
Studies					
Recommended Projects					
Metro Planning	0.525	0.525	Metro	n/a	n/a
Commodity Flow Analysis	0.225	0.225	Metro/Port	n/a	n/a
Technical Assistance	0.075	0.075	Metro	n/a	n/a
I-5/217/Kruse Way Study	0.06	0.02	ODOT	n/a	n/a
Total	0.885	0.845			
Not Recommended					
Westside Station Area Planning	0.209	0.000	Metro	NA	NA
Clackamette Cove Study	0.060	0.000	Clack. Co.	NA	NA
Cornelius/TV Hwy. Study	0.060	0.000	Wash Co.	NA	NA
Total	0.329	0.000			
Transit Oriented Development					
Recommended Projects					
Metro TOD Revolving Fund	4.500	3.000	Metro	1/7	88
Lovejoy Ramp Replacement (PE)	1.054	1.054	Portland	2/7	85
Civic Neighborhood North/South Collector	1.844	1.844	Gresham	3/7	68
Mill Street/Henry Avenue Improvements (PE & ROW)	1.741	0.810	Beaverton	4/7	68
Total	9.139	6.708			
Next Priority					
Broadway/Weidler Transit Oriented Development	2.500	0.000	Portland	6/7	56
Hillsboro Garage Ground Floor Retail	1.000	0.000	Wash. Co.	7/7	43
Total	3.500	0.000			
Other Short List, Not Recc.					
Beaverton Creek TOD	2.221	0.000	Wash Co.	5/7	63
Total	2.221	0.000			
Transit					
Recommended Projects					
Tri-Met Transit Task Force	0.320	0.320	Tri-Met	NA	NA
Total	0.320	0.320			
Next Priority					
Civic Neighborhood LRT Station	1.350	0.000	Tri-Met	1/1	100
Total	1.350	0.000			
Road Reconstruction					
Recommended Projects					
Front Avenue Reconstruction/Bike Lane	2.369	2.369	Portland	1/3	85
Hawthorne Bridge Deck	5.159	3.125	Portland	2/3	75
Total	7.528	5.494			
Other Short List Not Recc.					
Kruse Way Reconstruction	1.200	0.000	Clack. Co.	3/3	61
Total	1.200	0.000			
Road Expansion					
Recommended Projects					
Sunnyside Road Widening (Sunnybrook/122nd)	5.000	5.000	Clack. Co.	1/17	92
Greenburg Road at Hwy. 217 Intersection Improvement	0.359	0.359	Wash. Co.	2/17	90
Ramp Meter Infill: I-5/I-84 (6 locations)	0.449	0.449	ODOT	3/17	90
99W/Tualatin Rd Intersection Realignment (Ph 1)	4.486	3.000	Wash. Co.	5/17	88
Ramp Meter Infill: Front/SB I-5	0.090	0.090	ODOT	6/17	90
238th & Halsey Intersection Improvement	0.377	0.377	Mult. Co.	8/17	83
Murray S. Signal Interconnection/Optimization	0.031	0.031	Wash. Co.	9/17	78
Total	10.792	9.306			
Next Priority					
Johnson Creek Blvd. Ph. 2 - Clack. Co. Share	0.568	0.000	Clack. Co.	11/17	78
Johnson Creek Blvd. Ph. 2 (City of Portland Share)	0.265	0.000	Portland	11/17	78
Water Avenue Extension	1.600	0.000	Portland	13/17	71
Foster Road Improvement (at Jenne and 162nd)	0.600	0.000	Mult. Co.	17/17	63
Total	3.033	0.000			

REGION 2040 IMPLEMENTATION PROGRAM					
Recommended Allocation By Mode					
Mode	Request	Recommended	Jurisdiction	Category Rank	Technical Score
Not Recommended					
Barnes Rd. Signal Interconnect	0.018	0.000	Wash. Co	4/17	88
Murray Blvd. N. Signal Interconnect/Optimization	0.009	0.000	Wash. Co.	10/17	78
Scholls Ferry Rd Signal Interconnect/Optimization	0.031	0.000	Wash. Co	12/17	71
ODOT ATMS Arterial Signal Optimization:					
Sandy Blvd. (11th - 82nd)	0.167	0.000	ODOT	14/17	69
Powell Blvd. (7th - 92nd)	0.050	0.000	ODOT	16/17	63
TV Hwy. (Beaverton - Hillsboro)	0.250	0.000	ODOT	15/17	84
Division Street (60th - 257th)	0.186	0.000	ODOT	7/17	84
Total	0.711	0.000			
Freight					
Recommended Projects					
Columbia/Burgard Intersection	0.887	0.887	Port/Portland	1/4	85
Albina Railroad Overcrossing (PE)	0.600	0.600	Portland	2/4	81
NE Columbia Blvd. Improvements	0.250	0.250	Port/Portland	4/4	75
Total	1.737	1.737			
Not Recommended					
N. Lombard Railroad Overcrossing (PE)	0.897	0.000	Port/Portland	3/4	78
Total	0.897	0.000			
Pedestrian					
Woodstock Pedestrian Improvement	0.200	0.200	Portland	1/6	90
Hillsdale Pedestrian Improvements (Ph. 1)	0.520	0.520	Portland	2/6	85
Pacific Avenue Pedestrian Improvement (Forest Grov	0.090	0.090	Forest Grove	3/6	83
Springwater Corridor Access (at 190th)	0.205	0.205	Gresham	6/6	70
Total	1.015	1.015			
Next Priority					
A Avenue Pedestrian Path (Lake Oswego)	0.007	0.000	Lake Oswego	5/6	73
Total	0.007	0.000			
Other Short List Proj. Not Recc.					
Cully Blvd Pedestrian Improvements	1.680	0.000	Portland	4/6	73
Total	1.680	0.000			
Transportation Demand Mgmt.					
Recommended Projects					
Tri-Met Regional TDM Program	0.718	0.359	Tri-Met	1/7	88
Total	0.718	0.359			
Next Priority					
Swan Island Transportation Management Asso.	0.150	0.000	Portland	4/7	70
Gresham Transportation Management Asso.	0.283	0.000	Tri-Met	5/7	58
Total	0.433	0.000			
Other Short List Not Recc.					
Central City Transportation Management Asso.	0.300	0.000	Portland	2/7	85
Oregon City Transportation Management Asso.	0.140	0.000	Oregon City	3/7	70
Hillsboro Transportation Management Assoc.	0.283	0.000	Tri-Met	6/7	58
Milwaukie Transportation Management Asso.	0.283	0.000	Tri-Met	7/7	58
Total	1.006	0.000			
Bicycle					
Recommended Projects					
Barbur Bike Lanes	1.440	1.440	ODOT	2/4	88
Total	1.440	1.440			
Next Priority					
Walker Road Bike Lane	0.296	0.000	Wash. Co.	3/4	83
Total	0.296	0.000			
Other Short List Not Recc.					
Hawthorne Bike Lanes	1.560	0.000	Mult. Co.	1/4	100
Gateway Bike Access Improvements	0.132	0.000	Portland	4/4	83
Hollywood Bike Access Improvements	0.368	0.000	Portland	4/4	83
Total	2.060	0.000			

ATTACHMENT 3: ANALYSIS OF PAST FUNDING ALLOCATIONS

	BIKE	PED	RECON- STRUCT	ROAD EX	FREIGHT	TOD	TDM	LRT TRANSIT	OTHER TRANSIT	STUDY	TOTAL	% of Total	% of Geo- Graphic
REGIONAL STP													
COP			2.67	1.70						0.23	4.60	10%	37%
E. MULT				4.36							4.36	9%	35%
CLACK CO				0.69						0.72	1.41	3%	11%
WASH CO				2.12							2.12	4%	17%
REGIONAL		0.25						22.00	9.00	3.62	34.87	74%	
SUBTOTAL	0.00	0.25	2.67	8.86	0.00	0.00	0.00	22.00	9.00	4.57	47.35	100%	100%
CONGESTION MITIGATION/AIR QUALITY													
COP	0.86	3.60		0.10		3.48	0.07				8.12	32%	71%
E. MULT	0.06	1.06		0.30							1.43	6%	12%
CLACK CO	0.48								0.52		1.00	4%	9%
WASH CO	0.69	0.20									0.89	3%	8%
REGIONAL	0.32	0.47			1.00		2.89		9.62		14.30	56%	
SUBTOTAL	2.42	5.33	0.00	0.40	1.00	3.48	2.96	0.00	10.14	0.00	25.74	100%	100%
TRANSPORTATION ENHANCEMENT													
COP	3.75										3.75	64%	64%
E. MULT	0.08										0.08	1%	1%
CLACK CO	0.12								0.80		0.92	16%	16%
WASH CO	0.78	0.31									1.09	19%	19%
REGIONAL			0.05								0.05	1%	
SUBTOTAL	4.73	0.31	0.05	0.00	0.00	0.00	0.00		0.80	0.00	5.89	100%	100%
STATE PROGRAM													
COP	1.50	1.80		4.41	0.44				0.96		9.11	4%	10%
E. MULT				22.00							22.00	9%	23%
CLACK CO	0.44			29.41							29.85	13%	32%
WASH CO	0.63			33.06							33.69	14%	36%
REGIONAL				78.23	14.00			22.00	27.00		141.23	60%	
SUBTOTAL	2.57	1.80	0.00	167.11	14.44	0.00	0.00	22.00	27.96	0.00	235.88	100%	100%
TOTAL	9.72	7.69	2.72	176.37	15.44	3.48	2.96	44.00	47.90	4.57	314.86		
Pecernt of Total	3%	2%	1%	56%	4.9%	1%	1%	14%	15%	1%	100%		

TRANSPORTATION PLANNING COMMITTEE REPORT

RESOLUTION NO. 95-2176A, AMENDING THE FY 95 TRANSPORTATION IMPROVEMENT PROGRAM TO ALLOCATE \$27 MILLION OF REGION 2040 IMPLEMENTATION FUNDS

Date: July 19, 1995

Presented by: Councilor Kvistad

COMMITTEE RECOMMENDATION: At its July 18, 1995 meeting the Transportation Planning Committee voted 2-1 to recommend Council return Resolution No. 95-2176A to JPACT, to amend JPACT's recommendations on expenditure of the \$27 million regional reserve by adding \$4 million to the TOD Revolving Fund. Councilors Kvistad and Washington voted in favor; Councilor Monroe voted in opposition and served notice of his intention to file a minority report.

COMMITTEE DISCUSSION/ISSUES: Transportation Planning Department Director Andy Cotugno presented the staff report and JPACT recommendation. He summarized activities undertaken to get to a recommendation on how to spend the \$27 million regional reserve. Mr. Cotugno said JPACT authorized the City of Gresham and the Port of Portland to request that allocations for the Springwater Corridor and Columbia Blvd. improvements, respectively, be transferred to other projects (Civic Neighborhood LRT Station in Gresham, and Lombard Street overcrossing). Council Analyst Casey Short said the City of Gresham had sent a letter saying they did not choose to change the allocation, and the Port had given an oral message to Council staff that they did wish to change the allocation. Chair Monroe said that change for the Port should only be made upon receipt of a written communication, and directed Mr. Short to request such written communication from the Port. (Note: Such a letter has been received, on July 19, and will be included in the Council's agenda packet.)

Mr. Cotugno said JPACT added an item under "Be It Resolved," that Metro and JPACT support Light Rail Station projects in Gresham and Hillsboro, and encourage that funding be found for these projects. Mr. Short pointed out that the resolution referred to the Beaverton Creek Transit Oriented Development (TOD) project rather than the Hillsboro project, and the committee agreed to amend the resolution to correct this error.

Councilor Kvistad said he has discussed this resolution with representatives of 1000 Friends and the Bike & Pedestrian Coalition, who agreed with him that \$3 million is not enough to fund Metro's TOD Revolving Fund. He said he could not support the resolution without additional money for this Fund. He proposed deleting the \$5 million allocation for Sunnyside Road widening and move two projects in its place: Johnson Creek Blvd. project (\$568,000 for Clackamas County's share); and Kruse Way reconstruction (\$1.2 million). This would produce a net savings of \$3,232,000. He said he understood the need for Sunnyside Road improvements, but felt it is more important to fully fund the TOD

program now rather than do a road project. Councilor Kvistad then proposed deleting the \$2,369,000 Front Avenue Reconstruction/Bike Lane project in the City of Portland, and add in its place the \$1.56 million Hawthorne Bridge Bike Lanes project. This would produce a savings of \$809,000. The grand total of savings would come to \$4,041,000, which he proposed be dedicated to the TOD Fund. Councilor Kvistad moved the above changes, adding that it would be his intention to support funding the Sunnyside Road and Front Avenue projects in the next round of the Transportation Improvement Program (TIP).

Mr. Cotugno said there was another piece of the Johnson Creek Blvd. project listed under the City of Portland, for \$265,000, which should be included with the Clackamas County part of that project. Councilor Kvistad amended his motion to include that \$265,000 for Johnson Creek Blvd., reducing the additional amount for the TOD Fund to \$3,776,000.

Councilor Washington asked what would happen if this amendment were approved. Following some discussion, it was concluded that the resolution would be forwarded to Council, either with amendments or as recommended by JPACT. Council would then decide whether to accept the resolution as recommended by JPACT or return the resolution to JPACT with Council's recommended changes.

Councilor Kvistad spoke in favor of his motion. He said this is a critical time to put money into Transit Oriented Development; land around transit stations is going away fast. He said this is the only opportunity to put money into TOD's, and \$3 million is not enough for the revolving fund. He said fully funding the TOD fund would require six to seven million dollars. He said that he identified the Sunnyside Road project for reduction because others funds are being earmarked for transportation projects in Clackamas County, citing funds committed to Highway 43 improvements and the Johnson Creek Blvd. and Kruse Way projects. Regarding Front Avenue, he said it's a repaving project more than a bike project. He noted the Hawthorne bike lanes ranked higher and could be done in conjunction with the Hawthorne Bridge reconstruction.

Councilor Monroe spoke in opposition to the motion. While he agreed that \$3 million is not enough for the TOD fund, he said that there was consensus among Clackamas County elected officials that the Sunnyside Road project was critical and is their highest priority. He added that this stance was supported by public testimony. He discussed the process that had been followed to reach the recommendation from JPACT, and noted that three Metro Councilors had voted in favor of the recommendation at the July 13 JPACT meeting. He said this decision has to be a balancing act, and that he was reluctant to substitute his individual wisdom for the collective wisdom of the Planning staff, TPAC, and JPACT.

Councilor Washington asked if there was a way to get the issues before Council without approving the amendments. Councilor Monroe said yes, that Councilor Kvistad could introduce the amendments to

the full Council. The Committee discussed whether to send the resolution to the Council with no recommendation. Councilor Kvistad said it is important to send a message that the TOD program is important, and that recommending the additional funds would clearly send that message to the Council; he added that he wants to have a full discussion of the issues before the full Council. Councilor Monroe said he expects the issues will be discussed at Council regardless of what the committee decides. Councilor Washington said he wants to make sure the issues are discussed at Council, and that there be concurrence among a majority of Councilors on the issues. He said he didn't know why there had to be an amendment in committee if the issues would be discussed at Council. He asked Councilor Kvistad if he could support sending the resolution to Council with a recommendation that the TOD funding be increased to \$7 million, but without identifying specific cuts in other projects. Councilor Kvistad said he didn't want to re-open the whole list, preferring to identify specific cuts. Councilor Washington said he didn't want the committee to send a message that it was cutting funding to specific jurisdictions.

The committee voted 2-1 against the motion, with Councilors Monroe and Washington in opposition, and Councilor Kvistad in favor.

Councilor Kvistad moved to increase the funding for the Metro TOD Revolving Fund from \$3 million to \$7 million. Upon request from Councilor Washington, the motion was amended to add that the necessary \$4 million in cuts would be identified by the Council. Councilor Kvistad said he would provide a list of recommended cuts to the Council.

Executive Officer Mike Burton discussed the role of JPACT, clarifying that JPACT and the Council must concur in this matter. He said there has been much work on this resolution among the jurisdictions, with a balance being reached on the regional distribution of these funds.

Councilor Washington asked how he could be assured that Councilors would have the opportunity to propose changes to the package when the resolution comes to Council. Councilor McFarland said that any Councilor may propose amendments at the Council meeting. Councilor Washington said he would support the motion, so any Councilor can give any input he or she wishes. He said his purpose is to get the issue to Council to see if there's discussion from members of the Council.

Councilor Kvistad closed by saying that \$27 million is the least money available for the TIP since he's been on the Council, and he wants to use that small amount of money to its maximum advantage. He said supporting the innovative TOD program was the best way to do that.

The committee voted 2-1 for the motion, with Councilors Kvistad and Washington in favor, and Councilor Monroe in opposition.

Chair Monroe opened a public hearing, and one person testified. Mr. Jim Worthington, 3232 SE 153rd, Portland, 97236, asked for clarification on the TOD program and individual TOD projects. He also asked for clarification on projects proposed as studies. Mr. Cotugno explained those projects.

Following the vote, Councilor Monroe stated his intention to file a minority report, which will propose Council approval of the resolution as recommended by JPACT.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING)	RESOLUTION NO. 95-2176A
THE FY 95 TRANSPORTATION)	
IMPROVEMENT PROGRAM TO ALLOCATE)		Introduced by
\$27 MILLION OF REGION 2040)	Rod Monroe, Chair
IMPLEMENTATION FUNDS)	JPACT

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 Transportation Fair in January, four public meetings held throughout the region in April, and public hearings in May and June; and has held numerous advertised

meetings of TPAC, JPACT and the Metro Council in between during which these funds, the project nominations and the ranking process have been discussed and been the subject of public testimony;

WHEREAS, The Metro Council and JPACT previously allocated \$1.026 million to various planning activities, \$3.2 million for Highway 43 "MACS" projects, and identified a \$53 million "short list" of projects for further consideration; and

WHEREAS, An approximate \$27 million list was developed from the short list based on technical and administrative considerations and on JPACT/Metro Council direction to provide modal and geographic balance to the degree possible; now, therefore,

BE IT RESOLVED:

1. That the FY 1995 Metro TIP adopted by Resolution No. 94-1964 be amended to allocate \$27.224 million to the list of projects identified as "recommended" in Exhibit A.

2. That this and other amendments to the FY 95 MTIP be consolidated into an FY 96 MTIP.

3. That final approval of the recommended projects is contingent upon a determination of conformity consistent with federal and state air quality regulations.

4. That Metro Council and JPACT endorse the Civic Neighborhood LRT Station and the Hillsboro Ground Level Retail project ~~Beaverton Creek TOD~~ as important projects and agree that efforts to identify future funding sources should be made.

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

J. Ruth McFarland, Presiding Officer

REGION 2040 IMPLEMENTATION PROGRAM **REGIONAL ALLOCATION**

Regional Share Target:
\$11,000,000 - \$11,600,000

Recommended Projects	Request	Recom'nd	Project Category	Category Technical		Comments
				Rank	Score	
Metro Planning	0.525	0.525	Study	NA	NA	FY 97 funding
Commodity Flow Analysis	0.225	0.225	Study	NA	NA	
Technical Assistance	0.075	0.075	Study	NA	NA	
I-5/217/Kruse Way Study	0.060	0.020	Study	NA	NA	Regional share of Study cost increase
Tri-Met Transit Task Force	0.320	0.320	Transit	NA	NA	
Metro TOD Revolving Fund	4.500	3.000	TOD	1/7	88	
Tri-Met Regional TDM Program	0.718	0.359	TDM	1/7	88	FY 98 funding
Columbia/Burgard Intersection	0.887	0.887	Freight	1/4	85	PE may already be funded (net requirement of \$747,000)
NE Columbia Blvd Improvements	0.250	0.250	Freight	4/4	75	
Hawthorne Bridge Deck	5.159	3.125	Reconstruct	2/3	75	Phase 1: outer lanes only
Barbur Bike Lanes	1.440	1.440	Bike	3/4	88	#1 Hawthorne bike lanes need redeck first; #2 Walker Rd is local project
Ramp Meter Infill: I-5/I-84 (6 locations)	0.449	0.449	Road Exp	2/16	90	
Ramp Meter Infill: Front/SB I-5	0.090	0.090	Road Exp	2/16	90	
Subtotal	14.698	10.765				
<u>Not Recommended for 2040 Funding</u>						
Hawthorne Bike Lanes	1.560	0.000	Bike	1/4	100	Requires coord. with Redeck PE
N. Lombard Railroad Overcrossing (PE)	0.897	0.000	Freight	3/4	78	
ODOT ATMS Arterial Signal Optimization:			Road Exp			
Sandy Blvd (11th - 82nd)	0.167	0.000		13/16	69	
Powell Blvd (7th - 92nd)	0.050	0.000		15/16	63	
TV Hwy (Beaverton - Hillsboro)	0.250	0.000		6/16	84	
Division Street (60th - 257th)	0.186	0.000		5/16	84	
Westside Station Area Planning	0.209	0.000	Study	NA	NA	Pursue TGM grant funding.
Subtotal	3.319	0.000				
Grand Total	18.017	10.765				

95-
2176A

**FY 1996
Metropolitan
Transportation
Improvement Program**

**\$27 Million
Regional Reserve**

**Region 2040
Implementation Fund**

Comments

June 21 – June 28, 1995



METRO

**\$27 Million Regional Reserve – Region 2040 Implementation Fund
1996 Metropolitan Transportation Improvement Program**

This document provides a compilation of comments received from June 21, 1995 through June 28, 1995 on the Metro/ODOT staff recommendation for allocation of the Region 2040 Implementation Fund. The document is divided into 4 sections:

Comments Index – An alphabetical index of all comments received follows this cover page.

Public Hearing Testimony – This section includes the minutes from oral testimony and all written testimony submitted at the June 28 public hearing held jointly by the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT), pages 1 – 40.

Transportation Hotline Comments – A transcription of comments called into the Metro's Transportation Hotline – (503) 797-1900, pages 41 – 42.

Written Comments – Copies of all letters or documents submitted into the record during the comment period are included, pages 43 – 50.

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Section One

Public Hearing Testimony

June 28, 1995.

PUBLIC HEARING

Resolution No. 95-2175 for the purpose of amending the FY 95 Transportation Improvement Program to Allocate \$27 Million of Region 2040 Implementation Funds.

Andy Cotugno, Director of Planning of the Metro Council, presented the Metro staff recommendations in consideration of Resolution No. 95-2175.

Deputy Presiding Officer Rod Monroe opened a public hearing on Resolution No. 95-2175.

1. Anne Nickel, Columbia Corridor Association, PO Box 55651, Portland, OR 97238, ph. 287-8686, appeared to speak in favor of the recommendation to provide 2040 funding for freight mobility projects in the Columbia Corridor, including the N. Columbia/Lombard intersection improvement and the Columbia Blvd. signal inter-tie and engineering studies, but in opposition to the decision not to recommend for funding the N. Lombard rail overcrossing, because this project is critical to the build-out of the Rivergate industrial area. The rail crossing is needed because: There is currently one rail crossing of N. Lombard serving industrial users at the Terminal 5 complex. A second rail line, paid for by the railroad and connecting North and South Rivergate, will tie directly into the existing rail line at N. Lombard within the next 18 months--creating two at-grade crossings within several hundred feet of each other. This will create blockages and delays that adversely affect not only rail service to T-5, but truck access to and from Rivergate. CCA urges the council to fund the P/E for the overcrossing, giving the City and Port to put together the public-private partnerships necessary to fund the over \$13.0 million in capital cost to build the overcrossing itself. Written testimony is including in the meeting record in the form of a letter from Deanne Funk, President of the CCA.
2. David Bell, G&L Properties, 2164 S.W. Park Place, Portland OR 97205, ph. 224-2554, appeared to speak in favor of the recommendation to fund the Transit Oriented Development (TOD) Implementation Program, because it is important to the realization of the vital goals of the 2040 plan: it begins forming the type of public/private partnerships that will be necessary.
3. Lois Achenbach, Regional Transportation Plan Citizens Advisory Committee, 2005 NE 46th Ave., Portland 97213, ph. 281-0063, appeared to speak against the Resolution, because it perpetuates inequities suffered by pedestrian and bicycle modes of transportation. The Metro Council needs to establish specific goals regarding alternative modes and to direct its

planners on how these are to be accomplished. On-the ground improvements to bikes, peds, and transit only come to \$2.4 million--far less than the \$7.2 million required; the balance "is hidden transit- oriented development, transit studies, TDM's etc." Written testimony is included in the meeting record.

4. Paulette Rossi, 3710 NE 147, Portland, Or. 97230, appeared to speak in opposition to the recommendation not to fund the Gatewood Bike Access Improvements project and in opposition to the recommendation not to fund the Hollywood Bike Access Improvements project. The projects would allow and encourage people like her, not currently bike users because of the distance of their commute to downtown Portland, to ride to the Hollywood transit station and take Max or buses the rest of the way.
5. Roger Millar, River District Steering Committee and River District Association, 17355 S.W. Boones Ferry Rd., Lake Oswego, Or. 97232, ph. 699-2448, appeared to speak in favor of the recommendation to provide funding for the preliminary engineering of the Lovejoy Ramp Replacement, because the project is a key element needed to facilitate desired housing densities and the concentration of neighborhood retail uses. In addition, it is essential for the construction and operation of the Central City Streetcar, which is the primary transit project association with this district. In turn, the project will help meet regional goals by reducing trip miles per capita, increasing transit usage, and improving air quality. In spite of the capital cost, the project does contribute significantly to reducing VMT per capita-- despite low score on this area-- due to short nature of trips in the district. Written testimony included in the minutes record in the form of a letter from Donald Magnusen, Member of River District Steering Committee. Also would like to express support for the Front Avenue Multi-Modal Path project, because it enhances a significant multi-modal North South connection into the River District, it complements the improvements we're proposing to Front Avenue within the district, and it is supportive of the housing development goals at Union Station and Terminal One.
6. Gussie McRobert, Mayor of Gresham, ph. 669-3000, appeared to speak in favor of the recommendation to fund the North South Collector Street Project but in opposition to the decision not to recommend funding for the Gresham Light Rail Transit Station. The Gresham project as a whole has very strong community support from the City Council, private developers and citizens. Marketing and financial feasibility studies show that this will work-- but only with some public investment, because the small block size increases the infrastructure cost by 40 percent. The city of Gresham takes exception to the project's "local" designation, because it is a major project within a regional center under the 2040 plan; it will help clean up a regional airshed; it has unique elements not being done elsewhere; it meets all criteria under 2040; its

density will be increased by the city's provision of a city-only property tax abatement; it meets all the transportation planning rule criteria; its parking ratios have been decreased and a parking study is underway; two developers are already committed to it; and, it can be the laboratory model of a successful regional center project.

7. Max Talbot, City of Gresham, 1333 NW Eastman Pkwy, Gresham, Or, 97030, ph. 669-2662, appeared to speak in favor of the recommendation to fund the North South Collector Street Project but in opposition to the decision not to recommend funding for the Gresham Light Rail Transit Station. Since the location of the light rail station is the central focus of the plan, the City of Gresham requests Metro support for both of the identified projects for the Civic Neighborhood Plan. It should be funded as a regional project for these reasons: it will allow high density development; it would implement the 2040 and put the regional center on the ground; it is truly a public-private partnership; and it would be a demonstration project for the region. The project is ready to go; Metro support would close the financial gap and make the project feasible. Written testimony is included in the meeting minutes in the form of a memo from Talbot to JPACT members.
8. Randy Kyte, Windmar Co. Inc., 700 5th Ave, Seattle, WA 98103, ph. 206-223-6294, to speak in favor of the recommendation to fund the North South Collector Street Project but in opposition to the decision not to recommend funding for the Gresham Light Rail Transit Station. Private developers cannot reasonably be expected to bear the burden of high costs of pedestrian and transit-oriented improvements. National developers are interested in taking part in developing this site because of 1) its connection to the light rail with on-site station; 2), pedestrian-orientation of the village concept; 3) city tax abatement; 4) lack of available sites that meet this criteria. Tracks are there, plan and zoning are set, consensus has been achieved; we are ready to go as soon as funding issue is resolved.
9. Ryan Kragero, Northwest Gresham Neighborhood Association, Gresham, Or, appeared to speak in favor of the recommendation to fund the North South Collector Street Project but in opposition to the decision not to recommend funding for the Gresham Light Rail Transit Station. Citizen involvement in the plan is extensive; residents are ready to see something happen; the two projects will benefit everyone.
10. Jerry Gillham, Gresham Area Chamber of Commerce, 150 W. Powell, Gresham Or., 97030, ph. 665-1131, appeared to speak in favor of the recommendation to fund the North South Collector Street Project but in opposition to the decision not to recommend funding for the Gresham Light Rail Transit Station. LRT should be funded because: 1) The

project is regional--tremendous new growth in East Multnomah County; new people coming in from outside area to use transit stations. 2) Of the opportunity it creates. Truly public/private partnership. Metro shouldn't try cover every corner of the map-- stick to projects like this that have regional impact and are ready to go.

11. Sue O'Halloran, Gresham Downtown Development Association, Gresham, OR, appeared to speak in favor of the recommendation to fund the North South Collector Street Project but in opposition of the decision not to recommend funding for the Gresham Light Rail Transit Station. Strong support from the business community for both projects. The two equally valuable components of the civic neighborhood plan components-- will connect business activities of East and West sides of Gresham, maximize other transit-oriented projects in the offer, and offer housing alternatives, adding greater vitality to area. Also speaking to urge full funding support to the of the Gresham Regional Center Transportation Demand Management Association. This three-year program is a critical piece in coordinating the downtown and civic neighborhoods' marketing and transit issues and making the whole plan work well.
12. Brian Lessler, Citizen, Gresham, appeared to speak in favor of the recommendation to fund the North South Collector Street Project but in opposition to the decision not to recommend funding for the Gresham Light Rail Transit Station. The Civic Plan including both projects allows quality growth while reducing congestion; maximizes investment in existing transportation infrastructure; provides compatible and inter-connected multiple uses and product types; integrates high density residential with quality and liveability; provides and integrates multi-modes of transportation; provides a stable neighborhood environment; provides connected-news to surrounding neighborhoods and historical retail district. Station can't be put off.
13. Lloyd Culbertson, Gresham Transportation Citizen Advisory Committee, 2905 S.E. Palquist #51, Gresham, OR 97080, ph. 661-7777, appeared to speak in favor of the recommendation to fund the North South Collector Street Project but in opposition to the decision not to recommend funding for the Gresham Light Rail Transit Station, and in favor of the Springwater Corridor Access project. Pointed out that the LRT scored 100 percent on the Metro 2040 criteria. Funding both projects will pay large dividends for both regional and national efforts to show that transit and land use can work together for better communities. Written testimony in the form of letter signed by Mark Hatfield, United States Senator. In accordance with 2040 goal #12, This TOD will reduce residential auto trips by 10 percent, office trips by 30 percent, and retail trips by 35 percent, over the previous shopping center designation.

14. Robert Iams, Citizen, 1615 SE Foster Rd., Portland, OR 97236, ph. 666-1288, appeared to speak **in opposition to the decision not to fund the Foster Road Improvement project.** Iams sees two definite projects here: Jenne Rd, then 162nd; Jenne Rd is the priority. Jenne Rd has become hub of traffic that leaves I205 and comes to Gresham-- in evening, it has become impossible to make a left turn off of Jenne Road on to Foster outbound towards Damascus because of the constant flow of traffic outbound from Portland. If the project cannot be funded in totality, at least the light at Jenne road should be: all of the school buses from Centennial that service Pleasant Valley school have to go through this intersection; developments are planned bringing hundreds of new houses into immediate area.
15. Wally Hubson, Hubson Johnson & Associates Real Estate Economist, 610 S.W. Alder, Suite 910, Portland, Or 97212, ph. 226-6616, appeared to speak **in favor of the recommendation to fund the Metro TOD Implementation Program.** TODs symbolize much of what the 2040 plan is all about: high density, mixed development, suburban locations concentrated around a non-auto transportation hub. Private sector cannot do these projects alone; without public involvement and support, the projects just won't happen. Urges Metro to allocate more than the 3 million--not enough.
16. Gary Madson, Lower Albina Industrial Council, 931 N. River St., Portland, OR 97227, ph. 288-5175, appeared to speak **in favor of the recommendation to fund the Albina Railroad Overcrossing,** because the district has a major problem: the increased railroad activity is choking it to death. All of the five surface crossings that access the area get closed by train activates-- a conservative estimate is that we are blocked off from access 4 to 5 hours a day. Very dangerous when emergency vehicles cannot get through-- people have drowned in river while emergency vehicles wait on other side of crossing.
17. Don Donovan, K.F. Jacobsen Co., P.P. Box 82545, Portland, Or 97201, ph. 239-5532, appeared to speak **in favor of the recommendation to fund the Albina Railroad Overcrossing,** because as a major asphalt producer, our vital operations are extremely hindered by train crossings. The delays cause prices go up, penalizing the community. We are vital to the whole metro area, and we are not an industry that can pick up and move to a new area; we depend on the river for shipping supplies in and products out. Safety also an issue; employees get hurt and ambulances can't get through. We need the overcrossing to continue our industrial activity.
- 18.
19. Frank Piacentini, Piacentini Mortgage, the Loyalty Bldg, P.O. Box 2622, Portland, OR 97218, ph. 225-1533, appeared to speak **in favor of the recommendation to fund the Metro TOD Implementation Program,** because any such projects along the

light rail line are going to need public/private partnership, and the revolving nature of TOD really can serve that well.

20. Ken Baker, State Senator from North Clackamas County, 10121 S.E. Sunnyside Rd., Clackamas, OR 97015, ph. 652-2587, appeared to **speak in favor of the recommendation to fund the Sunnyside Road Widening Project**, because the area is expected to undergo a 5 percent increase in population and traffic in the next 10-20 years, the area is in the area for the next urban growth boundary expansion under consideration. As well as widening the road, the project will give Sunnyside the right of way for a high corridor capacity light rail transit-- this is part of the 2040 plan.
21. David Tiley, North Clackamas Coalition, 8820 S.E. 162nd Ave., Portland, OR 97236, appeared to **speak in opposition to the decision not to fund the Foster Road Improvement project**, because the major traffic impact on the intersections comes and will continue to come from outside the Urban Growth Boundary, and project area residents and services are finding themselves subject to extreme and increasing bottle-neck. The two-lane, winding character of Foster road does not make it a good candidate for continued arterial access to or from the growing regions on either side of the UGB. The intersection is dangerous. Using multi-modal transportation is not a consideration because TriMet does not and will not serve the area in it's current design. The \$600,000 in funding now requested is a portion of the total funding needed, but it would act as the foundation for acceptable, smaller versions that would include multi-modal facilities. Written testimony is provided in the minutes of the meeting.
22. Berry Groce, representing Union Pacific Railroad, law firm of McEwen, Gisvold et al., 110 S.W. 6th Ave., Suite 1600, Portland, 97204, appeared to **speak in favor of the recommendation to fund the Albina Railroad Overcrossing**. Union Pacific Railroad will be one of the direct beneficiaries of the growth expected in the River District-- expects business to increase 30 percent in next 30 to 40 years; unfortunately, that means a 30 percent increase in rail blockages denying access to businesses in that area. Area is vital to Portland and this project is necessary to keep it vital.
23. Mark Reber, Citizen, 1922 N.E. 13th, Portland, OR 97212, ph. 331-1882, appearing **in favor of recommendation to fund Metro TOD Implementation Program**. Living in Irvington neighborhood, everything is within easy walking distance or bus ride. Knows the benefits of TOD; and has seen the shortcomings where it isn't in effect. Program should be funded for 4.5 million, not 3 million.
24. Douglas Klotz, Willamette Pedestrian Coalition and Portland Pedestrian Citizen Advisory Committee, 2630 S.E. 43rd Ave.,

Portland, OR 97206, ph. 223-9161, appeared to speak in favor of the recommendation to fund the Gresham North-South Collector project, in opposition to the recommendation not to fund the Gresham Light Rail Transit Station, and in opposition to the Front Avenue Reconstruction project. Believes that more money should be spent on pedestrian projects; less money given to roadway construction and expansion, and that projects should have been ranked on VMT reduction and not Vehicle Hours of Delay. Front Avenue Reconstruction Project should be eliminated from funding until it can be re-designed to include bike lanes on the street in addition to sidewalk for pedestrians, so that bikers and walkers are not competing for space.

25. Brian Runyan, Bicycle Transportation Alliance, 2933 S.E. 25th, Portland OR 97202, ph. 230-2886, appeared to speak in opposition to the recommendation not to fund the Hawthorne Bike Lanes project, because of the importance of funding bicycle-oriented improvements. Dismayed that the on-ground amount is so much less than mandated amount.
26. Karen Frost Mecey, Bicycle Transportation Alliance, P.O.Box 9072, Portland, OR 97207, ph. 226-0676, appeared in favor of the recommendation to fund the Barbur Boulevard Bike Lane project, in opposition to the recommendation not to fund the Hawthorne Bikes Lanes project and other bike ground-improvement projects, and in opposition to the recommendation to fund the Front Avenue Reconstruction without an on-street bike lane separate from a pedestrian sidewalk, because there are citizens who are trying to meet the ideals espoused in the 2040, but Metro must meet them halfway: they must make it easy to choose biking and walking. The projects currently designated will make it easier to choose to drive, not bike or walk. It was hypocritical that bike projects were judged by how much reduction of vehicle miles, but roadway projects were judged on how much they could increase auto capacity.
27. Mike McKillip, City of Tualatin, appeared to speak in favor of the recommendation to fund the 99W/Tualatin Rd, Intersection Realignment (Ph 1), because we have already obtained right-of way; this project provides access into the industrial sanctuary at the Western part of the city; it is the last link of several projects that have already been funded by the city, the county's MSTIP program and ODOT that will create a link between I-5 and 99; and, it does include bike lanes and pedestrian facilities, as do all the other projects that have been planned on this connection through the city.
28. Chris Beck, Trust for the Public Land, 1211 S.W. 6th Ave., Portland, OR 97204, appeared to speak in favor of the recommendation to fund the Metro TOD Implementation Program, in agreement with earlier testimony.

29. Kip Richardson, Architectural Foundation of Oregon, appeared **to speak in favor of the recommendation to fund the Metro TOD Implementation Program**, specifically the regional revolving fund, because it is vital to Metro's implementation of the 2040 vision, for two reasons: 1), effective TOD implementation tools do not exist, and the Revolving Fund provides the missing piece; and 2), it provides a positive, proactive implementation tool which can be used early in the region's efforts to lay the groundwork for implementing 2040, before the ability to influence development patterns is diminished as fragmented development occurs. Written testimony included in meeting record in the form of a letter from, George Crandall, President of the AFO.

30. Marcy McInelly, Portland chapter of American Institute of Architects Urban Design Committee, 315 S.W. 4th Ave., Portland, OR 97201, ph. 297-8117, appeared **to speak in favor of the recommendation to fund the Metro TOD Revolving Fund Proposal and the Site Improvement Fund Proposal**, because if the region is to experience transit-supportive development, the public sector must take the initiative in the assembly of land parcels around the transit stations. The revolving funds will ensure that development patterns and density support the substantial public investment in transit. We are disappointed in the decrease in funding from \$7 million-- we urge support at full amount.

31. John Greiner, City of Cornelius, P.O. Box 607, Cornelius, OR 97113, appeared **to speak in opposition to the recommendation not to fund the ODOT ATMS Arterial Signal Optimization on TV Highway**, because the community is dying due to problems with the highway. Pedestrians can't cross the highway because there are no signals, and no businesses want to locate there because there is no access. Cornelius can't get arterial funds because it is a state highway, and the city needs more than the state TGM can give.

32. Jerry Novotny, Gresham Parks and Recreation Advisory Committee, 2109 S.W. Hartley, Gresham, OR 97080, ph. 666-0803, appeared **to speak in favor of the recommendation to fund the Springwater Corridor Access project**, because the trail has proved to be very popular, and it is important to provide safe and easy access to it.

33. Jim Bailed, Intermodal Transportation Council, 1834 S.W. Collins Ct., Portland, OR 97219, ph. 251-2215, appeared **to speak in favor of the recommendation to fund the Lombard Railroad Overcrossing project**, because it could prevent another Albina overcrossing debate if done appropriately now; because the Rivergate region has over 2,000 acres of undeveloped land, a business opportunity for the city; and because it helps access to our regional international trade advantages. Freight doesn't have alternatives to other modes of transportation--

reliance on freeway, rail, flight and water transportation systems will not disappear.

34. Rick Browing, Portland Bicycle Advisory Committee, 1903, 1903 NW 27, Portland, OR 97210, ph. 223-3082, appeared to speak **against the passing of the Resolution** because there is only one bicycle improvement project; only 5 percent of the money is going toward bike projects and similar split for pedestrian projects. The bicycle projects on the list were all excellent projects; Metro needs to put some back on the list.
35. Paul Lambertsen, 4804 S.E. Woodstock, Portland, OR 97206, appeared to speak **in favor of the recommendation to fund the Woodstock Pedestrian Improvements project**, because the intersection is dangerous to pedestrians. Written testimony from a citizen injured while crossing Woodstock is included as part of the written testimony.
36. Nancy Briggs, Beaverton Area Chamber of Commerce, P.O. Box 4755, Beaverton, OR 97076, ph. 644-0123, appeared to speak **in favor of the recommendation to fund the Mill Street/Henry Avenue Improvements** because the funding will help develop a grid street system and provide access to allow development of City-owned property-- critically important first steps to create a transit-supportive downtown that meets long-term local and regional planning goals. Written testimony included in meeting minutes.
37. Ken Schumann, Downtown Task Force of Beaverton Area Chamber of Commerce, appeared to speak **in favor of the recommendation to fund the Mill Street/Henry Avenue Improvements**, because the project is critical to the re-development of downtown Beaverton, an area which is targeted for significant change under the 2040 plan. We have to get the transportation system fixed before we will be able to realize the community's vision of a vibrant core connected by light rail; the success of West side light rail and the economic vitality of the region depend on it. Written testimony in the form of a letter signed by Briggs, Karl Foresythe, Executive Vice President of the BACC and 28 Beaverton citizens and business owners.
38. Karla Foresythe, Beaverton Area Chamber of Commerce, appeared to speak **in favor of the recommendation to fund the Mill Street/Henry Avenue Improvements**, because it is a model 2040 project.
39. Gretchen Eichentopf, Woodstock Community Business Association, 4138 S.E. Woodstock, Portland, OR 97202, appeared to speak **in favor the recommendation to fund the Woodstock Pedestrian Improvements**, because being able to cross it safely is critical for the successful future of the village center. Kids, elderly, customers all need to be able to cross.

40. Phillip Windell, Woodstock Neighborhood Plan Steering Committee, 4215 S.E. Mitchell, Portland, OR, 97206, **in favor the recommendation to fund the Woodstock Pedestrian Improvements**, because it will help the community develop and maintain our vibrancy as a inner city neighborhood, to which people come to as a destination, not just pass through on their way from the suburbs to work. We have a vital business district there that will die if we cannot get people from one side of the street to the other.
41. Marc Guichard, X-PAC (Grass root organization politically organizing Generation X), P.O. Box 14102, Portland OR 97214, to **speak in favor of recommendation to fund the Metro TOD implementation plan, and in opposition to the recommendation not to fund the Gresham LTR Transit Station**, because both are necessary to Metro's vision of curbing urban sprawl, which requires re-focusing the economic forces that drive it. X- PAC agrees with the 4/25/95 Oregonian editorial that scattering the \$27 million being discussed under this Resolution will only have modest impact. X-PAC urges Metro to take at least 25 percent of the money currently allocated for traditional road construction and expansion projects and re-allocate it to TOD implementation and the Gresham LTR.
42. Linda Bauer, P.V.NA. 6232 S.E. 158, appeared to **speak in opposition to the recommendation not to fund the Foster Road Improvement Project**, in agreement with David S. Tiley's earlier testimony.
43. Gerrie Sue Lent, Bike Transportation Alliance, 1834 Spokane St., Portland, OR 97202, ph. 231-7553, appeared to **speak against the Resolution** because with it, Metro underscores its commitment to the automobile, not other modes of transportation. Urges Metro to delete all highway projects from the budget, and re-allocate the money to 1) pedestrian projects, 2) bicycle projects, and 3) changing the traveling habits of young people. Written testimony is included as part of the meeting record.
44. Dan Petrusich, Melvin Mark Development Company, 111 S.W. Columbia Street Suite 1380, Portland, OR 97201, ph. 223-4777, appeared to **speak in opposition to the recommendation not to fund the Water Avenue Extension Project**, because it is critical to the continued infield development of the Central Eastside District and has city- wide benefits, including access to OMSI and the new PCC training center together along with Waterfront access and improvements. **The business community requests that you re-consider funding the project under a lesser amount totalling \$950,000**, which the business community will match by funding the remaining 70 percent cost of the project.

45. Chris Kopka, TPAC, appeared to speak **in favor of the recommendation to fund the Front Avenue Reconstruction/Bike Lane project**, because it meets all four modes, serves a regional role, and makes good use of the money. As for the issue brought up several times tonight, that the project calls for a bike path as opposed to a bike lane: it is a prudent solution in tough fiscal times. Making a full bike lane on Front Avenue would require re-building Front Avenue.
46. Chris Eykamp, 2101 S.E. Tibbetts, Portland, OR 97202, appeared to speak **against the Resolution**, because the projects recommended would hinder, and not help, the region meet its goals of liveability in face of rapidly growing urban population. Road improvements won't help, but improvements to the bicycle network and pedestrian environment would.
47. Stan Christiansen, Westridge Construction, 1697 S.W. Stephenson, Portland, OR 97219, ph.245-1424, appeared to speak **in favor of the Metro TOD Implementation Program**, because as a developer in the midst of a project on the Gresham light rail line, he can attest that such projects will not go forward without both public and private support.
48. Richard Whitman, Ball, Janik and Novack representing HGW, Inc., 101 S.W. Main St., Suite 1100, appeared to speak **in opposition the recommendation not to fund the Foster Road Improvement project**. Would like to point out that the project ranks fairly low on technical scoring for two reasons the volume-capacity ratio used in the scoring is from 1990, and studies from this year show that it is currently over capacity already. 2) Scored low in multi-modal opportunities. But HGW is planning to make bicycle and pedestrian improvements to 162nd, the designated ped/bike street in the area Low in multi-modal capacities. The Foster Improvement Project would provide a signalized intersection to allow bicycle and pedestrian access to the Springwater trail, where currently there is none. As a developer they are doing their part; they urge Metro to consider funding a smaller amount for this project with some share from the private development community.
49. Jay Mower, Hillsdale Vision Group, 6327 S.W. Capitol Highway #105, Portland, OR 97201, appeared to speak **in favor of the recommendation to fund the Hillsdale Pedestrian Improvements project**, because it will begin a series of improvements that will transform a strip commercial center into a town center, consistent with the 2040 vision; and **in opposition to the recommendation to fund the Sunnyside Road Widening project** because it is inconsistent with 2040 goals and an inappropriate use of funding. Instead, Metro should use the \$5 million to fund other pedestrian projects and increase the Hillsdale project funding by \$200,000. Written testimony and drawing illustrating the planned improvements are included as part of the meeting record.

50. Grant S. Raddon, BTA, ICA, TPAC, 2806 NE 11th, Portland, OR 97212, ph. 288-0064, **speaking against passing the Resolution** because more money should be allocated to bicycle improvements, because people who would like to bike are terrified to attempt the commute.
51. Pamela Alegria, Willamette Pedestrian Coalition, 3750 S.E. Henry, Portland, 97202, 771- 7258, appeared to speak **in favor of the recommendation to fund the Woodstock Pedestrian Improvements project and in favor of the recommendation to fund the Hillsdale Project**, because they are both very dangerous areas for bus passengers and other pedestrians to cross, and the planned projects would help them begin to reach the 2040 goals of being pedestrian areas and town centers. However, the Coalition is **disappointed in the Resolution's allotment to pedestrian infrastructure**, because the mode that is the most funded will continue to be the most dominant.
52. Charlotte Uris, Irvington Community Association and the Broadway/Weidler Corridor Coalition, 2526 NE 10th, Portland, OR 97212, ph. 287-5915, appeared to speak **in opposition to the recommendation not to fund the Broadway/Weidler TOD project** because the corridor is multi-modal, heavily used and subject to high growth; it serves as major gateway to the central city of Portland and the North Border of the Lloyd District, which is a regional attractor; it is a pedestrian-oriented main street which serves as buffer between the high density area to the south and medium-to-low residential area to the north; and it connects to two freeways. The project is needed to enhance safety and convenience to pedestrians, transit users and bicyclists and prevent the area from becoming residential neighborhood separated from shopping area by freeway.
53. Peter Fry, Central East Side Industrial Council, 722 S.W. 2nd, #330, Portland, OR 97204, ph. 274-2744, appeared to **speak in favor of the recommendation to fund the Hawthorne Bridge Deck project**, because it is important not only to the District but as an East-West link between SE neighborhoods and the Central Business District; and **asks that the Wyatt extension project be recommended for funding**, Points out that the criteria is biased, especially congestion criteria; obviously no congestion on the Water Avenue extension because it doesn't exist. The extension would alleviate congestion on the nearby streets of MLK, Grand, Division, Clay, etc; therefore the ranking of 0 should be ignored in favor of other surrogate measurements such as filling in gaps in your network. The structure of the political process in place makes it difficult for Metro to achieve its larger goals; if you look at the big picture, you will see that you are actually enhancing the forces of sprawl instead of reversing it.

END OF PUBLIC TESTIMONY

The meeting was adjourned at 9:50 p.m.

Prepared by, Lisa Post.



COLUMBIA CORRIDOR

ASSOCIATION

June 28, 1995

Mike Burton
Executive Director
METRO
600 NE Grand Ave.
Portland, OR 97232

re: Region 2040 Implementation Fund Regional Reserve

Dear Mr. Burton;

The Columbia Corridor Association (CCA) represents businesses and property owners in the 16 mile long Columbia Corridor. The Corridor is home to the Port's Marine terminals and international airport, it is at the hub of the region's intermodal transportation complex, and it is, as a result, the *regional center for wholesale trade, goods movement, and transportation services. Nearly 60,000 people work in the Corridor.*

CCA is very pleased with the recommendation to provide 2040 implementation funding for freight mobility projects in the Columbia Corridor, including the N Columbia/Lombard intersection improvement and the Columbia Blvd. signal inter-tie and engineering studies. We are disappointed however, that the N. Lombard rail overcrossing was not recommended for 2040 funding.

CCA urges the Council to consider *full funding for all the projects on the regional freight mobility short list including P/E for the N Lombard overcrossing.* Approximately \$900,000 has been requested to complete preliminary engineering for the N Lombard rail overcrossing. This project is critical to the build-out of the Rivergate industrial area.

The intersection improvements that are recommended for funding at N. Columbia and Burgard- immediately south of the overcrossing (as seen in the aerial photograph attached) is merely one important piece of a *complex infrastructure investment strategy* to provide adequate rail service as well as surface transportation linkages that will allow the Rivergate complex to be fully developed.

There is currently one rail crossing of N. Lombard serving industrial users, Columbia Grain and Oregon Steel Mills, among others, at the Terminal 5 complex. A second rail line, paid for by the railroad, and connecting north and south Rivergate will tie directly into the existing rail line at N. Lombard within the next 18 months- (indicated in yellow on the aerial photo). This will create two at-grade crossings within several hundred feet of each other creating ample opportunity for blockages and delays that adversely affect not only rail service to T-5, but truck access to and from Rivergate.

By funding this project the Region is putting scarce transportation dollars to exceptionally good use. This is because the investment will create significant, and almost immediate payback to our economy in the form of job creation.

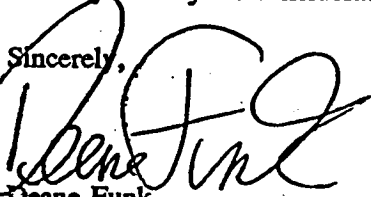
Funding the P/E for the overcrossing will give the City and Port an excellent chance to "shop" the project, that is, to put together the public-private partnerships necessary to fund the over \$13.0 million in capital cost to build the overcrossing itself.

Finally, Rivergate is one of the fastest growing industrial developments on the West coast- representing the competitive advantage offered by the Port of Portland's location, availability of serviced land and excellent customer shipper service. By committing the requested \$900,000 to the N Lombard overcrossing, Metro can help this region continue to capitalize on this significant, rapidly expanding market sector and leverage considerable return to the community in the form of private investment and jobs.

CCA urges METRO to put scarce dollars for transportation improvements in places that leverage additional resources and that provide a "pay-back" to the community. Funding the preliminary engineering of the N Lombard rail overcrossing will do both.

Thank you for your consideration.

Sincerely,

A handwritten signature in dark ink, appearing to read "Deane Funk", written over the word "Sincerely,".

Deane Funk
President
CCA

COMMENT REGARDING METRO RESOLUTION 95-2176

June 28, 1995

I serve on Metro's Regional Transportation Plan Citizens Advisory Committee, representing the residents of Portland.

My comments will address the inequities to be suffered by pedestrian and bicycle modes should Resolution 95-2176 be approved by Metro Council.

Metro, in its 2040 Goals, and local governments within its boundaries voice a future of multi-modal arterials leading to pedestrian-friendly town and regional centers. Of 17,000 Metro survey responses, the number two concern, which incidentally had to be written in by the respondents, was improved walking and biking opportunities. The Metro Council needs to establish specific goals regarding alternative modes and to direct its planners on how these goals are to be accomplished.

We cannot continue doing the business of government in the same old ways. Metro is a regional government and should think regionally—not pitting local politicians against each other for a share of the money. The resolution currently being considered has succumbed to that very type of thinking. The voting public has said repeatedly that it is disgusted with waste and politics as usual. Metro should be advancing regional goals in its planning and funding decisions.

The process for choosing the projects to be recommended for funding is hardly without flaw. TPAC in collaboration with Metro staff established the criteria by which the projects would be judged. Thus they were able to ensure the inclusion of their own requests for money on the recommended list.

As to the modal split, "alternative modes are to receive no less than \$7.19 million of the full account." Yet, on-the-ground improvements to bikes, peds, and transit only equal \$2,455,000. The balance of the minimum amount of money to be spent on alternative modes (\$4,735,000—or twice what is spent on actual improvements) is hidden in transit-oriented development, transit studies, TDM's, etc.

Suburban communities continue to build cul-de-sacs and gated communities that encourage single-occupancy vehicle use and make it impossible for fast, direct mass transit. The current recommendations remind me of attempts to treat illicit drug addiction. Do we give drug addicts more cocaine and heroin to cure them? No, we do not. Neither should we encourage more SOV miles by making it easy to drive and difficult to bike or walk to access mass transit. We need sidewalks completed and bike lanes striped.

If under TPAC's direction all modes must receive funding, then each geo-political area should be required to spend a portion of their money on alternate modes. Many bike and ped projects cost only a small fraction of road construction. Put the money where your goals are!



Lois Achenbach
2005 N. E. 46th Avenue
Portland, Oregon 97213-2007
(503) 281-0063

Testimony supporting Portland's "Gateway and Hollywood Bicycle-to-Transit" Project
Metro June 28, 1995 7:00 pm

Paulette Rossi, 3710 NE 147, Portland, OR 97230 phone 253-6303

To construct bicycle lanes and bicycle boulevards is an engineering feat. But to envision a bicycle route people will use is a creative destination.

A spring 1994 Bicycle Facility Preference Survey carried out by the City of Portland's Bicycle Program found 88% of the respondents would cycle more often for daily trips if a good network of bicycle transportation facilities was established. (Research presented in "Bicycle Master Plan Phase One Report, June 1994)

Portland's proposed "Gateway and Hollywood Bicycle-to-Transit" project entices people like me who are not now bicycle commuters.

Lacking the energy to cycle from my MidCounty home to downtown Portland and lacking the experience to cycle far in darkness or bad weather Portland's proposed project would allow me to ride to the Gateway or Hollywood Transit stations where I could park my bike or bring it on a bus or Max train.

The \$400,000, 25 mile bike project supports Metro's adopted Region 2040 Growth Concept by providing a safe and convenient bike route that would improve mass transit ridership. Non-vehicular access to Gateway which Metro's 2040 Plan identifies as a Regional Center and Hollywood identified as a Town Center also would be enhanced.

If the "Gateway and Hollywood Bicycle-to-Transit" project with its Halsey street bicycle lanes is funded Portland can do well to meet Oregon's Transportation Planning rule requiring a reduction in vehicle miles traveled per capita by 20% over the next 30 years and decreasing per capita parking spaces by 10% in the next 20 years.

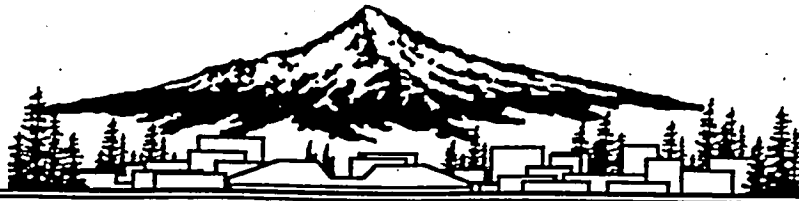
For MidCounty residents Halsey is where babies are born at Woodland Park Hospital, students are taught at Phagans School of Beauty, diners are tantalized by International cuisine, shoppers are enticed by Albertsons, Safeway and Fred Meyer, recreationalists are conditioned at Metro's Glendoveer Golf Course and the dead are remembered at Little Chapel of the Chimes.

Since most auto trips to work, school or shopping are under five miles the bicycle becomes a valid transportation option for MidCounty residents whose neighborhoods lack commercial services.

Funding for bicycle friendly projects motivates people to bike not drive. As the Proverbs (4:7) state, "Determination to be wise is the first step toward becoming wise."

Metro's Future Vision Commission found that unless we alter our habits our population growth "...will continue to degrade natural systems." (page 3 Future Vision Report March 4, 1995)

Biking allows for efficient and economical movement of people while controlling air pollution, traffic and livability problems. As Thomas Edison said, "Genius is one per cent inspiration and ninety-nine per cent perspiration."



June 28, 1995

MEMORANDUM

*Community Development Department
City of Gresham*

TO: JPACT Members

From: Max Talbot, Community Development Director

RE: 2040 Growth Concept Implementation

At the May 10th MPAC meeting Mayor Gussie McRobert raised the issue of relating 2040 transportation grants to efforts to comply with the 2040 Growth Concept. This was not an agenda item and no formal vote was taken but there was general agreement that during the eighteen month planning process, which led to the approval of the Metro 2040 Growth Concept, that compliance with the Concept would be a requirement to receive transportation funding.

In the spirit of showing that the City of Gresham is committed to complying with the Metro 2040 Growth Concept staff has prepared a summary of the city's efforts:

Gresham Downtown Plan

The recently adopted Downtown Plan covers the area that has been designated as **Regional Center** and the new development standards reflect many of the goals and objectives of the 2040 Growth Concept. This Plan:

- coordinates land uses with the transportation system by encouraging intensive mixed-use developments close to light rail stations. Housing near the LRT stations will be at densities up to 60 units per acre and densities of 30 units an acre furthest from the stations but within the downtown planning area. The overall residential density average will be 60 units per acre. for the area.
- encourages a wide variety of higher density housing types. Close to transit will be higher density apartments while medium - high density housing, as well as some town houses, are permitted.
- extends key streets into a grid system to enhance pedestrian and vehicular circulation.
- mixed use developments are encourage. The one amended and all five new land use downtown land use districts will now permit mixed use developments (commercial: office, clinics retail, etc.; multi-family housing).
- includes a "town square" to serve as a focal point and provides for pocket parks to serve downtown residents.

Gresham Civic Neighborhood Plan

The Gresham Civic Neighborhood Plan has been strongly supported by the business community, neighborhood associations, the Planning Commission and Council. This plan was developed as a result of a public/private partnership. It creates a mixed-use plan for this 130-acre site that shares the downtown's **Regional Center** designation. This Plan is designed to demonstrate one principle of the 2040 Concept Plan that the development of mixed uses at relatively high densities is not only feasible, but can offer advantages not found in conventional suburban developments. The Plan does this by:

- application of flexible and specialized land use standards to take full advantage of multi-modal options unique to the site.
- replacing exiting land use designations with higher density opportunities for this portion of the Regional Center.

Parking Standards Study

This project is designed to take a hard look at the city's parking standards for new development. There will be an analysis of the current parking space requirements for uses to see if the city is consistent with new national standards. The city is committed to reducing the number of parking spaces for land uses while proposing parking ratios that won't adversely affect the economic viability of businesses or result in spill-over of parking onto adjacent residential streets. The city will explore the establishment of parking space maximums for uses. It is anticipated that with future mixed use developments and improvements in transit, bicycle and pedestrian facilities we will be able to show future businesses that the overall number of parking spaces can be reduced without impacting their bottom line. However, instead of just setting parking space lids for on-site parking the city will explore different incentives that can be offered businesses to reduce on-site parking.

MARK O. HATFIELD
SPECIAL DISTRICTS CENTER
727 CENTER STREET N.E., SUITE 306
SALEM, OREGON 97301

MARK O. HATFIELD
ONE WORLD TRADE CENTER
121 S.W. SALMON STREET, SUITE 1420
PORTLAND, OREGON 97204

United States Senate

WASHINGTON, DC 20510-3701

June 27, 1995

The Honorable Gussie McRobert
Mayor, City of Gresham
1333 NW Eastman Parkway
Gresham, Oregon 97030

Dear Gussie:

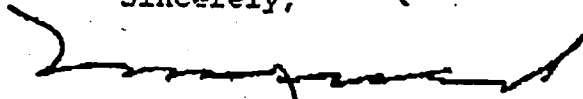
I am pleased to hear of Gresham's adoption of the Civic Neighborhood Plan on the former Project Breakeven site. The City's bold new plan, together with the new Gresham Civic Center project, is a jewel in the crown for the Eastside light rail. I know that the City, Winmar Company, Tri-Met and many citizens have worked hard to develop this new vision for appropriate development of the Eastside's most important suburban demonstration site.

I understand the METRO Council will soon allocate regional ISTEAF funds for projects that support the Region 2040 Plan. The Civic Neighborhood collector street and transit station are certainly worthy of this timely investment of scarce regional funds. These projects will, I believe, pay large dividends for both regional and national efforts to show that transit and land use can work together for better communities.

I commend the perseverance of those involved in developing the best plans for this key site.

With best regards.

Sincerely,



Mark O. Hatfield
United States Senator

MOH:aw

River District Association

Pursuing a 20-year Vision for Portland

Roger L. Breezley
Chair

Robert Ames
Secretary

Donald W. Magnusen
Treasurer

Jim L. Edwards

John Eskildsen

Marshall Glickman

Greg Goodman

Ken L. Harrison

Paul Hathaway

Clayton Hering

Charles Lenard

William S. Naito

Cheryl D. Perrin

Michael Powell

Patrick R. Prendergast

Robert L. Ridgley

James Sanger

Mike Thorne

Ronald E. Timpe

Tom Walsh

Homer G. Williams

Ted Winnowski

June 28, 1995

Mr. Andrew Cotugno
Metro Transportation Planning
600 NE Grand Avenue
Portland, OR 97232

RE: 2040 Implementation Fund
Lovejoy Ramp Replacement - River District Implementation Strategy

Dear Mr. Cotugno:

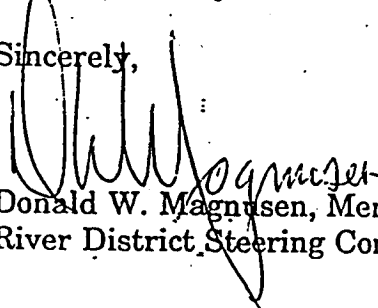
On behalf of the River District Steering Committee, I would like to express our appreciation for the Metro/ODOT staff recommendation for funding of the preliminary engineering of the Lovejoy Ramp Replacement.

As we have indicated in other written comments and personal testimony, this project is one of the key elements needed to facilitate both the desired housing densities in the River District and the concentration of neighborhood retail uses so important to this new community. Additionally, the project is essential for the construction and operation of the Central City Streetcar, which is the primary transit project associated with the River District.

The benefits, however, are not just local in nature. Increasing the housing stock in the Central City at medium and high densities in such close proximity to jobs will help meet regional goals from the perspective of reducing trip miles per capita, increasing transit usage and improving air quality. We urge Metro to fund this effort.

Thank you for your consideration.

Sincerely,


Donald W. Magnusen, Member
River District Steering Committee

Roger Shiels
Executive Director

115 N.W. First Avenue
Portland, OR 97209
(503) 242-0084
fax (503) 299-6769



CITY of PORTLAND
BICYCLE ADVISORY COMMITTEE
1120 S.W. 5th Avenue, Room 730
Portland, Oregon 97204
(503) 823-7083

June 28, 1995

Metro Council
Metro Regional Center
600 NE Grand Avenue
Portland, Oregon 97232

RE: 2040 Implementation Program
Bicycle Projects

Dear Council Members:

As former chair of the City of Portland's Bicycle Advisory Committee, I am writing on behalf of the committee to encourage your support of four particular bicycle projects being considered for funding as part of the 2040 Implementation Program. The specific projects we support are:

- MB1 Multnomah County: Hawthorne Bridge Sidewalk Widening
- WB1 Washington County: Walker Road Bikeway Improvement Plan
- PB1 City of Portland: Gateway and Hollywood Bike to Transit
- OB6 ODOT: SW Barbur Boulevard Bicycle Lanes and Sidewalks

All of these projects are important parts of the growing network of bike facilities in the region. If we are to have a chance of meeting the ambitious goals for mode share, it is essential to continue to support projects of these types. Providing safe direct routes is the best encouragement to potential riders. The number of bicycle commuters has increased significantly as people discover how easy it is. This money will be well spent and in the long run will pay significant dividends in our effort to decrease the number of autos on the road.

Thank you for your consideration.

Yours truly,

A handwritten signature in black ink, appearing to read "Ronald G. Keman".

Ronald G. Keman

cc: Mia Burke, Bike Advisory Committee
Rick Browning, Browning Shono Architects

June 26, 1995

Dear Sir or to whom it may concern,

This is a request for a crossing at 49th & Woodstock, as there is a library on the corner of 49th & Woodstock. Also several people cross there on the way to the Look Look Center where senior & disabled cross to eat their main meal of which I am one.

Being a victim of an accident at 46th & Woodstock on an evening when it was dark and darkening as it was in the autumn. The doctor tells me "I am lucky to be alive".

Traffic is very heavy on Woodstock because some main thoroughfare cross it & with elderly crossing at 49th & Woodstock & others. it would be helpful to have a signal or at least a special crosswalk.

Sincerely,

Mary Edge (Edge)

[lives on S.E. 49th - 1/2 block S. of Woodstock]

Submitted by Paul Lamberson, 4804 SE Woodstock
97206

Date: June 28, 1995

To: JPACT and Metro Council joint meeting for public testimony

From: Jay Mower, Hillsdale Vision Group

6327 SW Capitol Highway, #105 Portland 97201

Re: Support of Hillsdale Pedestrian Improvements in \$27 million
Regional Reserve Fund

Good evening Metro Council and JPACT members. My name is Jay Mower. I live and work in Southwest Portland. I appreciate the opportunity to be a part of this process.

Speaking about Portland, Vice President Al Gore is quoted in today's *Oregonian* as saying, "There is no more appropriate city in the entire United States of America in which to have a meeting about the future."

at the same time

That is quite a compliment, and it is quite a challenge.

^

Speaking of challenges, today's Willamette Week quotes author James Kunstler who was in town about a week ago. After a tour of our area he said, "I went down plenty of ghastly boulevards that were no different than the worst stuff in Florida, California and New Jersey. . . . If you build the same kind of crap that we've been building all over America, you're going to reduce the quality of life here. . . . The future is going to require us to do things differently. . . . We [currently] subsidize about 90 percent of the real cost of using cars It's bankrupting us."

Kunstler continued, "The most obvious thing the casual observer can detect is the abysmal quality of the stuff that is being built right now within the Urban Growth Boundary. . . . You need to bring the same level of excellence to the suburbs that you brought to the city of Portland. You can mandate that any new growth must adhere to higher standards of design and building. You have all that knowledge right in Portland. The question is, whether you have the will."

I am here to testify in support of the Resolution before you, (95-2176) and the list of recommended projects contained in Exhibit A. In particular, I support the Phase I pedestrian improvements for Hillsdale. On the whole, the list is a balanced attempt to allocate the \$27 million regional reserve fund.

I object, however, to one particular project. To me, spending \$5 million to widen a one mile section of East Sunnyside Road seems inconsistent with 2040 goals and an inappropriate use of these funds. Instead, I recommend using that \$5 million to fund other pedestrian projects and increase the Hillsdale allocation by \$200K more.

Tonight I speak for hundreds of people who are involved in creating a master plan for the Hillsdale neighborhood in Southwest Portland. The only reason I am here alone is because tonight is one of our community planning workshops. All my fellow citizens are at the workshop.

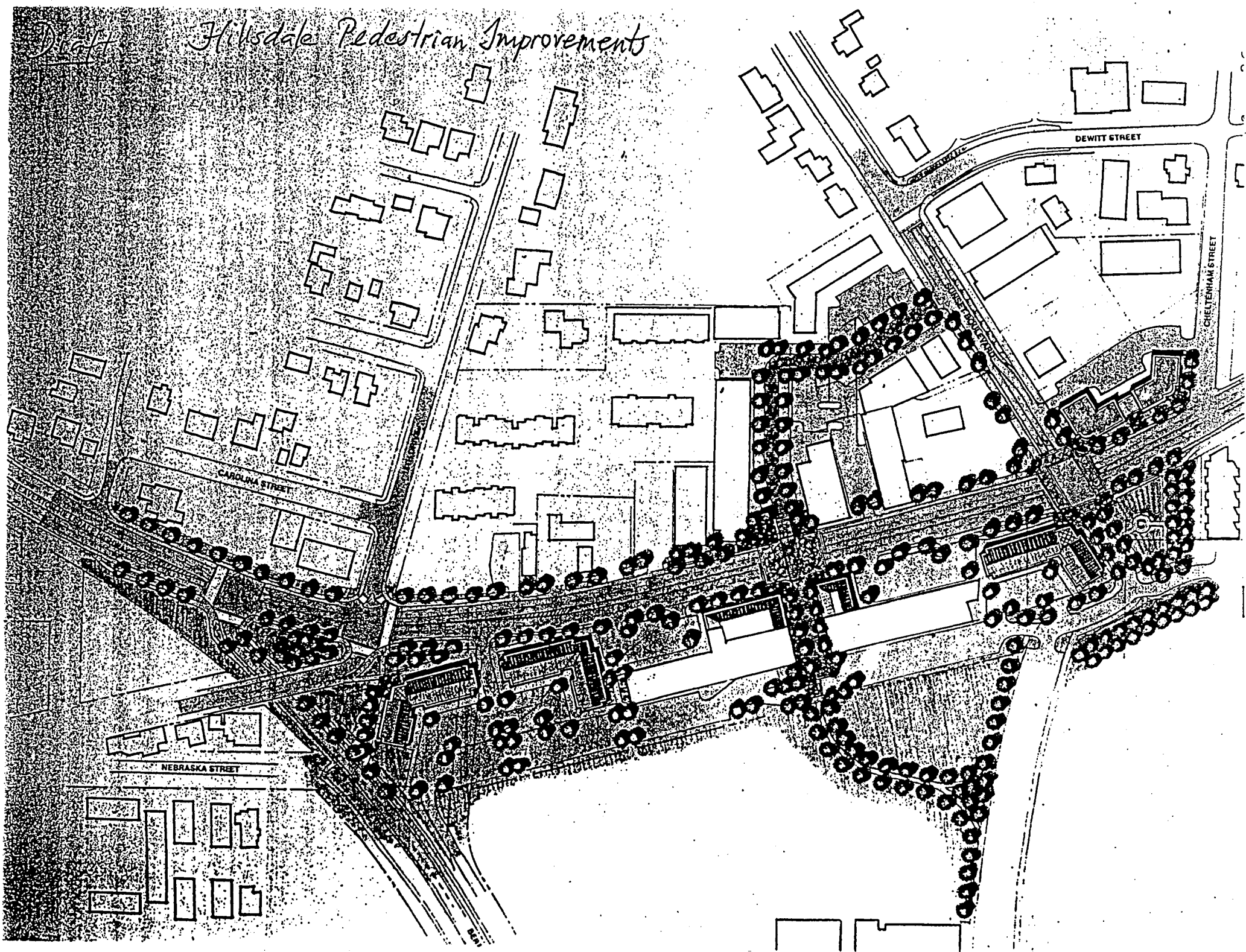
By now you should have received a set of drawings that illustrate the kinds of public and private improvements planned for Hillsdale. I wanted you to see this because the dollars you allocate for Hillsdale will begin these improvements. Hillsdale is challenged by 24,000 vehicles per day.

The grass-roots effort to transform Hillsdale began in April 1993. It has been a collaborative process throughout. The Hillsdale Specific Development Plan, which is nearing completion, has strong support from throughout the community - residents, property owners, business operators, the City of Portland, Metro and even the State. All these stakeholders are working together as partners as we seek to transform a strip commercial center into a town center. We are doing this voluntarily. Nobody asked us. We simply want to build a better Hillsdale. We think it's possible.

I urge you to fund the Hillsdale Town Center pedestrian improvements. It is well deserved, extremely needed, and it will advance Region 2040. Thank you very much for your support.

I also urge support of the Metro TOD Revolving Fund and the Woodstock pedestrian improvements.

Draft Hillsdale Pedestrian Improvements



My name is Gerri Sue Lent. I live at 1834 S.E. Spokane in Portland. I'm here, tonight, in my capacity as a member of the Bicycle Transportation Alliance -- the BTA.

I am concerned about the proposed allocation of funding. Roadway projects are receiving the bulk of funds. The Region has an opportunity^{NEW} to speak out for clean air and for transportation options -- Instead, with this proposal the Region underscores its commitment to the automobile.

It is no commitment to bicyclists, to pedestrians, and to transit users to widen and widen highways, to create slicker interchanges, and to mechanize the flow of automobiles. Why are you even considering highway projects?

The regular highway budgeting process takes into account necessary highway projects. Why do you want to throw more money into that highway pot? The money you are considering spending was left-over from highway planning.

Here is an opportunity for vision. Here is an opportunity to speak clearly for a NEW and CLEANER future. I suggest that you erase the highway projects from this budget. You will not irreparably damage your highway system: it has already been planned.

By deleting highway projects from this budget, you will only be widening your transportation options. Variety is more than the spice of life: it is also the meat and potatoes.

I want you to change your focus. I urge you to limit your spending to first, pedestrian projects. Finish the Broadway-Weidler couplet study, for example. Put down walkways in East

County. Second, spend money on improving bicycle transportation. We need safe storage for our bicycles in Portland, in Beaverton, in Gresham, in Hillsboro.

Lastly, spend money on changing the travelling habits of our young people. Give them a signal that travelling by something other than a car is important!

Life's path in this Region depends upon your vision. Not just 20-40. 20-20 is enough: spend your extra money today on pedestrian and bicycle improvements -- you'll never have a better chance.

Thank you.

X-PAC

an action committee for the next political generation

June 28, 1995

Council:

I come before you this evening representing X-PAC, a grass roots organization politically organizing Generation X. X-PAC members envision a vigorous regional economy and diverse communities. We believe in responsible urban growth.

Thus, we enthusiastically support your vision that our Region grow up not out. Unfortunately, this growth concept is the antithesis of Sprawl, the region's predominate growth pattern of the last forty years. Stopping Sprawl requires refocussing the economic forces that drive it and achieving this --with a mere \$27 million--is a tall order.

The Oregonian, in its April 24th "Developing the right way" editorial asserted that scattering this money will "have only modest impact on transportation and do nothing to change marketplace thinking." X-PAC concurs and encourages you to make bold decisions as you allocate these 2040 implementation funds.

In fact, X-PAC strongly urges you to take at least 25% of money currently allocated for traditional road expansion & construction projects and reallocated it to your proposed TOD Implementation program.

Why? Because the TOD Implementation Program will employ time honored joint development tools to combine two essential components of the 2040 Growth Concept: density in Regional Centers, Town Centers and Station Areas, and design elements that are pedestrian scaled, and support transit use, and foster community.

Just about two months ago, Metro co-hosted a symposium called the "The economics of mid-rise housing and TOD's." Both the podium and the audience were well represented by public and private development interests, and the majority of the day was spent going through financial analyses of real projects. The undeniable conclusion with which one left this symposium was that density and high-quality design near transit cannot be achieved with public dollars.

With all due respect Council, it's time to walk your talk. Put money into you vision . Fund the TOD Implementation Program for more than \$3 million.

Marc Guichard, Chair
X-PAC Policy & Research Committee



4800 S.W. Griffith Dr., Suite 100
Beaverton, Oregon 97005-8721
503-644-0123
Fax 503-526-0349

RESOLUTION

The Board of Directors of the Beaverton Area Chamber of Commerce strongly endorses a request by the City of Beaverton for funding of the Mill Avenue/Henry Street Connection Project.

For many years, a Chamber priority has been the creation of a strong downtown identity for Beaverton, including a vibrant business district, increased residential and commercial density, a civic component such as a park or a plaza, and efficient traffic circulation. With the construction of two light rail stations in the core area, and with the regional center designation under Metro's Region 2040 planning process, the time is ripe to make this vision a reality.

The City's funding request will help develop a grid street system, as well as provide access to allow development of City-owned property. The Board believes these are critically important first steps to create a transit-supportive downtown which meets long-term local and regional planning goals. The Board urges that support for this project be followed by a regional funding commitment to other projects which will create a grid street system in the core Beaverton area.

6-28-95
DATE

Nancy Briggs
NANCY BRIGGS, PRESIDENT

BEAVERTON AREA CHAMBER OF COMMERCE

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City of Beaverton
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Beaverton OR 97076
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McDonald's
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Beaverton OR 97005
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671-6453 Fax: 671-6300
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Beaverton School Dist 48
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Beaverton OR 97006
591-8000 Fax: 591-4415

Treasurer:

MIKE SWINK
Rugged, Inc.
P.O. Box 298
Hubbard OR 97032
981-5127 Fax: 982-4822



4800 S.W. Griffith Dr., Suite 100
Beaverton, Oregon 97005-8721
503-644-0123
Fax 503-526-0349

MEMORANDUM

TO: Metro Council
Joint Policy Advisory Committee on Transportation (JPACT)

FROM: Beaverton Area Chamber of Commerce - Downtown Task Force

SUBJ: Beaverton Project for Region 2040 Implementation Fund

DATE: June 28, 1995

The Downtown Task Force of the Beaverton Area Chamber of Commerce, comprised of the businesses listed on the attached page, enthusiastically supports funding approval for the Mill Avenue/Henry Street Connection Project.

The task force convened several months ago to become an active partner in plans to redevelop Beaverton's downtown and to make real the community's long-held vision of a vibrant core connected by light rail stations. Support for the Mill/Henry project is a key component.

For many years the Chamber has participated in efforts to give context and form to Beaverton's downtown vision. A grid street system is the critical first step. The city property surrounding Beaverton Central Station also is pivotal. We urge funding of this project to bring about an important link to the grid system and to provide access that will allow development of the city property.

Additionally, we urge the region's funding commitment to other projects which will create a grid in downtown Beaverton. Transit ridership, the success of Westside light rail, and the long-term economic vitality of our community all depend on it.

Please let us know if we can provide further information.

A handwritten signature in cursive script, reading "Nancy Briggs".

Nancy Briggs
1995 Chamber President

A handwritten signature in cursive script, reading "Karla Forsythe".

Karla Forsythe
Executive Vice President

BEAVERTON AREA CHAMBER OF COMMERCE
Downtown Beaverton Task Force
June 1995

Rod Adams (Adams DeBast Helzer McFarland & Richardson)
Michelle Baker (WestOne Bank)
Greg Bravo (B.C. Ziegler)
Lois Bennett (Raleigh Studios)
Nancy Briggs (Century 21 Wright Christie)
Kathy Canfield (Bank of America, Washington Square)
Paul Hagadorn (Your Imprint Here)
Cal Hamreus (Architect)
Mike Houston (Adams Temporaries)
Gerald Haynes (Secure Corp. Security Services)
Vicky Reyes (Bank of America, Beaverton Main Branch)
Dick Savinar (Morris Travel)
Ken Schumann (Pacific University)

Staff: Karla Forsythe, Executive Vice President
Beaverton Area Chamber of Commerce

Architectural Foundation of Oregon

950 Lloyd Center, Box 44
Portland, Oregon 97232
Phone/Fax: (503) 287-8296

June 28, 1995

Metro Council
600 NE Grand Avenue
Portland, OR 97232-2736

Subject: Metro TOD Implementation Program

Dear Metro Council Members:

The Architectural Foundation of Oregon (AFO) is here to talk about Metro's TOD implementation program, specifically the Regional Revolving Fund which the Architectural Foundation of Oregon believes is vital to Metro's implementation of the Region 2040 Vision.

The AFO enthusiastically supports this program because it will be an effective tool in supporting Metro's 2040 Vision.

Over the last 24 months AFO members have been involved in developing TOD plans for some of Tri-Met's westside stations. They have found that it is very difficult to apply TOD design principles to station areas because of:

- 1) Fragmented land ownerships and
- 2) Reluctance by many developers to build the needed TOD housing products and densities, and pedestrian-friendly streets.

The Regional Revolving Fund responds to these issues by:

- 1) Creating the mechanism to assemble land adjacent to transit stations so that TOD design principles can be applied in a comprehensive and effective way.
- 2) Providing a vehicle for critical TOD sites to be sold to developers willing and able to build the needed TOD products and densities.

Board of Directors

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Past President

Wayne Drinkward

Executive Director

Jody Proppe, Hon. AIA

Of all of the projects you are considering, this is the one with the most potential for promoting your 2040 Vision. When the AFO first testified during the 6-year transportation program update, the TOD allocation was \$15,000,000. It was later resubmitted for the 2040 Reserve Fund at \$7,000,000. The next time the AFO testified, the allocation had been cut to \$4.5 million, and now the recommendation is \$3,000,000. This rock bottom number limits your ability to influence regional growth patterns in a significant way. In the TOD development game, the \$3,000,000 allocation makes you a minor league player when a major league effort is required.

In summary, the AFO asks you to strictly evaluate all recommended projects and programs in terms of how they promote your 2040 Vision. We consider the Regional Revolving Fund key in Metro's ability to implement 2040 because:

- 1) Effective TOD implementation tools do not exist. The Regional Revolving Fund provides the missing piece--an effective implementation program.
- 2) It provides a positive, proactive implementation tool which can be used early in the region's efforts to lay the groundwork for implementing 2040. For example, the ability to influence development patterns around transit stations is seriously diminished over time as stations are built and fragmented development occurs.

The AFO urges you to increase the funding level back to \$7,000,000 which we believe is a program minimum. We believe it will be Metro's best investment in promoting the 2040 Vision.

Sincerely,



George M. Crandall, FAIA
President, Architectural Foundation of Oregon

Copies: Kip Richardson
Jody Proppe

J:\151995\COR\GMC12

June 28, 1995

To: Metro Council and
Joint Policy Advisory Committee on Transportation (JPACT)

RE: Approval of Foster Road Improvement (Re-Alignment) Project Funding - \$600,000.

Dear Metro Councilors and JPACT Members,

My name is David S. Tiley -
I live in unincorporated Clackamas County, on S.E. 162nd.

I'm here to testify about amending the list of Road Expansion projects identified as "recommended" and to include Foster Road Improvement Project also as "recommended", in this round of funding.

I'm the organizing Chair for the North Clackamas Coalition of Community Planning Organizations and Neighborhood Associations which include to-date, Boring, Clackamas, Damascus, (we believe, Grant Park), Happy Valley, Pleasant Valley, Rock Creek, Sunnyside United Neighbors and Southwest (Gresham).

Our member jurisdictions expect to be represented on the upcoming Damascus Urban Reserve Study Task Force and deal with the limited possibilities for arterial transportation in and through our region. We ask that Metro utilize our Coalition as a significant avenue of communication, information and public involvement from and to our region.

This group represents the region that produces the current bulk of traffic and transportation through the Foster road "Improvement" Project arterial. This region will also produce the future volume and substantial pressures on transportation, as growth in our region accelerates. The major traffic impact on the Foster Road Improvement Project intersections currently, and well into the foreseeable future, comes from outside the UGB. Project area residents and services are increasingly finding themselves subject to an ever closing bottle-neck, caused by expanding growth on both sides of the UGB.

Traffic counts on Foster will only increase and the narrow, two lane winding character of this road does not make it a good candidate for continued arterial access to this growing region or from this growing region.

I ask that The Metro Council and The Joint Policy Advisory Committee on Transportation think about a Foster Road "Improvement" Project as a region's arterial growth project as well as a city's arterial intersection(s) project, both perspectives pointed in the right direction.

In some ways I appreciate that we were moved on the current "short list", from the City of Portland's heading to the East Multnomah County's heading, if only to be seen from a more inclusive perspective; However, it's confusing for some living inside City of Portland limits and the UGB as to why it was moved.

Foster Road is a major arterial for East Multnomah County, North Clackamas County, the entire Damascus Urban Reserve Area and the Mount Hood Corridor; The project intersection of Jenne Road also serves heavy traffic flow between Gresham and Clackamas Town Center.

Foster Road Re-Alignment Project in its entirety, 136th S.E. - east to the City of Portland's boundary, would use up about half of Metro's current \$27,000,000.00 budget, if completed as planned.

Only a segment of the overall project was submitted to Metro and only a fragmented version of that project segment survived to be actually pulled on board.

From what I've been able to understand, this small, \$600,000. version had not even been planned, it was only a guesstimate. At that time, we identified that the original lower ranking was in error and we initiated strong public support to make the correction, for this (or any) "planned" version.

How surprised I was to find out that our \$600,000 version needed to be prepared after-the-fact; The fact being that this unplanned version was now on JPACT'S "short list", going back to TPACT.

A project has been designed and publicly presented by the City of Portland, at a Pleasant Valley Neighborhood Association meeting. A project whose elements now are not designed for future planning and does not coordinate with the Foster Road Re-Alignment Project, as presented by the City's, 147th to Jenne Road Plan. The project was down-graded so far as to lower our ranking points from 68 to 63; Certainly not our vision of how we thought it was designed and now, how it should be designed.

The project, as planned, should effect immediate relief for the collectors of 162nd S.E. and Jenne Road but be incomplete regarding site distance from 162nd to Jenne Road. This would be an additional cost of \$430,000., without re-alignment.

The City of Portland has relayed to us that the time-line for construction of this smaller version with Metro funding could take up to one and one-half years after receiving funding. However, the UGB could be moved this year and the door would then be opened for development sooner than the commencement of construction for this "improvement" project.

If Metro moves the UGB at Foster & Jenne, eastward, then Metro must be prepared to provide a solution of how to fund the entire Foster Road Re-Alignment Project, 147th to Jenne, which is said to be about \$10,000,000., not including the 136th to 147th segment.

One certainly could not expect to wait on developers to incrementally fund a project of this size. It would become so fragmented that this section of Foster Road would be in perpetual construction phase throughout the life of the 2040 plan.

On top of this, a new concept of Town Centers for the Damascus Urban Reserve has relocated the "Pleasant Valley Town Center from Clackamas County to Multnomah County, right up against the Project site. Does this make Annexation more appealing? Will Portland find it more appealing to fund the entire project, someday?

We have a problem now! People are getting hurt now! People are dying now!

We don't even have the luxury or opportunity of considering, let alone using, multi-modal transportation because that's been taken away from us by this down-graded design.

There is no way that Tri-Met is going to negotiate these intersections and offer transportation, but our school buses have to.

So we come back to the \$600,000. version and its importance to Metro's overall plan. Why should this project, in this version, be funded now?

The \$600,000. funding now would act as the foundation for acceptable, smaller versions that would include multi-modal facilities. We believe that given the time-frame for construction, we could secure the required balances to meet the design criteria for future planning. We are going to have to fight for every scrap of funding in order to get Foster fixed. There is not going to be one large sum, not out here, not at the City limits, not outside the UGB.

Additionally, we will be better able to handle current applications which could provide developer funding into the account. We would be staged for Tri-Met's routing. We would be better positioned to lobby after additional funding. We would be better staged for the eventuality of the UGB move.

2040's roadway program is intended to develop strategies to reduce traffic congestion, improve efficiencies of our roads and plan future roadway improvements throughout the entire Metro region, in a balanced way.

It seems that there is very little project representation beyond the Urban Growth Boundary. The urban reserve area, is an area of 22,000 acres (35 square miles). How many projects are being considered from these areas, let alone submitted? The impact of these two intersections affects thousands from our Urban Reserve Area (the largest single Urban Reserve area, 12,000 acres), on a daily basis. Are we to be included? Where do we weigh-in, in this "balance"? It's the only representative project that affects transportation substantially, in Metro's reserve areas. Being inside the UGB is not the criteria. Metro's jurisdictional boundary is the criteria, and we live within it.

If Metro, Portland or Multnomah County can't provide funding or at the very least a solution for funding of Foster Road before the first, incremental move into the Damascus Reserve Area, then who can? Who will? It would be irresponsible to make such a decision to move the UGB without a concrete plan.

We feel incumbent to make the effort to set up the account that we, as Foster Road travelers, can lobby to. If we don't, then Metro should look to the Westside Urban Reserves for growth, where funding will be less of a burden and less immediate in nature.

This effort to get Foster Road fixed is not a new effort, but the solution of establishing an account is. It's a viable alternative to discarding a highly ranked and cost effective project for reasons created after the fact.

Please look at what your asking us to consider in the Urban Reserve then look again at this project. Please approve this funding.

Thank you very much.



CITY OF
PORTLAND, OREGON
OFFICE OF TRANSPORTATION

Earl Blumenauer, Commissioner
Engineering & Development
1120 S.W. Fifth Avenue
Room 802
Portland, Oregon 97204-1971
(503) 823-7004
FAX: (503) 823-7371

June 16, 1995

David Tiley
8820 SE 162nd Ave
Portland, Oregon 97236

**SUBJECT: SE 162nd Ave - SE Jenne Rd Section
SE Foster Rd**

You requested an estimate to improve the sight distance along SE Foster Rd from SE 162nd to Jenne Rd. The estimate was compiled using existing maps. No field surveys or comprehensive analysis were performed. The estimated costs to remove part of the hillside to improve the sight distance is \$428,400. This cost includes design, right-of-way and construction.

The estimate includes a 25% mark up to help cover any items that might have been overlooked, account for inflation since projects usually are not built for several years, and to allow for some change in the scope of work without adversely affecting the estimate. It is possible, after detailed field surveys and engineering analysis, more economical solutions may become evident upon further study.

The work proposed in this estimate includes tree removal and excavation of the hillside on the north side of the roadway. No roadway re-alignment is proposed due to difficulties in making adequate connections from the old to the new alignment. Removal of the hillside based on the proposed re-alignment of SE Foster Rd will provide for sight distance to the 162nd intersection on the existing SE Foster Rd alignment.

If you have any questions about this estimate or would like to see the detailed estimate, contact me at 823-7163.

Sincerely,

Brett I. Kesterson, P.E.
Senior Engineer
Transportation Engineering & Development

BIK:tab

c: Randy Countryman

[Estimate.SE\Foster1

Section Two

Transportation Hotline Comments

**Region 2040 Implementation Fund
Comments Received over the Transportation Hotline
June 21 – June 28, 1995**

Ann Kracke

Calling in support of Foster Road improvements. The traffic is heavy and this should be a priority project.

Shannon Muse

Calling in support of Foster Road improvements. Have witnessed accidents at Jenne Road intersection, improvements are needed.

Laurie Shaw

1246 Se Knapp
Portland, OR 97236

Foster Road need lights and stop signs, in support of improvement project.

Kimberly McAdam

8212 SE 144th
Portland, OR

Calling in support of Foster Road and 162 improvements, need a light to prevent accidents at 162nd and Foster Road.

Sharon Mossman

8031 SE 162
Portland, OR 97236

Urge Metro Council to support Foster Road improvements. It's a serious situation and needs to be improved.

Mel Fox

2323 SE 122nd
Portland, OR 97233

please add to mailing list

In support of Foster Road improvements, should be included in funding it needs to be a high priority. The intersections at Jenne and 162 are dangerous, with many accidents and close calls. This project should be elevated to a higher priority.

Lana Ukalov

665-9047
Pleasant Valley

Understand that Foster Road improvements are not in the recommendation. Lots of people are driving Foster, Jenne and 162. We need help with traffic flow and we need these improvements right away.

Mary Thompkins

6022 SE 43rd
Portland, OR 97206

Calling in support of Woodstock Blvd. pedestrian improvements. Improvements are needed to allow people to cross the street between businesses and to allow children to safely cross to the Lewis School at 43rd.

David Talbot
525 N. Tillamook
Portland, OR 97227

Calling in support of Albina Rail overcrossing. It's needed for access and safety and to allow area businesses to operate.

Art Lewellen
6814 N. Greenwich
Portland, OR 97217

Land used for transportation to accommodate growth is the most inefficient use of land. Open space, wildlife habitats, agricultural lands, and existing neighborhoods will be sacrificed to accommodate transportation. Transportation land use is auto oriented and inefficient. Land use planning can not avoid continued destruction of valuable open spaces until the transportation portion is deemed a national failure. Past planning has resulted in growth patterns that have given us urban sprawl, splintered city and suburban lifestyles, and have created problems that can't be solved by building more roads, freeways, and parking lots. We need to rethink auto oriented strategies and reestablish national rail lines and local trolley lines and include the changes envisioned in LUTRAQ before ultimate breakdown occurs.

Amy Benson
2044 SE Ash # 3
Portland, OR 97214

I'm very disappointed with recommended allocation. Only one bike project is recommended and it's Barbur Blvd., which should have been done a long time ago. Too much funding is going to roads. It seems that public input and the JPACT ranking and scoring process was thrown out the window with this recommendation.

Chip Giller
1915 39th
Portland, OR 97214

More money should be spent on bike and pedestrian projects. Road expansion should not be emphasized as it is in the current recommendation. Some of the road expansion funds should be shifted to bikes

Section Three

Written Comments

Rock Creek Community Association
PO Box 1112
Clackamas, OR 97015
Fax and Phone 503-658-5338

June 21, 1995

Dear Metro Council and JPACT Members;

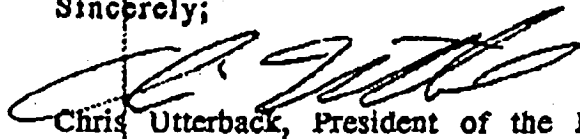
I am chairman of the Rock Creek Community Association in the Sunnyside Area of un-incorporated Clackamas. I have served on MPACT and on the steering committee for the neo-traditional village on Sunnyside Road. Previous commitments have kept me from this meeting, however, the importance of this issue must be addressed.

With the establishment of the East Sunnyside Village Plan and the actual implementation of it as well as hundreds of other homes in other developments already approved, we must address the problem of infrastructure. A big part of that infrastructure is Sunnyside Road. It is the heart of our community and it is overloaded now. As these new developments go in, it will become intolerable.

As far back as the formation of the Comprehensive Plan, the widening of Sunnyside was recognized as a necessity to support the growth planned for this area. The growth is no longer in the planning stage but is in the building stage. The widening of Sunnyside Road should be at the same stage to carry this new load.

We are the bedroom community for Beaverton and Portland employers. We have the growth but without the tax base. Please grant the request to fund the widening of Sunnyside to at least the East Sunnyside Village.

Sincerely;



Chris Utterback, President of the RCCA

Attention

Ron

Wyman

3103 NW Wilson
Portland, Oregon 97210
June 27, 1995

Transportation Planning
and METRO Council
600 NE Grand
Portland, Oregon 97232
fax 503-797-1794

RE: MTIP HEARING JUNE 28, 1995

Dear METRO Councillors and JPACT Members:

I am writing to urge funding under the MTIP of all pedestrian aspects of the plan. It is outrageous to need a several thousand dollar machine to go and buy a loaf of bread. It is outrageous to be totally dependant on a several thousand dollar machine to take your child to play with a classmate after school. Whole sub-divisions have been planned on the premise that if you have to have a car to get around, that keeps out undesirable elements that are dependent on walking. This is unAmerican. It is also stupid. Our auto-dependent society is strangling itself with destructive land use practices, and going bankrupt trying to keep itself in these expensive machines and paying for the roads they need.

Pedestrian access should be the fundamental building block of any transportation plan. WE SHOULD BE ABLE TO WALK EVERYWHERE THAT WE CAN GO IN A CAR. Ideally, pedestrian access will be the key that allows more rational land use. In the short term, please fund the pedestrian aspects of this MTIP. Thank you.

Sincerely,



Chris Wrench

member, CAC to the Regional Transportation Plan

28 June 1995

Metro Council and JPACT
600 NE Grand Avenue
Portland, Oregon 97232

Dear Policymakers:

This letter responds to your request for comments relative to allocation of \$27 million reserve fund for implementation of Region 2040. I am responding to staff's recommendation that "improvements" to the Greenburg Road/217 interchange be funded as a "road expansion project" and to the allocation of funds to various travel modes.

The intersection is a mess. But, given that we already have spent millions of dollars to create multiple turn lanes and erect "No Pedestrian Crossing" signs, I wonder at the logic of spending more money to further expand the roadway. If we are seriously thinking of designating the Washington Square area as a regional center, I would hope that we would use this money to address the real movement needs at the intersection — travel by all modes is made very difficult because of the present configuration of the Washington Square entrance from Greenburg. Until the owners of the Square reconfigure their parking areas, further road expansion at this location will result in continuing diminished return for the dollars spent. I hope you condition expenditures of these dollars, if allocated, by requiring that they be spent in conjunction with reconfigured Washington Square traffic patterns to lessen the auto burden on Greenburg Road of shopping center traffic and to improve access along and across Greenburg, and across 217, for pedestrians and bicyclists.

I am also extremely disappointed that of the \$4.2 million allocated to all of Washington County, only \$.09 million has been allocated for anything other than auto travel. We have enormous need for pedestrian and bike facilities in this area, and we are currently able to quite adequately travel everywhere by car or truck. Until we, as a region and as the local jurisdictions comprising Washington County, get serious about creating a "truly multi-modal system for travel" in Washington County and fund that commitment according to the need by mode, we will continue to see our roads be ever widened (we're now up to 7 auto lanes on arterials) and our travel needs unmet. We will also never be able to support transit until people can safely and comfortably walk from their homes to bus and light rail stops.

Sincerely,



Terry Moore
8440 SW Godwin Ct.
Garden Home, Oregon 97223

June 28, 1995

METRO Council
Metro Building
600 NE Grand Avenue, 3rd Floor
Portland, Oregon 97232

Members of the METRO Council:

I am sorry that I cannot attend the public hearing scheduled on June 28, 1995. The issues that you are discussing tonight, however, are true and deal to my heart and that is why I am writing to you today. I would like to go on the record **IN FAVOR OF FUNDING THE PROPOSED GRESHAM PROJECTS**. In this day and age of shrinking federal grants, there couldn't be a more important and pertinent project than the Gresham Civic Neighborhood project to bring the region together.

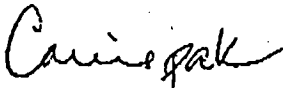
As a member of the Gresham Planning Commission, I have had an opportunity to thoroughly review the merits of this project. This project brings together many of the region's objectives and would serve as a regional show piece for Tri-Met and the City of Gresham.

The City staff has worked diligently to include an extensive public involvement process to the development of this project. This project is what the citizens of Gresham want and what this region needs. This project is more than just another Tri-Met station. The completion of this project is a commitment from METRO to the region: the commitment to building a less auto-dependent society and (as the Secretary of Transportation Pena noted yesterday) the commitment to "improving the quality of life".

I believe that an expansion of the south-north "main" street and a new light rail station will provide the necessary catalyst for other desirable developments in the area, including the new station plaza and other transit oriented housing and businesses.

I hope that this letter is helpful in your decision to appropriate grant funding to the Gresham projects. Thank you for the opportunity to offer my opinion.

Sincerely,



Carrie Pak, P.E.

cc: David Widmark, Gresham Planning Commission
Richard Ross, City of Gresham

Post-It® Fax Note	7671	Date	6/28	# of pages	1
To	Metro Council		From	Carrie Pak	
Co./Dept.			Co.		
Phone #			Phone #	635-9760	
Fax #	797-1794		Fax #	635-9764	



WASHINGTON
COUNTY,
OREGON

June 28, 1995

Andy Cotugno
Metro Planning Director
600 NE Grand Ave.
Portland, OR 97232

Dear Andy:

Re.: \$27 Million Regional Reserve Fund

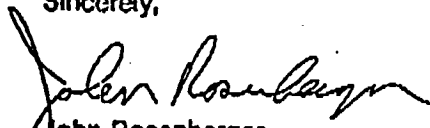
We have reviewed the staff proposal for the allocation of the \$27 million in Regional Reserve Funds, and have several concerns about the recommendations.

First, the proposal is to allocate nearly 40 percent of the funds to "regional projects." While on the surface this may seem to be an acceptable notion, we observe that one-half the population of the region does not even have a project on the list of projects considered for funding. Seemingly the only projects that are deemed regional are located in the central city or Multnomah County. As we collectively move forward to implement the Region 2040 Growth Concept, Regional Centers, Town Centers, and Light Rail Stations are going to be most important to suburban communities. The current recommendation for allocation of funds does not reflect this concept.

The region has a window of opportunity to support immediate station area development at the Tektronix site and the Hillsboro station, but neither of these projects are recommended for funding. In both cases, a modest investment on the part of the region would leverage and take advantage of considerable private funds, and other public funds that are to be spent on these stations. At a minimum, these projects should receive funding from the proposed TOD Revolving Fund. As an alternative, funding for the Gresham Civic Neighborhood LRT Station from the Regional Reserve Fund would free up other Tri-Met funds for the Millikan Way project at the Tektronix LRT Station.

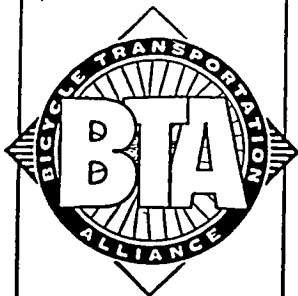
In 1993, the region went through a painful process of cutting approximately \$170 million in projects from the TIP to bring it in balance with expected revenues. Nearly one-half of those cuts were made by eliminating or deferring projects in Washington County. At the same time, a \$34 million reserve fund was established as part of this process. Arguably one-half of the money to create what is now a \$27 million reserve fund came from cuts made in Washington County and, the current proposal returns only about 30 cents on the dollar to the County. While we support the idea that the region needs to work cooperatively to complete projects of regional significance, the current formulation has the suburbs too heavily subsidizing projects at the center of the region.

Sincerely,


John Rosenberger
Director

c. Roy Rogers
Mark Brown

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◆

June 27, 1995

TO: Metro Councilors:
Jon Kvistad
Patricia McCaig
Ruth McFarland
Susan McLain
Rod Monroe
Don Morissette
Ed Washington

JPACT members
TPAC members

FROM: Rex Burkholder, Citizen member of TPAC

Re: Allocation of \$27 million 2040 Implementation Fund Reserve

As a citizen member of TPAC, I have participated in the long and sometimes grueling process of preparing recommendations for the allocation of these funds. Please enter these comments into the public record.

Based on that experience, I am sorry to say that the process is deeply flawed in its outcomes as well as in how it was conducted:

- 1) Using TPAC to set funding priorities compromises its ability to provide accurate and meaningful technical advice to JPACT and the Metro Council. TPAC members represent jurisdictions with keen interest in specific projects, and have been required to act as advocates as well as judges—a bad combination as one can be good at either role but not simultaneously. Therefore, they are unable to provide unbiased technical information or evaluation, always having to consider the effect on their project's chances of being funded rather than being concerned with determining the "best" project.
- 2) Targets for "balancing" funding among modes were much talked about but never actually debated nor acted upon by TPAC. Ultimately, only the existing JPACT resolution setting aside \$7.19 million for everything but transit and roads was the only clear action taken on this issue. Why? Because the number one priority for funding of most jurisdictions remains road expansion. As it is, projects specifically targeted to improve bicycling and walking conditions received less than 10% of the funds while roadway expansion and reconstruction received over 54%. In addition, roadway expansion projects actually got credit for increasing capacity (VMT) despite state and regional goals to the contrary, while alternative modes were judged by how much they reduced VMT.
- 3) Despite all the fuss, what this process produced is not significantly different than what would be expected to have been recommended without the time and resource-consuming process undertaken. The money was divvied up by geographical jurisdiction and all evaluation work thrown to the winds.

Ultimately, project selection was determined not by regional criteria and regional needs but by the cities and counties. Not surprisingly, major road expansions top

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the list: \$5 million to Clackamas County for Sunnyside Road, \$3 million to Washington County for an intersection realignment at 99 W and Tualatin Road, \$2.3 million to Portland to resurface Front Avenue. Geographic distribution of these funds undermines their function to further regional goals. The "best" projects from a regional perspective should be funded under this process, regardless of where they may be located.

4) Public involvement remains a superficial and ancillary part of the regional transportation planning process. Over 17,000 comment cards were returned as part of the Region 2040 public outreach process. The second highest number of comments addressed the need for more biking and walking facilities, even though this issue was not specifically mentioned in the accompanying materials. As the \$27 million is ostensibly meant to support the Region 2040 Concept, the allocation of less than 10% of available funds to biking and walking facilities directly contradicts the desires of the public and the strongly stated goals in the Interim RTP and Region 2040 Concept to create walkable and bikeable communities.

Recommendations:

1) The allocation of funds is inherently a political process; i.e., it is a process that should be guided by policies and goals adopted by an elected decision-making body. Leaving these decisions up to staff puts staff in the untenable position of advocating and evaluating their own projects, creating conditions ripe for the worst kind of political horse-trading and manipulation of the evaluation process. The Metro Council should set the proper balance for modal spending targets to meet Region 2040 land use and transportation goals and direct TPAC to develop usable evaluation criteria that allows comparison among modes.

2) Geographical equity should not be a factor in distributing regional resources, otherwise it doesn't matter whether a jurisdiction is supporting regional goals or not: they will always be assured of a share of the regional pie to implement their goals.

3) Given the strong public support for walking and bicycling facilities, and given the extremely large gaps in provision of sidewalks and bikeways, it should be regional priority to aim to bring pedestrian and bicycle networks up to the current level of access and mobility provided for motor vehicle movement.

As a start, all bicycle and pedestrian projects nominated for the \$52 million "Short List" should be funded. While the "Short List" clearly reflects the roadway bias of local jurisdictions as well as regional and ODOT staff (two highly ranked bicycle projects only made that list because of a last minute amendment by myself at TPAC), the shortness of time and the lack of a modal balance policy force this less than ideal choice.

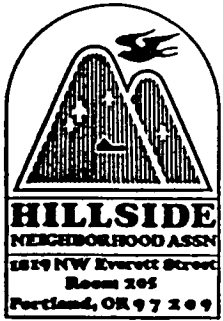
These projects are:

Hawthorne Bridge Bike Lanes
A Avenue Pedestrian Path
Gateway Bicycle Access
Hollywood Bicycle Access
Cully Blvd. Pedestrian Improvements

Walker Road Bike Lane

Each of these projects address very real safety and mobility needs. These projects total only \$4.043 million and take us a lot farther toward our goals for this region than a short, fat project such as Sunnyside Road (\$5 million) which will create more traffic on the urban fringe as well as create a significant barrier to pedestrians. Adding these projects back into the pot would raise the bicycle/pedestrian share of expenditure to 23% of the total available funds, hardly an amount to redress the historic and ongoing failure to fund walking and bicycling opportunities on a local and regional level.

We look forward to working with you to develop a regional transportation planning process that truly serves regional desires and needs.



RECEIVED

JUL 03 1995

June 28, 1995

METRO, Attn: Pamela Peck
Transportation Planning Dept.
600 N.E. Grand Ave.
Portland, OR 97232

RE: Region 2040/Western Bypass

Dear METRO:

The Hillside Neighborhood Association at its regularly scheduled June meeting voted to authorize me to respond to your June 8 letter seeking public comment on the Region 2040 Implementation Fund program.

Basically, the Board wishes to notify METRO of its strong opposition to the proposed "Western Bypass" still being studied by ODOT. We have been following this issue with some alarm for the past several months. We do not believe that the region's transportation problems can be solved or even mitigated by expansion of the same failed strategies (namely freeways built for low occupancy automobiles) that have brought gridlock to Seattle and areas of Washington County. We urge you not to waste any further time studying or considering an alternative which would not be effective, affordable, or even legal under state and federal laws.

Please keep us advised on any further developments regarding Metro's involvement with the Western Bypass and further opportunities to comment on this project.

Very truly yours,

Randy Weisberg,
Land Use/Environmental Coordinator
Hillside Neighborhood Association

cc: Councilor Ed Washington
Mike Burton, Metro Executive



June 28, 1995

Metro Councilors
Members of JPACT
Mike Burton, Executive Officer
600 NE Grand Ave.
Portland, OR 97232

RECEIVED

JUL 06 1995

EXECUTIVE OFFICER

Re: FY 1996 MSTIP Regional Reserve Fund

The Bicycle Transportation Alliance is a non-profit organization of over 500 people who value the economy, efficiency and beauty of riding a bicycle. We work to increase safe and plentiful bicycle facilities and encourage more people to ride bikes for transportation. It's a difficult task. We are implementing a workshop on bicycle commuting which will include outlining safe bicycling routes to places of employment for the novice bike commuter. When was the last time AAA had to give advice to a member on the least treacherous route from NW Portland to John's Landing? Believe me there are citizens in our region who are trying to live the policy that you are espousing in Region 2040, but you need to meet them half way with a safe bicycle lane.

With a \$27 million set-aside to implement Region 2040 is a recognition that we cannot continue to do business as usual. We must build housing that is close to services and employments centers. We must encourage people to live near their work. We must make it easy for people to choose transit, bicycling and walking — to work, to the store, to church.... We know the consequences of high auto use. We know that we cannot build our way out of congestion. We've all read the studies. There was great expectation that enlightened transportation projects would be chosen to encourage the use of alternatives to the automobile, yet these projects designated for the \$27 million set-aside will only make it **easier** for a person to choose a car.

It is my understanding that the bike projects were judged by their potential reduction of vehicle miles traveled (that seems reasonable), yet the road projects were judged by how much capacity could be increased, autos that is, certainly not for increased capacity for bikes and feet.

A good many projects are for road widening. Not only does a wider roadway increase auto capacity, a wider road makes pedestrian and bicycle passage unpleasant at the least and treacherous as a matter of course.

So where is the vision in the pittance of bike and pedestrian projects that made the final list? On the Metro list, implementing lanes to connect the ODOT-Barbur Blvd project with Front Avenue is good. But that's only one!

The Front Avenue reconstruction project submitted by the city of Portland does not include a bike lane as described. It's a wide sidewalk. I believe there

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were other bike projects that would have contributed more to a decrease in VMTs. Perhaps this project will appease the event planners who want bikes off of the riverfront multi-use path.

I request that you look again at the bike and ped projects that were cut in the last round. **The Gateway and Hollywood Transit access project** in Portland would provide bike access to a major transit center and a regional center. **Walker Road** in Washington County would provide direct north-south access on what is now a shoulder-less roadway. **And** the Hawthorne Bridge sidewalk widening project...

The Hawthorne Bridge carries over 15 hundred bike commuters a day and on rainy days over 1000 pedestrians under umbrellas. If any of you rode that **illegally-undersized sidewalk** sandwiched between an umbrella-carrying pedestrian and a very wide Tri-met bus, you would rethink your priorities.

So believe in your own vision of our communities less-dominated by the automobile. But put the resources in projects that will truly get us there. Not in ones that continue on the same old automobile path.

Thank you for the opportunity to comment.

Best regards,

Karen Frost Mecey

Karen Frost Mecey
Executive Director

**SHORT LIST TECHNICAL RANKINGS
AND
ASSESSMENT OF ADMINISTRATIVE CRITERIA**

**PUBLIC HEARING VERSION
JUNE 28, 1995**

Roadway Preservation

PROJECT: City of Portland: Front Avenue Multi-Use Path
SPONSOR: City of Portland

TECHNICAL RANK: 1st of 3
REQUESTED FUNDS: \$2,368,720

<u>Criteria</u>	<u>Data</u>	<u>Score</u>	<u>Max Score</u>	<u>Comments</u>
'90 Pvm't Cond'n	Poor	8	15	
2015 Pvm't Cond'n	Poor	5	10	
Accident Rating	see comments	20	20	COP list of 240 Hi Accident Locations. 3: Haw. brdg/Front NB; 105: Front/Clay; 138: Front/Market
2040 Support	see comments	25	25	Project serves Central City.
S/VMT	\$4.17/vmt	15	15	35,550 ADT/cost/20 years.
Multi-Modal	bike/ped/transit factors	12	15	serves bike/ped; pro rate of 2 points for two blocks of transit route.
TOTAL		85	100	

Project Description

Project will reconstruct Front Avenue from NW Everett St. to SW Harrison Street and construct a Multi-Use path directly east of Front Avenue to provide an alternative bicycle access to Waterfront Park and enhance pedestrian amenities along Front Avenue. Project will improve bicycle and pedestrian access in the Central City.

2040 Relationship Central City

Administrative Criteria

- *Overmatch: None*
- *Multi-jurisdictional financial support: None*
- *Implementable: Yes*
- *Future Projects: None*

Other Relevant Information

Front is one of few continuous vehicle routes from River District to central downtown and project would integrate with planned redevelopment of the industrial area. VMT data reflects peak hour volumes of 3,550 factored up to estimated ADT of 35,500 and was obtained from the Central City Transportation Management Plan model; Metro EMME/2 model does not handle the Front Ave links and cannot generate VMT data. City of Portland staff indicate that the existing 15' multi-use path experiences extreme congestion during noon hours and most good-weather weekends and is not useable as a regional bicycle facility.

Potential Phases

Phase 1: PE and construct bike lane (\$558,000). Bike lane at \$400,000 ranks approximately 3rd of all current bike projects. However, assumes all future bike trips use new path rather than existing 15' path. No staged street reconstruction phase was offered for analysis although \$558,000 would complete approximately half of the reconstruction project alone.

PROJECT: Hawthorne Bridge Deck Replacement
SPONSOR: Multnomah County

TECHNICAL RANK:
REQUESTED FUNDS:

2nd of 3
\$5,159,200

<u>Criteria</u>	<u>Data</u>	<u>Score</u>	<u>Max Score</u>	<u>Comments</u>
'90 Pvm't Cond'n	Poor	8	15	
2015 Pvm't Cond'n	Very Poor	10	10	
Accident Rating	see comments	20	20	City of Portland/Metro staff assessment of hazards faced by all modes; substandard AASHTO for bike/ped
2040 Support	see comments	25	25	Project serves Central City.
Cost/Benefit	\$17/VMT reduced	0	15	
Multi-Modal	bike/ped/transit factors	15	15	Critical bike/ped/transit link.
TOTAL		78	100	

Project Description

Top ranked preservation project. Very high bicycle, pedestrian, freight (400 vh/day) and transit (800 buses/day) utility. 2040 utility associated with maintenance of both downtown and SE Industrial Sancturary vitality. Multnomah County has hired a consultant to more specifically determine needed structural repairs and potential phasing options including project development and implementation coordination with the currently funded \$16 million bridge painting project and the proposed \$1.5 million Hawthorne Bridge Sidewalk Widening Project.

2040 Relationship

Critical to SE Industrial Sancturary

Adminstrative Criteria

- *Overmatch:* None
- *Multi-jurisdictional financial support:* None
- *Implementable:* Yes (contingent on County obtaining match)
- *Future Projects:* See descriptpion, above.

Other Relevant Information

Deterioration of substructure and decking may require weight limitations and closure of outside lanes to transit and truck vehicles. JPACT had requested ranking relative to State's PONTIS System criteria as road facility criteria are poor at reflecting condition of bridge spans. Hawthorne ranks very high statewide against big bridges (but PONTIS does not evaluate electro-mechanical structures).

Potential Phases

Phase 1: \$3.5 million to redeck outer lanes critical to transit operation.

PROJECT: Kruse Way Reconstruction (Boones Ferry Road to Bangy Road)
SPONSOR: Clackamas County

TECHNICAL RANK: 3rd of 3
REQUESTED FUNDS: \$1,229,200

<u>Criteria</u>	<u>Data</u>	<u>Score</u>	<u>Max Score</u>	<u>Comments</u>
'90 Pvm't Cond'n	Poor	8	15	
2015 Pvm't Cond'n	Very Poor	10	10	
Accident Rating	see comments	10	20	2.9 accidents/million vehicles miles. Points based on County staff analysis of relative hazards.
2040 Support	see comments	13	25	Project serves 2 town centers; 2040 Corridor
S/VT	\$2/vmt	15	15	
Multi-Modal	bike/ped/transit factors	5	15	Sponsor proposes transit amenities/Tri-Met not enthusiastic; bike/ped trail unimproved.
TOTAL		61	100	

Project Description

Deep structural improvements requiring 4 inch grind and replacement with 7 inches of asphalt. Currently served by single peak hour radial bus line (#38); identified as a 2040 Transit Corridor. Bike and pedestrian trail is separated from the roadway facility: technical score multi-modal points reduced as reconstruction would not improve existing multi-modal benefits.

2040 Relationship

Town Centers, Mixed Use Employment, 2040 Corridor

Administrative Criteria

- *Overmatch: 15%; 4.73% overmatch*
- *Multi-jurisdictional financial support: none*
- *Implementable: yes*
- *Future Projects: I-5/Kruseway/Boones Ferry Rd (Waluga Triangle Study); 3+ projects identified in CIP linked to corridor improvements.*

Other Relevant Information

Trans. Mng't Plan mandates employer/developer TDM action plan where LOS C threshold is consistently violated. Premature base failure due to bus and truck traffic increases.

Potential Phases

None identified by sponsor.

ROADWAY EXPANSION

PROJECT: Sunnyside Road (Sunnybrook to 122nd Avenue)
SPONSOR: Clackamas Co.

TECHNICAL RANK: 1st of 17
REQUESTED FUNDS: \$5,000,000

<u>Criteria</u>	<u>Data</u>	<u>Score</u>	<u>Max Score</u>	<u>Comments</u>
1990 V/C Ratio	1.01	15	15	
2015 V/C Ratio	1.76	10	10	
Accident Rating	see comments	20	20	2.9 accidents/million vehicle miles. Points based on County staff analysis of relative hazards.
2040 Support	see comments	19	25	Project west terminus serves Regional Center; 2040 HCT Corridor
Cost/Benefit	\$10,242/vhd reduced	15	15	Project eliminates 51 vehicle hours of delay that would occur in its absence.
Multi-Modal	bike/ped/transit factors	13	15	Extends regional bike syst.; median design to enhance ped travel/safety; #71; #151 line & 2040 HCT route.
TOTAL		92	100	

Project Description

Widen existing 3 lane road to accommodate 4 travel lanes including curbs, sidewalks, bike lanes. Additional ROW (design width of 115 ft.) also to be acquired for turn lanes, median pedestrian refuge and future HCT.

2040 Relationship

2040 Concept plan identifies corridor for future HCT. Project ROW acquisition would secure this objective. Project construction would help to facilitate Clackamas Town Center buildout although this is mostly expected to be driven by market conditions with or without additional public assistance. Congestion benefits are more strongly related to easing conditions associated with existing and planned residential/commercial development east of the Regional Center.

Administrative Criteria

- *Overmatch:* 47% @ total cost of \$10.5 million, and regional provision of \$5.6 million (includes \$600,000 of Regional STP programmed for 30%PE/EIS).
- *Multi-jurisdictional financial support:* Significant private sector participation through system development charges and potential swap of LID funds for state funds related to the Sunnybrook Ext. project.
- *Implementable:* Qualified yes: Draft EIS starts summer '95 using programmed Reg. STP funds. Fin. Design in spring '97. PS&E possible by '98.
- *Future Projects:* Project would coordinate with construction of currently programmed Sunnybrook Extension and serve to minimize congestion expected at the Extension's juncture with Sunnyside Road at 108th. The Extension is, in turn, related to programmed construction of the Sunnybrook Split Diamond Interchange in FY 98. Coordinates with bike and ped improvements on the new Sunnybrook Extension.

Other Relevant Information

Bike and pedestrian multi-modal points should be made contingent on commitment to sensitive median design. Signal timing and intersection modifications have already been implemented. Shuttle service from 122nd to Sunnyside Transit Center funded. Capacity needed to accommodate easterly residential buildout. Priority project in the Sunnyside Area Transportation Master Plan, Nov, 1994.

Potential Phases

No feasible lesser construction phase. Reduced ROW would impede securing 2040 HCT alignment. ROW acquisition would achieve primary 2040 goal. Est. of \$1 million for ROW; Final Design cost uncertain.

PROJECT: Greenburg/Mapleleaf Improvements (Locust Street to Highway 217 ramp)
SPONSOR: Tigard

TECHNICAL RANK: 2nd of 17
REQUESTED FUNDS: \$1,272,301

<u>Criteria</u>	<u>Data</u>	<u>Score</u>	<u>Max</u> <u>Score</u>	<u>Comments</u>
1990 V/C Ratio	0.91	15	15	Recent City study indicates much higher actual congestion at this location. Increase to 15 points?
2015 V/C Ratio	0.99	10	10	See above; Increase to 10 points?
Accident Rating	see comments	20	20	Points based on City and County staff analysis of relative hazards.
2040 Support	see comments	25	25	Project serves Washington Square Regional Center.
Cost/Benefit	\$2,857/vhd reduced	15	15	Off-model calculations show project eliminates an est. 7 veh. hrs of delay that would otherwise occur.
Multi-Modal	bike/ped/transit factors	5	15	Aids existing transit service; no bike/ped benefits.
TOTAL		90	100	

Project Description

Add northbound left turn lane at Washington Square Road, and a right turn lane to the northbound off-ramp.

2040 Relationship

Improves access to and from a 2040 Regional Center through low cost capital improvements.

Administrative Criteria

- *Overmatch: 10.27%*
- *Multi-jurisdictional financial support: No*
- *Implementable: Yes*
- *Future Projects: No*

Other Relevant Information

Project is specifically called out in 1995 study of Washington Square circulation and access issues as an example of a location whose Metro modeled characteristics fail to show actual severity of congestion and delay due to complex geometry of the interchange. V/C points probably deserve to be higher (25 versus 13) based on observed peak hour queues in excess of 500 ft.

Potential Phases

None

PROJECT: I-5 & I-84 Connection Ramp Metering
SPONSOR: ODOT

TECHNICAL RANK: 3rd of 17
REQUESTED FUNDS: \$449,000

<u>Criteria</u>	<u>Data</u>	<u>Score</u>	<u>Max Score</u>	<u>Comments</u>
1990 V/C Ratio	see comments	15	15	Project encompasses highly congested freeway/arterial interchanges.
2015 V/C Ratio	see comments	10	10	Same as above
Accident Rating	see comments	20	20	Based on ODOT staff analysis
2040 Support	see comments	25	25	Project serves Central City.
Cost/Benefit	\$NA/vhd reduced	15	15	Project impact on delay cannot be calculated in EMME/2. National data supports high cost effectiveness.
Multi-Modal	bike/ped/transit factors	5	15	Queue jumping will aid transit.
TOTAL		90	100	

Project Description

Infills ramp meters at eight locations: Victoria Blvd (Colosium) to SB I-5); Grand Ave. NB/Everett St. EB to I-84 EB; Going St. to SB I-5; Greeley Ave. to SB I-5; Morrison Bridge EB to NB I-5; Morrison St. WB to I-5 NB; Morrison Bridge to EB I-84; 16th Ave to EB I-84. Enables remote control of each meter from ODOT's downtown command center. All ramps exceed 31-ft width and are capable of two-lane retrofit supporting HOV priority lanes.

2040 Relationship

See above

Administrative Criteria

- *Overmatch: 10.27%, none*
- *Multi-jurisdictional financial support: none*
- *Implementable: yes*
- *Future Projects: none*

Other Relevant Information

City of Portland has concurred with project in concept. HOV-preferential design is not yet confirmed.

Potential Phases

No minimum system configuration has been engineered, but incremental implementation of the eight ramps is possible.

PROJECT: Barnes Signal Interconnect (Suntek to Miller)
SPONSOR: Washington County

TECHNICAL RANK: 4th of 17
REQUESTED FUNDS: \$18,000

<u>Criteria</u>	<u>Data</u>	<u>Score</u>	<u>Max Score</u>	<u>Comments</u>
1990 V/C Ratio	1.35	15	15	
2015 V/C Ratio	1.36	10	10	
Accident Rating	see comments	20	20	2.27 acc/million veh mi compared to statewide average for comparable suburban facilities of 1.89.
2040 Support	see comments	13	25	Project serves Cedar Hills Town Center.
Cost/Benefit	\$104/vhd reduced	15	15	Project eliminates 9.64 vehicle hours of delay that would occur in its absence.
Multi-Modal	bike/ped/transit factors	5	15	Project aids existing transit service.
TOTAL		88	100	

Project Description

Portions of interconnect already exist but additional conduit, wiring, and upgraded controller software are needed. Enables multiple signal system timing plans for peak period, weekend, special event and emergency situations.

2040 Relationship

Town Center access.

Administrative Criteria

- *Overmatch: 10.27*
- *Multi-jurisdictional financial support: Washington County and ODOT.*
- *Implementable: Yes*
- *Future Projects: No*

Other Relevant Information

Project involves transfer of signal operational responsibility from ODOT to Washington County; consistent with Portland-area ATMS Plan.

Potential Phases

None

PROJECT: 124th Avenue/99W/Tualatin Road Intersection
SPONSOR: Tualatin

TECHNICAL RANK: 5th of 17
REQUESTED FUNDS: \$4,486,000

<u>Criteria</u>	<u>Data</u>	<u>Score</u>	<u>Max Score</u>	<u>Comments</u>
1990 V/C Ratio	1.01	15	15	
2015 V/C Ratio	1.43	10	10	
Accident Rating	see comments	20	20	9.56 accidents/million vehicles miles compared to statewide average for comparable facilities of 3.55.
2040 Support	see comments	25	25	Project serves a 2040 Industrial Sanctuary.
Cost/Benefit	\$65,963/vhd reduced	8	15	Project eliminates 3.8 vehicle hours of delay that would occur in its absence.
Multi-Modal	bike/ped/transit factors	10	15	Project continues MSTIP funded bike/ped improvements on Tualatin Road to 99W.
TOTAL		88	100	

Project Description

Close existing Highway 99W/Tualatin Road intersection. Combine/relocate unspecified accesses along approximately a 1/4 mile of the western side of Hwy 99. Move Tualatin Road alignment approximately 400 feet southwesterly to a "T" intersection with newly constructed 124th Ave. Continue bicycle and pedestrian facilities funded by the MSTIP Tualatin Road project. Construct 1,600 feet of 124th Avenue between Leveton Road (south project terminus) and a "T" intersection with Hwy. 99 (north project terminus). Construct 550 feet of Leveton Dr. east from intersection with 124th.

2040 Relationship

Improves existing access to Tualatin industrial area designated as a 2040 Industrial Sanctuary.

Administrative Criteria

- *Overmatch:* None indicated. Subdivision hearings process has obtained ROW easements at an estimated value of \$350,000.
- *Multi-jurisdictional financial support:* No
- *Implementable:* yes
- *Future Projects:* Coordinates with planned construction of 124th south to Tualatin-Sherwood Road and MSTIP 3 bike and pedestrian improvements to Tualatin Road.

Other Relevant Information

Largest Industrial Sanctuary in West Washington County; Completes joint City/County/ODOT project to improve Tualatin Road from 1-5 to 99W.

Potential Phases

- Phase 1: Construct Tualatin Rd. realignment to 124th; 124th between new Tualatin Road and Hwy 99W (\$3.4 million); fails 2040 Ind. Sanc. access objective.
- Phase 2: Construct 124th to Tualatin Road realignment; finish Leveton connection to 124th (\$1.6 Million); requires all of phase 1.

PROJECT: I-5/Front Street Ramp Metering
SPONSOR: ODOT

TECHNICAL RANK: 6th of 17
REQUESTED FUNDS: \$90,000

<u>Criteria</u>	<u>Data</u>	<u>Score</u>	<u>Max Score</u>	<u>Comments</u>
1990 V/C Ratio	see comments	15	15	Project encompasses highly congested freeway/arterial interchange.
2015 V/C Ratio	see comments	10	10	Same as above
Accident Rating	see comments	20	20	Based on ODOT staff analysis
2040 Support	see comments	25	25	Project serves Central City.
Cost/Benefit	\$NA/vhd reduced	15	15	Project impact on delay cannot be calculated in EMME/2. National data supports high cost effectiveness.
Multi-Modal	bike/ped/transit factors	0	15	Queue jumping would aid transit.
TOTAL		85	100	

Project Description

Install ramp meter at the Front Avenue onramp to SB I-5. Current ramps exceed 31-ft width and are capable of two-lane retrofit supporting HOV priority lanes. However, HOV bypass has not been confirmed and multi-modal points are not assigned.

2040 Relationship

See above

Administrative Criteria

- *Overmatch:* 10.27%, none
- *Multi-jurisdictional financial support:* none
- *Implementable:* yes
- *Future Projects:* none

Other Relevant Information

City of Portland has concurred with project in concept. HOV-preferential design is not yet confirmed.

Potential Phases

None.

PROJECT: Arterial Signal Optimization Project: SE Division (60th to 257th)
SPONSOR: ODOT

TECHNICAL RANK: 7th of 17
REQUESTED FUNDS: \$258,000

<u>Criteria</u>	<u>Data</u>	<u>Score</u>	<u>Max Score</u>	<u>Comments</u>
1990 V/C Ratio	1.08	15	15	
2015 V/C Ratio	1.12	10	10	
Accident Rating	see comments	20	20	COP 240 HAL list (see Other Relevant Info below).
2040 Support	see comments	19	25	Project serves Gresham Regional Center, I-205 Interchange and 2040 Transit Corridors.
Cost/Benefit	\$2,378/vhd reduced	15	15	Project eliminates 3.91 vehicle hours of delay that would occur in its absence.
Multi-Modal	bike/ped/transit factors	5	15	aids existing transit.
TOTAL		84	100	

Project Description

Interconnect corridor signal systems, optimize signal timing, upgrade loop detectors and on-street masters as required; enable future centralized corridor management.

2040 Relationship

Enhances people moving capacity of existing minor arterial connections between the central city, regional centers, town centers, transit corridors and industrial areas without addition of new lane capacity.

Administrative Criteria

- *Overmatch:* None (potentially eligible for 100% federal share)
- *Multi-jurisdictional financial support:*
- *Implementable:* Yes
- *Future Projects:*

Other Relevant Information

COP HAL rank: #91: @ SB I-205 ramps; #111: @ NB ramps; #141 @ 67th; #166 @ 82nd; # 234 @ 112; #159 @ 122; # 179 @ 130th; # 214 @ 148th; # 184 @ 162nd. One of five projects recommended from multi-agency ODOT Technical Advisory Committee to begin implementation of the Arterial Element of the Portland ATMS Plan. Nominated projects are Committee consensus of hi priorities based on fostering inter-jurisdictional cooperation, congestion reduction, freight volumes, transit service and functional coordination with parrallel freeway facilities. 2040 points discount corridor segments outside central city/regional centers. Tech ranking inadequate for benefits of increased flexibility and reliability of arterial operation provided by interconnected, centrally controlled systems as demonstrated in the L.A. earthquake. Ranking doesn't credit projects for automated collection of performance data needed to calibrate the regional EMME 2 model and to implement the ISTEA congestion, intermodal and public transit management plans.

Potential Phases

- 82nd to 181st: upgrades controller at 71st to 170-type; leave @ fixed timing from 60th to 82nd (\$183,000)
- 181st to 257th: (all delay and V/C points associated w/ 60th/181st limits.) This phase would extend corrodior control to U.S. 26, promote interjurisdictional coordination and honor local commitment of \$120,000 by Gresham/County for E. Co. Signal Optimization Master Plan.

PROJECT: 238th Ave/Halsey Street Intersection
SPONSOR: Multnomah Co.

TECHNICAL RANK: 8th of 17
REQUESTED FUNDS: \$376,531

<u>Criteria</u>	<u>Data</u>	<u>Score</u>	<u>Max Score</u>	<u>Comments</u>
1990 V/C Ratio	1.41	15	15	
2015 V/C Ratio	1.17	10	10	
Accident Rating	see comments	20	20	4th worst of 149 county intersections (SPIS rating of 53.43)
2040 Support	see comments	13	25	Project serves Troutdale Town Center, connects to Gateway
Cost/Benefit	\$8,706/vhd reduced	15	15	Project eliminates 2.4 vehicle hours of delay that would occur in its absence.
Multi-Modal	bike/ped/transit factors	15	15	Intersection reconstruction will upgrade bike lanes; pedestrian and transit amenities to be provided.
TOTAL		83	100	

Project Description

Add left and right turn lanes and install new traffic signal to County minor arterial; new sidewalks, street lights, restores existing bike lanes.

2040 Relationship

Project serves Troutdale Town Center, access to Gateway District.

Administrative Criteria

- *Overmatch: 10.27%*
- *Multi-jurisdictional financial support: NA*
- *Implementable: yes*
- *Future Projects: Coordinates with ODOT programmed widening of I-84 and reconstruction of I-84/238th Interchange which can be expected to increase pressure on the Interchange. No specific leverage of one project with the other.*

Other Relevant Information

High technology development is occurring near the project site; the Edgefield Station development is nearby.

Potential Phases

None

PROJECT: Murray South Signal Interconnect (Farmington to Millikan Avenue)
SPONSOR: Washington County

TECHNICAL RANK: 9th of 17
REQUESTED FUNDS: \$31,000

<u>Criteria</u>	<u>Data</u>	<u>Score</u>	<u>Max Score</u>	<u>Comments</u>
1990 V/C Ratio	1.08	15	15	
2015 V/C Ratio	1.27	10	10	
Accident Rating	see comments	20	20	3.55 acc/million vehicles miles compared to statewide average for comparable suburban facilities of 1.89.
2040 Support	see comments	13	25	Project serves Cedar Mills Town Center, Farmington Main St.; Beaverton Crk & Teck LRT Stations.
Cost/Benefit	\$-2,134/vhd reduced	15	15	See "Other Relevant Information" below.
Multi-Modal	bike/ped/transit factors	5	15	Project serves existing transit.
TOTAL		78	100	

Project Description

Install a master controller, signal interconnect, and develop multiple signal system timing plans for peak period, weekend, special event and emergency situations.

2040 Relationship

See above.

Administrative Criteria

- *Overmatch: 10.27%*
- *Multi-jurisdictional financial support: No*
- *Implementable: Yes*
- *Future Projects: Project optimizes intersection of Murry with two state highways (OR 8 & 10) and would coordinate with proposed TV Highway Signal Optimization project seeking Region 2040 funds.*

Other Relevant Information

Delay data for this project is dominated by effects of a separate proposal (Murry Overcrossing: Terman to Milikan). The Overcrossing project releases approximately 55 hours of delay into the segments of Murray modelled for the proposed project which then records a 1 hour increase in delay. Signal benefits would be positive without the Overcrossing project and/or delay at the intersections would be greater without the signal project. Based on cost/benefit of other similar projects, 15 points were assigned despite modelled delay increase.

Potential Phases

None

PROJECT: Murray North Signal Interconnect (Highway 26 to Cornell Road)
SPONSOR: Washington County

TECHNICAL RANK: 10th of 17
REQUESTED FUNDS: \$9,000

<u>Criteria</u>	<u>Data</u>	<u>Score</u>	<u>Max</u> <u>Score</u>	<u>Comments</u>
1990 V/C Ratio	1.55	15	15	
2015 V/C Ratio	1.79	10	10	
Accident Rating	see comments	20	20	8.03 acc/million vehicles miles compared to statewide average for comparable suburban facilities of 1.89.
2040 Support	see comments, below	13	25	
Cost/Benefit	\$549/vhd reduced	15	15	Project eliminates 0.91 vehicle hours of delay that would occur in its absence.
Multi-Modal	bike/ped/transit factors	5	15	Project enhances existing transit service.
TOTAL		78	100	

Project Description

Interconnect signals at three intersections on Murry Blvd (@ US 26, Science Park Drive and Cornell Road); placement of master controller, conduit and development of multiple signal system timing plans for peak period, weekend, special event and emergency situations..

2040 Relationship

SProject serves Murray/Cornell 2040 Town Center, Murray transit corridor and optimizes local system coordination with US 26.

Administrative Criteria

- *Overmatch: 10.27*
- *Multi-jurisdictional financial support: No*
- *Implementable: Yes*
- *Future Projects: No*

Other Relevant Information

Project is consistent with Portland-area ATMS Plan.

Potential Phases

None

PROJECT: SE Johnson Creek Blvd. Ph. 2 (36th - 45th Ave)
SPONSOR: City of Portland

TECHNICAL RANK: 11th of 17
REQUESTED FUNDS: \$1,272,301

<u>Criteria</u>	<u>Data</u>	<u>Score</u>	<u>Max Score</u>	<u>Comments</u>
1990 V/C Ratio	1.33	15	15	
2015 V/C Ratio	1.29	10	10	
Accident Rating	see comments	10	20	Moderate points based on City of Portland staff analysis of relative hazards.
2040 Support	see comments	13	25	Project provides access to Milwaukie Regional Center and connects 82nd Ave with 99E.
Cost/Benefit	\$9,220/vhd reduced	15	15	Project eliminates 7.7 vehicle hours of delay that would occur in its absence.
Multi-Modal	bike/ped/transit factors	15	15	Critical bike link to Springwater Trail; 6.5 ft. s/walk enhances ped travel/safety; enhances transit amenities.
TOTAL		78	100	

Project Description

Phase 1 funded with Interstate Transfer and Sanitary District dollars. Provided storm-drainage improvement and preliminary engineering for entire project. Phase 1 includes construction of corridor enhancements from 32nd to 36th Avenues. Phase 2 will provide residual alignment, illumination, bicycle/pedestrian and transit/ADA improvements and associated right-of-way acquisition and pavement widening to accommodate 11-ft. travel lanes and five foot bicycle lanes, curbs, gutters and a sidewalk on the south side to provide Springwater Trail access at 45th Avenue.

2040 Relationship

Johnson Creek Blvd serves as a regional east-west collector; a Portland neighborhood collector, minor transit and bicycle routes; and a Milwaukie minor arterial, transit and bicycle route. It links I-205 with the Tacoma overpass of McLoughlin Blvd and westward to the Sellwood Bridge and downtown Portland. It also serves as an eastern gateway to Milwaukie.

Administrative Criteria

- *Overmatch:* 35%; Milwaukie has requested regional approval to reallocate \$833,000 of competitive FAU program funds to this project. City of Portland has committed to supply balance of full project cost (\$439,301).
- *Multi-jurisdictional financial support:* Portland, Milwaukie joint project (60/40 split cost)
- *Implementable:* PS&E completed during Phase 1
- *Future Projects:* Springwater Trail constr in '95/96; Linwood Ave/Johnson Crk Blvd intersection improvement (constr. 1995); Johnson Crk Wastewater line replacement from Linwood Ave to 55th and Bell to 77th (construction 1995).

Other Relevant Information

Original project scope expanded to include ADA, bicycle and pedestrian requirements and to encompass City of Milwaukie storm water and sanitary sewer collection and treatment requirements. Increased ADA/tree preservation/utilities scope doubled original project cost. Major connector to Springwater Trail

Potential Phases

None identified, though a lesser construction phase is probably viable; PE already completed for entire project. Milwaukie is committed to provide match for up to \$568,000 of regional funds; the City has committed match against \$265,000 but has not yet secured the balance of \$343,959.

PROJECT: Scholls Ferry Signal Interconnect (Nimbus Drive to Highway 217)
SPONSOR: Washington County

TECHNICAL RANK: 12th of 17
FUNDS REQUESTED: \$31,000

<u>Criteria</u>	<u>Data</u>	<u>Score</u>	<u>Max Score</u>	<u>Comments</u>
1990 V/C Ratio	0.82	8	15	
2015 V/C Ratio	1.05	10	10	
Accident Rating	see comments	20	20	3.79 acc/million vehicles miles compared to statewide average for comparable suburban facilities of 1.89.
2040 Support	see comments	13	25	Project serves Washington Sq. Regional Center; Scholls Ferry transit Corridor and 2040 LRT Corridor
Cost/Benefit	\$2,692/vhd reduced	15	15	Project eliminates .65 vehicle hours of delay that would occur in its absence.
Multi-Modal	bike/ped/transit factors	5	15	aids transit service.
TOTAL		71	100	

Project Description

Interconnect Washington County signal system along Scholls Ferry Road with ODOT signals at Highway 217.

2040 Relationship

See above

Administrative Criteria

- *Overmatch:* 10.27%
- *Multi-jurisdictional financial support:* none
- *Implementable:* Yes
- *Future Projects:* none

Other Relevant Information

Potential Phases

none

PROJECT: SE Water Avenue Extension
SPONSOR: City of Portland

TECHNICAL RANK: 13th of 17
REQUESTED FUNDS: \$1,600,000

<u>Criteria</u>	<u>Data</u>	<u>Score</u>	<u>Max Score</u>	<u>Comments</u>
1990 V/C Ratio	.76	0	15	
2015 V/C Ratio	.90	5	10	
Accident Rating	see comments	20	20	PUC record of 18 rail/vehicle accident (Grand/Curruthers/Clay); #136 of COP HAL list @ Clay/MLK
2040 Support	see comments	25	25	Project serves SE (Central City) Industrial Sanc.; OMSI
Cost/Benefit	\$NA/vhd reduced	0	15	No congestion/ no cost per benefit.
Multi-Modal	bike/ped/transit factors	11	15	Extends reg. bike system; ped safety benefit; 2040 transit system.
TOTAL		71	100	

Project Description

(SE Water Avenue at Clay to SE Division Place at 4th Avenue). Three lane facility with bike lanes and sidewalks; industrial access arterial with connections to local streets and regional highway network.

2040 Relationship

See above

Administrative Criteria

- *Overmatch:* Proposed 50/50 split of \$3.2 million project LID funded.
- *Multi-jurisdictional financial support:* public/private participation.
- *Implementable:* Yes
- *Future Projects:* None

Other Relevant Information

Some ROW segments currently reserved/dedicated. Will provide Greenway Trail access.

Potential Phases

OMSI to SE Clay built in 1991. Current Project could segment as Phase 1: Full PE and reposition critical viaduct column (\$500,000 est.)

PROJECT: Arterial Signal Optimization Project: Sandy Blvd (E Burnside to 82nd Avenue)
SPONSOR: ODOT

TECHNICAL RANK: 14th of 17
REQUESTED FUNDS: \$167,000

<u>Criteria</u>	<u>Data</u>	<u>Score</u>	<u>Max Score</u>	<u>Comments</u>
1990 V/C Ratio	1.09	15	15	
2015 V/C Ratio	1.14	10	10	
Accident Rating	see comments	20	20	#40, 107, 135, 146, 154, 176 on COP 240 HAL list.
2040 Support	see comments	19	25	Serves Central City; Hollywood Town Center; Transit Corridor.
Cost/Benefit	\$NA/vhd reduced	0	15	EMME/2 anomaly: enhanced operation of these congested links "draws" added volumes/increases congestion.
Multi-Modal	bike/ped/transit factors	5	15	aids existing transit.
TOTAL		69	100	

Project Description

Interconnect corridor signal systems, optimize signal timing, upgrade loop detectors and on-street masters as required; enable future centralized corridor management.

2040 Relationship

Enhances people moving capacity of existing minor arterial connections between the central city, regional centers, town centers, transit corridors and industrial areas without addition of new lane capacity.

Administrative Criteria

- *Overmatch:* None (potentially eligible for 100% federal share)
- *Multi-jurisdictional financial support:*
- *Implementable:* Yes
- *Future Projects:*

Other Relevant Information

One of five projects recommended from multi-agency ODOT Technical Advisory Committee to begin implementation of the Arterial Element of the Portland Area Advanced Transportation Management System Plan. The nominated projects represent Committee consensus of highest priorities based on fostering of inter-jurisdictional cooperation, congestion reduction, freight volumes, transit service and functional coordination with parallel freeway facilities. 2040 points discount portions of corridors outside central city and regional centers. Technical ranking does not adequately account for benefits of increased flexibility and reliability of arterial operation provided by interconnected, centrally controlled systems as demonstrated in the L.A. earthquake. Ranking also fails to credit projects for automated collection of performance data needed to calibrate the regional EMME 2 model and to implement the ISTEA congestion, intermodal and public transit management plans.

Potential Phases

To Be Determined

PROJECT: Arterial Signal Optimization Project: TV Highway (BV City Limits to Baseline Rd)
SPONSOR: ODOT

TECHNICAL RANK: 15th of 17
REQUESTED FUNDS: \$250,000

<u>Criteria</u>	<u>Data</u>	<u>Score</u>	<u>Max Score</u>	<u>Comments</u>
1990 V/C Ratio	1.14	15	15	
2015 V/C Ratio	1.20	10	10	
Accident Rating	see comments	0	20	2.96 accidents/million vehicles miles vrs state urban average of 3.55.
2040 Support	see comments	19	25	Project connects Hillsboro and Beaverton Regional Centers and 2040 Transit Corridor.
Cost/Benefit	\$1,295/vhd reduced	15	15	Project eliminates 9.65 vehicle hours of delay that would occur in its absence.
Multi-Modal	bike/ped/transit factors	5	15	serves existing transit.
TOTAL		64	100	

Project Description

Interconnect corridor signal systems, optimize signal timing, upgrade loop detectors and on-street masters as required; enable future centralized corridor management.

2040 Relationship

Enhances people moving capacity of existing minor arterial connections between the central city, regional centers, town centers, transit corridors and industrial areas without addition of new lane capacity.

Administrative Criteria

- *Overmatch:* None (potentially eligible for 100% federal share)
- *Multi-jurisdictional financial support:*
- *Implementable:* Yes
- *Future Projects:*

Other Relevant Information

One of five projects recommended from multi-agency ODOT Technical Advisory Committee to begin implementation of the Arterial Element of the Portland Area Advanced Transportation Management System Plan. The nominated projects represent Committee consensus of highest priorities based on fostering of inter-jurisdictional cooperation, congestion reduction, freight volumes, transit service and functional coordination with parallel freeway facilities. 2040 points discount portions of corridors outside central city and regional centers. Technical ranking does not adequately account for benefits of increased flexibility and reliability of arterial operation provided by interconnected, centrally controlled systems as demonstrated in the L.A. earthquake. Ranking also fails to credit projects for automated collection of performance data needed to calibrate the regional EMME 2 model and to implement the ISTEA congestion, intermodal and public transit management plans.

Potential Phases

To Be Determined

PROJECT: Arterial Signal Optimization Project: SE Powell Blvd. (SE 11th Avenue to SE 98th Avenue) **TECHNICAL RANK:** 16th of 17
SPONSOR: ODOT **REQUESTED FUNDS:** \$50,000

<u>Criteria</u>	<u>Data</u>	<u>Score</u>	<u>Max Score</u>	<u>Comments</u>
1990 V/C Ratio	1.14	15	15	
2015 V/C Ratio	1.20	10	10	
Accident Rating	see comments	20	20	5.18 accidents/million vehicles miles vs state average of 3.55.
2040 Support	see comments	13	25	Serves 2040 transit corridor and Powell/Foster and 82nd Main Streets.
Cost/Benefit	\$NA/vhd reduced	0	15	EMME/2 anomaly: enhanced operation of these congested links "draws" added volumes/increases congestion.
Multi-Modal	bike/ped/transit factors	5	15	aids existing transit.
TOTAL		63	100	

Project Description

Interconnect corridor signal systems, optimize signal timing, upgrade loop detectors and on-street masters as required; enable future centralized corridor management.

2040 Relationship

Enhances people moving capacity of existing minor arterial connections between the central city, regional centers, town centers, transit corridors and industrial areas without addition of new lane capacity.

Administrative Criteria

- *Overmatch:* None (potentially eligible for 100% federal share)
- *Multi-jurisdictional financial support:* none
- *Implementable:* Yes
- *Future Projects:* none

Other Relevant Information

One of five projects recommended from multi-agency ODOT Technical Advisory Committee to begin implementation of the Arterial Element of the Portland Area Advanced Transportation Management System Plan. The nominated projects represent Committee consensus of highest priorities based on fostering of inter-jurisdictional cooperation, congestion reduction, freight volumes, transit service and functional coordination with parallel freeway facilities. 2040 points discount portions of corridors outside central city and regional centers. Technical ranking does not adequately account for benefits of increased flexibility and reliability of arterial operation provided by interconnected, centrally controlled systems as demonstrated in the L.A. earthquake. Ranking also fails to credit projects for automated collection of performance data needed to calibrate the regional EMME 2 model and to implement the ISTEA congestion, intermodal and public transit management plans.

Potential Phases

None

PROJECT: SE Foster Road Realignment (162nd Avenue to Jenne Road)
SPONSOR: City of Portland

TECHNICAL RANK: 17th of 17
REQUESTED FUNDS: \$600,000

<u>Criteria</u>	<u>Data</u>	<u>Score</u>	<u>Max Score</u>	<u>Comments</u>
1990 V/C Ratio	.82	0	15	
2015 V/C Ratio	1.17	10	10	
Accident Rating	see comments	20	20	108th on City list of 240 worst intersections.
2040 Support	see comments	13	25	Project serves 2040 transit corridor; Town Center.
Cost/Benefit	\$11,628/vhd reduced	15	15	Full project would eliminate 2.58 vehicle hours of delay that would occur in its absence.
Multi-Modal	bike/ped/transit factors	5	15	Reduced scope project provides no bike links between intersections; ped benefits.
TOTAL		63	100	

Project Description

Provide signals and left turn lanes at SE 162nd and Jenne at Foster Road. No sidewalks or bike lanes in reduced scope. Realignment of 2 lane roadway and SE 162nd approach, needed to eliminate sight/distance and geometric hazards, and provide for left turn lanes, is deferred to later phase.

2040 Relationship

See above

Administrative Criteria

- *Overmatch:* Eligible for 100% federal match as safety project.
- *Multi-jurisdictional financial support:* None
- *Implementable:* Yes
- *Future Projects:* None; substantial market development anticipated in area: Impact fees?

Transit Oriented Development (TOD)

PROJECT: TOD Implementation Program
SPONSOR: Metro

TECHNICAL RANK: 1st of 7
REQUESTED FUNDS: \$4,500,000

<u>Criteria</u>	<u>Data</u>	<u>Score</u>	<u>Max Score</u>	<u>Comments</u>
% Mode Chng	15%	25	25	2015 PEF of 5 w/o TOD - 2015 PEF of 12 w/ TOD 8.5 to 38 HH/ac
Density Delta	+29.5 HH/ac	13	25	
2040 Support	see comment, below	25	25	
Cost/Benefit	\$3.27/VMT reduced	15	15	Assumes funding of two projects w/ each revolving three times before depletion of original \$4.5 million.
Multi-Modal	bike/ped/tran/auto	10	10	Benefits four transportation modes (bike/ped/transit/auto).
TOTAL		88	100	

Project Description

This proposal will provide \$4.5 million for a Regional Revolving Fund to acquire property at key areas immediately adjacent to transit stations suitable for TOD development. A small portion of the fund would be used to make other public investments (site preparation and site improvements) needed to encourage private implementation of a TOD project. Technical ranking for this project was based on performance of two projects costing approximately \$2.25 million each (the average cost of all nominated TOD projects) located in either Hillsboro or Gresham. Unreflected in the previous score was the fund's "leverage" value: land sold for development is available for reinvestment in new projects. This score has been modified to assume proceeds from three revolving sales of publically owned parcels. The significant improvement in density reflected in the technical score (relative to other proposed TOD projects) is predicated on the significant leverage provided by public land ownership (see page 10 of project prospectus).

2040 Relationship

Project leverages high density development in Regional Centers and at Light Rail stations.

Administrative Criteria

- *Overmatch:* None.
- *Multi-jurisdictional financial support:* Probable.
- *Implementable:* Revision of FTA regulations explicitly enable use of federal funds to purchase property intended to leverage transit oriented development. Additionally, the rules now sanction deferred local match which will further ease use of funds for this purpose. (Letter to Metro from FTA, March 15, 1995; Fed. Register Vol. 60, No. 89, Tuesday May 9, 1995, p. 24682,3).
- *Future Projects:* It is not expected that market forces will achieve program objectives in a timely fashion without public sector demonstration and/or assistance. The program could be expected to help leverage objectives of other future projects.

Other Relevant Information

The program assumes that \$4.5 million can produce three cycles of two projects costing approximately \$2.2 million (6 projects in total) before writedowns made to leverage above-market densities deplete the fund.

The following sized projects (or combination thereof) are feasible based upon a \$4.5 million budget:

<u>Category</u>	<u>Est. Cost/sq. ft.</u>	<u>Est. Total Acreage</u>
Raw Land (not yet parcelized)	\$1.00 or less	112 Ac
Multi-Family housing	\$1.75 - \$2.25 net	55 Ac
Large Scale Retail	\$3.50	26 Ac
Office	\$6 - \$8.00	15 - 17 Ac
Small Scale Retail & Big Box (small parcels)	\$6 - \$10.00	10 - 17 Ac

Potential Phases

Minimum Logical Project:

1-50 acre subdivision raw land @ \$1.00/sq. ft. = \$2.2 mil

1-10 acre urban mixed used infill @ \$5.00/sq. ft. = \$2.2 mil

PROJECT: Lovejoy Ramp Replacement PE
SPONSOR: City of Portland

TECHNICAL RANK: 2nd of 7
REQUESTED FUNDS: \$1,054,000

<u>Criteria</u>	<u>Data</u>	<u>Score</u>	<u>Max Score</u>	<u>Comments</u>
% Mode Chng	12%	25	25	2015 PEF of 6 w/o TOD - 2015 PEF of 12 w/ TOD
Density Delta	+80 HH/ac	25	25	20 to 100 HH/ac
2040 Support	see comment, below	25	25	
Cost/Benefit	\$159.6/VT	0	15	
Multi-Modal	bike/ped/tran/auto	10	10	10 points for aiding 4 or more modes.
TOTAL		85	100	

Project Description

Preliminary engineering for removal of the existing Lovejoy Ramp and construction of a new shorter ramp to the Broadway Bridge to encourage development of the River District section of the Central City. Estimated construction cost for the project is \$11.8 million.

2040 Relationship

Removes structural impediment to north extension of central city into River District.

Administrative Criteria

- *Overmatch:* None
- *Multi-jurisdictional financial support:* None
- *Implementable:* Yes; PE only.
- *Future Projects:* Central City Streetcar; Tanner Creek Park and Basin projects which provide primary transit link and open space for River District, are infeasible without project.

Other Relevant Information

Public outreach, conceptual design and preliminary cost estimates completed already.

Potential Phases

Project is for PE

PROJECT: Civic Neighborhood- Central-NS-Collector
SPONSOR: Gresham

TECHNICAL RANK : 3rd of 7
REQUESTED FUNDS: \$1,844,000

<u>Criteria</u>	<u>Data</u>	<u>Score</u>	<u>Max Score</u>	<u>Comments</u>
% Mode Chng	12%	25	25	2015 PEF of 6 w/o TOD - 2015 PEF of 12 w/ TOD 8.5 to 26 HH/ac
Density Delta	+17.5 HH/ac	0	25	
2040 Support	see comment, below	25	25	
Cost/Benefit	\$76.65/VMT reduced	8	15	
Multi-Modal	bike/ped/tran/auto	10	10	10 points for aiding 4 or more modes.
TOTAL		68	100	

Project Description

North-South Collector from Burnside to Division (Length = 2,450'). The collector (80-ft ROW) will provide two 12-foot travel lanes, two 8ft. parking lanes, 15 ft. sidewalks, and 5 ft. bike lanes. It will function as the main point of access and egress between the Civic Neighborhood, including the Civic Neighborhood LRT Station, and Division and Burnside. It will also function as the main pedestrian link in the western half of the neighborhood.

2040 Relationship

Serves Gresham Regional Center LRT

Administrative Criteria

- *Overmatch:* None
- *Multi-jurisdictional financial support:* Public/private
- *Implementable:* Yes
- *Future Projects:* Market not expected to provide equal street amenities which could cripple overall development concept.

Other Relevant Information

Based on current development proposals, the southern portion of the 100-acre super-block is anticipated to build-out first and thus will require early access. Buildout of the northern portion (and thus the need for the Burnside Steet outlet) is not reasonably assured by the 1998 implementation date for these funds. City does not believe phasing is feasible because grading/fill plan relies on entire project site geography to balance fill demand. Consultant estimates a 32% reduction of drive alone: methodology differs from Metro's. High Density scenario could produce up to 65 HH/acre. This would rank at 93 points.

Potential Phases

Phase 1: Construct from Division north to the LRT station (\$1,106,460)

Phase 2: Construct from LRT station north to Burnside (\$737,640)

Phases rank the same at 68 points.

PROJECT: Mill Avenue/Henry Street to Beaverton Central LRT Connection
SPONSOR: Beaverton

TECHNICAL RANK: 4th of 7
REQUESTED FUNDS: \$1,740,665

<u>Criteria</u>	<u>Data</u>	<u>Score</u>	<u>Max Score</u>	<u>Comments</u>
% Mode Chng	15.4%	25	25	2015 PEF of 4 w/o TOD - 2015 PEF of 12 w/ TOD
Density Delta	+6.5 HH/ac	0	25	8.5 to 15 HH/ac
2040 Support	see comment	25	25	Serves Beaverton Regional Center LRT.
Cost/Benefit	\$22.77/VMT reduced	8	15	
Multi-Modal	bike/ped/tran/auto	10	10	10 points for aiding 4 or more modes.
TOTAL		68	100	

Project Description

Project request if for public funds to design, purchase ROW and construct extensions of two local streets that provide access to the Beaverton Central LRT Station. The project would leverage future private station-area buildout at higher than market densities. An approximate 1/8th mile segment of Mill Avenue would be widened/extended from the station south to Canyon Road. An approximate 1/4 mile extension of Henry Street would be constructed east from the station to Watson. In both cases, existing two lane service roads would be widened to two 12-ft travel lanes with bike lanes, 8- to 12-ft sidewalks, lighting, drains, etc., with left turn pockets at Canyon Road and Watson.

2040 Relationship

Administrative Criteria

- *Overmatch:* 10.27%; none
- *Multi-jurisdictional financial support:* None
- *Implementable:* Yes
- *Future Projects:* Market demand driven improvements would not be expected to provide the requisite street character.

Other Relevant Information

The station area is subject to a transit-oriented zoning overlay district which is currently under revision to allow greater density. There is no current integrated development project "on the table". However, Beaverton owns an approximate 10-acre parcel northeast of the station area and anticipates that commitment of public funds would encourage proposals and leverage higher density development agreements as a condition for access to the public funds.

Potential Phases

Implementation phasing could provide PE and ROW (\$810,000) and/or Final Design and Construction phases (\$936,000). The local fire district requires the access provided by the full project as a condition for approval of more intensive development of the City owned parcel. Thus, there is no feasible lesser construction phasing.

PROJECT: Beaverton Creek Master Plan
SPONSOR: Beaverton/Spect Development

TECHNICAL RANK: 5th of 7
REQUESTED FUNDS: \$2,220,544

<u>Criteria</u>	<u>Data</u>	<u>Score</u>	<u>Max Score</u>	<u>Comments</u>
% Mode Chng	15%	25	25	2015 PEF of 5 w/o TOD - 2015 PEF of 12 w/ TOD
Density Delta	+8 HH/ac	0	25	22 to 30 HH/ac
2040 Support	see comment, below	13	25	Serves 2040 corridor
Cost/Benefit	\$5.98/VMT reduced	15	15	
Multi-Modal	bike/ped/tran/auto	10	10	10 points for aiding 4 or more modes.
TOTAL		63	100	

Project Description

Public funding of three project elements requested to leverage a \$127 million, 122-acre integrated development centered on the Beaverton Creek Station of the West Side LRT, adjacent to Nike and Tektronix campuses between 153rd, Murray Boulevard, and Jenkins Road: 1) *Traffic and Pedestrian Improvements* (\$359,970) to Murray Blvd. and Jenkins Road including sidewalks, lighting, signals and crosswalks, PE, site preparation and widening of Jenkins road; 2) *Community Market Street* (\$805,757) including sidewalks, landscaping, street furniture, lighting, PE and ROW; and 3) *Intermodal Transfer Area* (\$999,907) including electric shuttle loop road, pedestrian transfer area, sidewalks PE and ROW. Private sponsor providing 20% match (7.25% overmatch). Formerly the "Murray West Station" project.

2040 Relationship **Transit Corridor**

Administrative Criteria

- *Overmatch:* 10.27% (20% assuming developer is called upon to provide contingency funds); significant ROW dedication.
- *Multi-jurisdictional financial support:* Match is privately funded in cooperation with public agency.
- *Implementable:* Yes
- *Future Projects:* Market demand is not expected to provide comparable amenities

Other Relevant Information

Project is already recipient of approximately \$540,000 CMAQ TOD Program award. Submittal of Master Plan pending.

Potential Phases

Intermodal Transfer Area: \$149,209 of Region 2040 Funds; \$540,000 CMAQ funds; \$178,000 ROW dedication (\$890,245 total phase cost).
Community Market Street: \$625,618 of Region 2040 Funds; \$156,404 of match (ROW dedication). \$782,022 total phase cost.
Both phases rank the same at 63 points. The Intermodal Transfer Area phase would only draw down 2040 funds by a net of \$149,209 though.

PROJECT: Broadway/Weidler Bicycle/Pedestrian Improvements
SPONSOR: City of Portland

TECHNICAL RANK: 6th of 7
REQUESTED FUNDS: \$2,500,000

<u>Criteria</u>	<u>Data</u>	<u>Score</u>	<u>Max Score</u>	<u>Comments</u>
% Mode Chng	1.5%	0	25	2015 PEF of 11 w/o TOD - 2015 PEF of 12 w/ TOD
Density Delta	+42 HH/ac	13	25	20 to 62 HH/ac
2040 Support	see comment	25	25	Serves amended central city.
Cost/Benefit	\$72.39/VMT	8	15	No calculated VMT reduction; therefore, full project cost for no benefit.
Multi-Modal	bike/ped/tran/auto	10	10	10 points for aiding 4 or more modes.
TOTAL		56	100	

Project Description

As originally submitted, this Phase 1 project would reconfigure Broadway/Weidler within the existing right-of-way from NE 9th to NE 16th Avenue to provide bicycle lanes and enhanced pedestrian access. The project includes wider sidewalks, transit amenities and intersection bulb outs to reduce crossing distances. Improvements will provide bicycle access and improve pedestrian access in the central city. (Phase 2 would extend treatment to Grand Avenue and decouple Broadway/Weidler.)

2040 Relationship

Administrative Criteria

- *Overmatch: None*
- *Multi-jurisdictional financial support: None*
- *Implementable: Yes*
- *Future Projects: Phases II, III and IV eventually decouple Broadway/Weidler and extend bike/ped treatment from Grand to 24th.*

Other Relevant Information

Originally submitted as bike project, reranked at ped project; currently ranked as TOD project. Current Household Density is 4 per acre.

Potential Phases

Project represents Phase 1 of 4.

PROJECT: Ground Floor Retail at Jail
SPONSOR: Washington County

TECHNICAL RANK:
REQUESTED FUNDS:

7th of 8
\$1,000,000

<u>Criteria</u>	<u>Data</u>	<u>Score</u>	<u>Max Score</u>	<u>Comments</u>
% Mode Chng	0%	0	25	2015 PEF of 12 w/o TOD - 2015 PEF of 12 w/ TOD
Density Delta	+13.5 Emp/ac	0	25	0 to 13.5 Emp/ac
2040 Support	see comment, below	25	25	
Cost/Benefit	\$53.88/VTM reduced	8	15	at full cost of \$1.4 mil; see "payback" proposal below.
Multi-Modal	bike/ped/tran/auto	10	10	10 points for aiding 4 or more modes.
TOTAL		43	100	

Project Description

This project would fund structural improvements needed to accomodate ground level retail within the new Criminal Justice Building Parking Garage in downtown Hillsboro. Without the funds, a structure would be designed that cannot be retrofitted at a latter date to accomodate the retail uses.

2040 Relationship

The project is centrally located in a 2040 designated Regional Center in proximity to the Westside LRT terminus and would anchor one end of the downtown which has been rezoned to implement transit oriented design concepts.

Adminstrative Criteria

- *Overmatch:* None. Project is associated with a \$7 million garage construction project though.
- *Multi-jurisdictional financial support:* None
- *Implementable:* Yes
- *Future Projects:* None

Other Relevant Information

Washington County has proposed:

The region provides Washington County with \$1 million. The Park and Ride Structure is constructed with ground floor retial space as currently envisioned; and, Wahsington County returns \$250,000 over five years to the revolving fund.

Potential Phases

Full cost (\$1.119 million) is needed to design structure so that retail can be accomodated at later (market driven) date. Additional cost of \$285,000 to provide tenant improvements can be delayed with cost recovery via rents.

Transportation Demand Management (TDM)

PROJECT: Regional Transportation Demand Management
SPONSOR: Tri-Met

TECHNICAL RANK :
REQUESTED FUNDS:

1st of 7 projects
\$1,077,000

<u>Criteria</u>	<u>Data</u>	<u>Score</u>	<u>Max Score</u>	<u>Comments</u>
VMT Avoided	47,379	30	30	
2040 Support	see comments, below	25	25	
Cost/Benefit	\$23/VMT reduced	13	25	
Multi-Modal	Hi support	20	20	
TOTAL		88	100	

Project Description

Requested funds would provide FY 98 and FY 99 support to continue and enhance Tri-Met's TDM program. Services include carpool matching, emergency ride home, employer outreach, etc.

2040 Relationship

Region-wide benefits targeted at reduction of Central City congestion.

Administrative Criteria

- *Overmatch:* 9.27% given 20% match ratio.
- *Multi-jurisdictional financial support:* Tri-Met and ODOT
- *Implementable:* Ongoing
- *Future Projects:* TMA's (especially central city) reinforce TDM Program services.

Other Relevant Information

Potential Phases

Represents reduction of original three year request to two years.

PROJECT: Central City Transportation Management Association
SPONSOR: Portland

TECHNICAL RANK :
FUNDS REQUESTED:

2nd of 7 projects
\$300,000

<u>Criteria</u>	<u>Data</u>	<u>Score</u>	<u>Max Score</u>	<u>Comments</u>
VMT Avoided	16,972	15	30	
2040 Support	see comments, below	25	25	
Cost/Benefit	\$23/VMT reduced	13	25	
Multi-Modal	Hi support	20	20	TMA's would stimulate interest in multiple alternative travel modes.
TOTAL		85	100	

Project Description

Requested funds would support a three-year, fully funded Transportation Management Association (TMA) program in the Central City area, including the SE Industrial Sanctuary, including a full-time director (\$65,000/yr), marketing materials (\$20,000), computer/office equipment/furniture, legal services and special event funding (\$15,000). The general goals of TMA's are to coordinate business, citizen and government promotion of intensified development patterns called for in 2040, by formulating and implementing strategic action plans; aiding implementation of existing downtown plans, and managing area transportation system. Tri-Met, in partnership with local governments and downtown business/commercial interests will provide matching funds. Livable Oregon, Inc. will be paid (\$40,000/TMA) to provide training and technical assistance.

2040 Relationship

Promotes 2040 densities and increased mode splits in the central city.

Administrative Criteria

- *Overmatch:* 10.27%; none
- *Multi-jurisdictional financial support:* City of Portland and private sector provision of match.
- *Implementable:* Yes.
- *Future Projects:* CMAQ funds allocated in FY 93 for these purposes have yet to be dedicated to projects. State mandates (ECO/Parking Rule/TPR) and federal air quality regulations essentially dictate similar activities and enlightened self-interest of "downtown" business leaders may lead to implementation of many of the activities that the TMA program is anticipated to facilitate. Public funding of TMAs may or may not be essential to achievement of program objectives, especially in the downtown Portland area.

Other Relevant Information

The program is designed to "kick start" TMA activity. It is anticipated that the TMAs would become self-defined, funded and motivated after the initial round of public financing. Allocation of funds to new TMAs must be coordinated with DEQ's current TMA program, funded with \$1 million of CMAQ funds, to assure that current and future initiatives respond to regional 2040 priorities. The current short list anticipates allocation of no more than \$787,000 to new TMA's: \$207,000 of residual CMAQ funds and a balance of \$580,000 from draw down of the \$26 million 2040 Regional Reserve.

Potential Phases

Provide one or two years funding at higher required match ratio.

PROJECT: Oregon City Transportation Management Association
SPONSOR: Oregon City

TECHNICAL RANK:
FUNDS REQUESTED:

3rd of 7 projects
\$140,000

<u>Criteria</u>	<u>Data</u>	<u>Score</u>	<u>Max Score</u>	<u>Comments</u>
VMT Avoided	2,211	0	30	
2040 Support	see comments, below	25	25	
Cost/Benefit	\$16/VMT reduced	25	25	
Multi-Modal	Hi support	20	20	TMA's would stimulate interest in multiple alternative travel modes.
TOTAL		70	100	

Project Description

Requested funds would provide two or three years' funding for a Transportation Management Association (TMA) in Oregon City. Includes funding for a full-time director (\$65,000/yr), and other office/marketing materials. The general goals of the Oregon City TMA are to coordinate business, citizen and government planning for a future extension of light rail, and promotion of intensified development patterns called for in 2040, and corresponding improvement of local circulation and access needs by formulating and implementing strategic action plans; aiding implementation of existing downtown plans, and managing the area transportation system.

2040 Relationship

Promotes intensified Regional Center development and increased mode split.

Administrative Criteria

- *Overmatch:* 89%; Downtown Urban Renewal Agency provides \$125,000 against \$140,000 requested.
- *Multi-jurisdictional financial support:* Public and private participation.
- *Implementable:* Yes.
- *Future Projects:* TMA would also coordinate Clackamette Cove Study (requesting \$60,000 of Region 2040 funds leveraged by \$25,000 of local match.) CMAQ funds allocated in FY 93 for regional TMA program have yet to be dedicated to projects. State mandates (ECO/Parking Rule/TPR) and federal air quality regulations essentially dictate similar activities and enlightened self-interest of "chamber" business leaders may lead to implementation of many of the activities that the TMA program is anticipated to facilitate. Public funding of TMAs may or may not be essential to achievement of program objectives.

Other Relevant Information

Allocation of funds to new TMAs must be coordinated with DEQ's current TMA program, funded with \$1 million of CMAQ funds to assure that current and future initiatives respond to regional 2040 priorities. The current short list anticipates allocation of no more than \$787,000 to new TMA's: \$207,000 of residual CMAQ funds and a balance of \$580,000 from draw down of the \$26 million 2040 Regional Reserve.

Potential Phases

None in light of overmatch.

PROJECT: Swan Island Transportation Management Association
SPONSOR: Port of Portland

TECHNICAL RANK:
REQUESTED FUNDS:

4th of 7 projects
\$150,000

<u>Criteria</u>	<u>Data</u>	<u>Score</u>	<u>Max Score</u>	<u>Comments</u>
VMT Avoided	5,936 VMT	0	30	Criteria are ambiguous but support of Ind. Sanc. is generally noted as "Hi Priority".
2040 Support	see comments, below	25	25	
Cost/Benefit	\$9/VMT reduced	25	25	
Multi-Modal	Hi support	20	20	
TOTAL		70	100	

Project Description

Funds to formalize and expand the Swan Island Transportation Management Association and provide operating funds for 2 years.

2040 Relationship

Project enhances constrained transportation system in Industrial Sanctuary.

Administrative Criteria

- *Overmatch:* 33% (\$100,000 from Port/private sources).
- *Multi-jurisdictional financial support:* Port and local business/commercial interests.
- *Implementable:* Yes
- *Future Projects:* CMAQ funds allocated in FY 93 for these purposes have yet to be dedicated to projects. State mandates (ECO/Parking Rule/TPR) and federal air quality regulations essentially dictate similar activities and enlightened self-interest of "downtown" business leaders may lead to implementation of many of the activities that the TMA program is anticipated to facilitate. Public funding of TMAs may or may not be essential to achievement of program objectives, especially in the downtown Portland area.

Other Relevant Information

Allocation of funds to new TMAs must be coordinated with DEQ's current TMA program, funded with \$1million of CMAQ funds, to assure that current and future initiatives respond to regional 2040 priorities. The current short list anticipates allocation of no more than \$787,000 to new TMA's: \$207,000 of residual CMAQ funds and a balance of \$580,000 from draw down of the \$26 million 2040 Regional Reserve.

Potential Phases

None in light of overmatch.

PROJECT: Gresham Transportation Management Association
SPONSOR: Tri-Met

TECHNICAL RANK:
FUNDS REQUESTED:

5th of 7 projects
\$283,200

<u>Criteria</u>	<u>Data</u>	<u>Score</u>	<u>Max Score</u>	<u>Comments</u>
VMT Avoided	3,327	0	30	
2040 Support	see comments, below	25	25	
Cost/Benefit	\$21/VMT reduced	13	25	
Multi-Modal	Hi support	20	20	TMA's would stimulate interest in multiple alternative travel modes.
TOTAL		58	100	

Project Description

Requested funds would support a three-year, fully funded Transportation Management Association (TMA) program in a designated Regional Center including including a full-time director (\$65,000/yr), marketing materials (\$20,000), computer/office equipment/furniture, legal services and special event funding (\$15,000). The general goals of TMA's are to coordinate business, citizen and government promotion of intensified development patterns called for in 2040, by formulating and implementing strategic action plans; aiding implementation of existing downtown plans, and managing area transportation system. Tri-Met, in partnership with local governments and downtown business/commercial interests will provide matching funds. Livable Oregon, Inc. will be paid (\$40,000/TMA) to provide training and technical assistance.

2040 Relationship

Promotes intensified Regional Center development and increased mode split.

Administrative Criteria

- *Overmatch:* 9.73% overmatch based on 20% proposed match.
- *Multi-jurisdictional financial support:* Tri-Met only?
- *Implementable:* Yes.
- *Future Projects:* CMAQ funds allocated in FY 93 for these purposes have yet to be dedicated to projects. State mandates (ECO/Parking Rule/TPR) and federal air quality regulations essentially dictate similar activities and enlightened self-interest of "downtown" business leaders may lead to implementation of many of the activities that the TMA program is anticipated to facilitate. Public funding of TMAs may or may not be essential to achievement of program objectives, especially in the downtown Portland area.

Other Relevant Information

Downtown Plan enacted. Reg. Cntr TMA approved in concept. Downtown Development Association attempting passage of EID. Allocation of funds to new TMAs must be coordinated with DEQ's current TMA program, funded with \$1million of CMAQ funds, to assure that current and future initiatives respond to regional 2040 priorities. The current short list anticipates allocation of no more than \$787,000 to new TMA's: \$207,000 of residual CMAQ funds and a balance of \$580,000 from draw down of the \$26 million 2040 Regional Reserve.

Potential Phases

Provide one or two years funding at higher required match ratio.

PROJECT: Hillsboro Transportation Management Association
SPONSOR: Tri-Met

TECHNICAL RANK:
FUNDS REQUESTED:

6th of 7 projects
\$283,200

<u>Criteria</u>	<u>Data</u>	<u>Score</u>	<u>Max Score</u>	<u>Comments</u>
VMT Avoided	2,739	0	30	
2040 Support	see comments, below	25	25	
Cost/Benefit	\$26/VMT reduced	13	25	
Multi-Modal	Hi support	20	20	TMA's would stimulate interest in multiple alternative travel modes.
TOTAL		58	100	

Project Description

Requested funds would support a three-year, fully funded Transportation Management Association (TMA) program in Downtown Hillsboro, including a full-time director (\$65,000/yr), marketing materials (\$20,000), computer/office equipment/furniture, legal services and special event funding (\$15,000). The general goals of TMA's are to coordinate business, citizen and government promotion of intensified development patterns called for in 2040, by formulating and implementing strategic action plans; aiding implementation of existing downtown plans, and managing area transportation system. Tri-Met, in partnership with local governments and downtown business/commercial interests will provide matching funds. Livable Oregon, Inc. will be paid (\$40,000/TMA) to provide training and technical assistance.

2040 Relationship

Promotes intensified Regional Center development and increased mode split.

Administrative Criteria

- *Overmatch:* 9.73% overmatch based on 20% proposed match.
- *Multi-jurisdictional financial support:* Tri-Met and private sector provision of match.
- *Implementable:* Yes.
- *Future Projects:* CMAQ funds allocated in FY 93 for these purposes have yet to be dedicated to projects. State mandates (ECO/Parking Rule/TPR) and federal air quality regulations essentially dictate similar activities and enlightened self-interest of "downtown" business leaders may lead to implementation of many of the activities that the TMA program is anticipated to facilitate. Public funding of TMA's may or may not be essential to achievement of program objectives, especially in the downtown Portland area.

Other Relevant Information

Downtown Area Station Community Planning Process to capture LRT economic stimulus. 15 member Citizens Advisory Task Force. Downtown Business Asso. forming EID for LRT associated improvements. Allocation of funds to new TMA's must be coordinated with DEQ's current TMA program, funded with \$1 million of CMAQ funds, to assure that current and future initiatives respond to regional 2040 priorities. The current short list anticipates allocation of no more than \$787,000 to new TMA's: \$207,000 of residual CMAQ funds and a balance of \$580,000 from draw down of the \$26 million 2040 Regional Reserve.

Potential Phases

Provide one or two years funding at higher required match ratio.

PROJECT: Milwaukie Transportation Management Association
SPONSOR: Tri-Met

TECHNICAL RANK:
FUNDS REQUESTED:

7th of 7 projects
\$283,200

<u>Criteria</u>	<u>Data</u>	<u>Score</u>	<u>Max Score</u>	<u>Comments</u>
VMT Avoided	2,550	0	30	
2040 Support	see comments, below	25	25	
Cost/Benefit	\$28/VMT reduced	13	25	
Multi-Modal	Hi support	20	20	TMA's would stimulate interest in multiple alternative travel modes.
TOTAL		58	100	

Project Description

Requested funds would support a three-year, fully funded Transportation Management Association (TMA) program in Milwaukie's Regional Center at the Milwaukie Downtown Development Association office. The project scope includes the downtown area and the Expanded city Center. The project provides for a full-time director (\$65,000/yr), marketing materials (\$20,000), computer/office equipment/furniture, legal services and special event funding (\$15,000). The general goals of TMA's are to coordinate business, citizen and government promotion of intensified development patterns called for in 2040, by formulating and implementing strategic action plans; aiding implementation of existing downtown plans, and managing area transportation system. Tri-Met, in partnership with local governments and downtown business/commercial interests will provide matching funds. Livable Oregon, Inc. will be paid (\$40,000/TMA) to provide training and technical assistance.

2040 Relationship

Promotes intensified Regional Center development and increased mode split.

Administrative Criteria

- *Overmatch:* 9.73% overmatch based on 20% proposed match.
- *Multi-jurisdictional financial support:* Tri-Met and private sector provision of match (EID assessment/business licence surcharge).
- *Implementable:* Yes.
- *Future Projects:* CMAQ funds allocated in FY 93 for these purposes have yet to be dedicated to projects. State mandates (ECO/Parking Rule/TPR) and federal air quality regulations essentially dictate similar activities and enlightened self-interest of "downtown" business leaders may lead to implementation of many of the activities that the TMA program is anticipated to facilitate. Public funding of TMA's may or may not be essential to achievement of program objectives, especially in the downtown Portland area.

Other Relevant Information

Downtown Dev. Asso. established in 1991. Citywide Vision Statement under public review. S/N Transit Corridor Milwaukie Special Study Area participation. Allocation of funds to new TMA's must be coordinated with DEQ's current TMA program, funded with \$1million of CMAQ funds, to assure that current and future initiatives respond to regional 2040 priorities. The current short list anticipates allocation of no more than \$787,000 to new TMA's: \$207,000 of residual CMAQ funds and a balance of \$580,000 from draw down of the \$26 million 2040 Regional Reserve.

Potential Phases

Provide one or two years funding at higher required match ratio.

Bicycle Projects

PROJECT: Hawthorne Bridge Sidewalk Widening
SPONSOR: Multnomah County

TECHNICAL RANK: 1st of 4
REQUESTED FUNDS: \$1,755,000

<u>Criteria</u>	<u>Data</u>	<u>Score</u>	<u>Max Score</u>	<u>Comments</u>
New Riders	2,106	15	15	
Reg. Sys Connect'n	completes	20	20	Current link at capacity; project provides (completes) capacity needed to accomodate added ridership.
Safety (Road Type)	Hi ADT/narrow	10	10	
Safety (Yes/No)	Yes	5	5	
2040 Support	Hi Priority	25	25	Project serves Central City
\$/VMT Avoided	\$23.69	25	25	
TOTAL		100	100	

Project Description

Reconstruct and widen sidewalks on the Hawthorne Bridge main span. Project will relieve severe congestion problem for bicycles and pedestrians and improve safety for both modes. Project will enhance a link for several bikeways from inner neighborhoods to the central city. This project must be coordinated with currently funded \$16 million bridge painting project and proposed \$5.5 million bridge redecking (see reconstruction project descriptions).

2040 Relationship

Administrative Criteria

- *Overmatch:* None
- *Multi-jurisdictional financial support:* None
- *Implementable:* Uncertain. Requires coordination with bridge redecking that is currently unfunded.
- *Future Projects:* Cost and schedule relationship to redecking is unclear

Other Relevant Information

Design of redeck, and especially new dead-weight associated with replacement grating must be integrated with calculation of any new dead-weight from added bike lane width.

Potential Phases

Phase 1: Project PE at \$250,000 as a supplement to Redecking PE cost.

Detailed engineering assessment of phasing potential, including consideration of painting, decking, temporary closure of outside lanes, etc., is being prepared.

PROJECT: SW Barbur Boulevard Bicycle Lanes and Sidewalks
SPONSOR: ODOT

TECHNICAL RANK : 2nd of 4
REQUESTED FUNDS: \$1,440,000

<u>Criteria</u>	<u>Data</u>	<u>Score</u>	<u>Max Score</u>	<u>Comments</u>
New Riders	1,148	15	15	
Reg. Sys Connect'n	Completes	20	20	
Safety (Road Type)	Hi ADT/narrow	25	10	
Safety (Yes/No)	Yes	5	5	
2040 Support	Hi Priority	25	25	Project links several town centers to central city.
\$/VMT Avoided	\$35.66	13	25	
TOTAL		88	100	

Project Description

Construct bicycle lanes and sidewalks on Barbur Boulevard from SW Hamilton Street to SW Front Street. The project will provide a critical missing link in bicycle and pedestrian access to the Central City from the completed facilities on Capitol Highway, Bertha Blvd, and Beaverton-Hillsdale Highway. No feasible lesser construction phase. High cost associated with construction of a bridge structure.

2040 Relationship

Link to central city

Administrative Criteria

- *Overmatch:* None
- *Multi-jurisdictional financial support:* None
- *Implementable:* Yes
- *Future Projects:* No other project provides benefit; connects to other planned improvements

Other Relevant Information

Potential Phases

None.

PROJECT: Walker Road Bikeway Improvement
SPONSOR: Washington County

TECHNICAL RANK: 3rd of 4
REQUESTED FUNDS: \$296,000

<u>Criteria</u>	<u>Data</u>	<u>Score</u>	<u>Max Score</u>	<u>Comments</u>
New Riders	1,246	15	15	Project completes critical link in Washinton County system.
Reg. Sys Connect'n	completes	20	20	
Safety (Road Type)	Hi ADT/narrow	10	10	
Safety (Yes/No)	No	0	5	Project serves Main Street
2040 Support	Medium	13	25	
S/VTM Avoided	\$6.75	25	25	
TOTAL		83	100	

Project Description

Construct bike lanes on Walker Road from 173rd to 185th Street. The project would complete a bikeway from Cedar Hills to 185th Street and provide access to a town center.

2040 Relationship

Administrative Criteria

- *Overmatch:* 20%; none
- *Multi-jurisdictional financial support:* none
- *Implementable:* yes
- *Future Projects:* none; completes link

Other Relevant Information

Potential Phases

PE only

PROJECT: Gateway and Hollywood Bike to Transit
SPONSOR: City of Portland

TECHNICAL RANK: 4th of 4
REQUESTED FUNDS: \$400,000

<u>Criteria</u>	<u>Data</u>	<u>Score</u>	<u>Max Score</u>	<u>Comments</u>
New Riders	424	8	15	
Reg. Sys Connect'n	completes	20	20	Provides critical links through the Broadway/Sandy/42nd Ave area.
Safety (Road Type)	Hi ADT/narrow	10	10	
Safety (Yes/No)	Yes	5	5	
2040 Support	Hi Priority	25	25	Project serves Gateway Regional Center (and Hollywood Town Center).
\$/VMT Avoided	\$28.82	13	25	
TOTAL		83	100	

Project Description

Package of five bikeway projects on several streets (NE Tillamook, SE 41st/42nd/NE 39th/37th, SE 52nd/NE 53rd/NE 57th, NE Halsey and/or NE Glisan bike lanes, NE 102nd/Cherry Blossom Dr/SE 112nd bike lanes) providing access to and through Hollywood town center/LRT station and the Gateway regional center. Two projects provide north/south and east/west access in Hollywood; one project serves north/south connection for Gateway.

2040 Relationship

Serves regional center and town center LRT station

Administrative Criteria

- *Overmatch:* None
- *Multi-jurisdictional financial support:* None
- *Implementable:* Yes
- *Future Projects:* No

Other Relevant Information

Phases below those proposed are feasible.

Potential Phases

Phase 1: Central City to Hollywood Projects (\$368,000): Tillamook; 41st/42nd. Hollywood access is most immediate need and greatest potential ridership.
Phase 2: Gateway projects (132,000): 102nd/Cherry Blossom/112th; Halsey East from Gateway. Gateway already has relatively adequate bike connections and is the most likely of the two areas to manage leverage of bike/ped improvements in course of buildout.

Pedestrian Projects

PROJECT: SE Woodstock Pedestrian Improvements
SPONSOR: City of Portland

TECHNICAL RANK: 1st of 6
REQUESTED FUNDS: \$200,000

<u>Criteria</u>	<u>Data</u>	<u>Score</u>	<u>Max Score</u>	<u>Comments</u>
Walk Trip Potent'l	Hi PEF	15	15	Sponsor indicates six ped accidents (1 fatal) 1990-93. Project serves Main Street and Bus Corridor.
Trip Inducem'nt	Medium	5	10	
Exist'g Safety Risk	Moderate	25	25	
2040 Support	Hi	25	25	
S/Other Points	Low Cost	15	15	
Multi-Modal	1 other mode aided	5	10	
TOTAL		90	100	

Project Description

Design and construct median islands, curb extensions and other improvements to improve pedestrian access and crossing on SE Woodstock between SE 39th and SE 49th.

2040 Relationship

Project will enhance pedestrian access along a main street and bus corridor.

Administrative Criteria

- *Overmatch:* 20%; none
- *Multi-jurisdictional financial support:* None
- *Implementable:* Yes
- *Future Projects:* None identified

Other Relevant Information

Serves retail, elementary school, community center, library.

Potential Phases

PE and/or ROW only.

PROJECT: Hillsdale Pedestrian Improvements - Phase 1
SPONSOR: City of Portland

TECHNICAL RANK : 2nd of 6
REQUESTED FUNDS: \$520,000

<u>Criteria</u>	<u>Data</u>	<u>Score</u>	<u>Max Score</u>	<u>Comments</u>
Walk Trip Potent'l	Hi PEF	15	15	
Trip Inducem'nt	Hi	10	10	
Exist'g Safety Risk	Moderate	25	25	
2040 Support	Hi	25	25	Project serves Hillsdale Town Center
S/Other Points	Hi cost	0	15	Based on 3 phases @ \$1.4 million; Rerank current phase
Multi-Modal	2+ other modes aided	10	10	Proposed phase would improve auto, bike, pedestrian and transit
TOTAL		85	100	

Project Description

Highest priority of 3 phases. Project would realign Sunset Blvd/Capitol Hwy/Wilson High School Driveway intersection and provide a new pedestrian crossing. Five different bus routes also use this intersection as the primary stop in the Hillsdale commercial area.

2040 Relationship

See above

Administrative Criteria

- *Overmatch:* 10.27%, none
- *Multi-jurisdictional financial support:* None
- *Implementable:* Yes
- *Future Projects:* None identified

Other Relevant Information

Wilson High School is one of three short-list candidates for a bond-funded Swim-Gym complex. If selected, the proposed improvement would integrate with site development for this facility.

Potential Phases

PE only (approx. \$60,000)

PROJECT: Pacific Avenue Pedestrian/Bikeway
SPONSOR: City of Forest Grove

TECHNICAL RANK: 3rd of 6
REQUESTED FUNDS: \$102,000

<u>Criteria</u>	<u>Data</u>	<u>Score</u>	<u>Max Score</u>	<u>Comments</u>
Walk Trip Potential	Hi PEF	15	15	Project serves Forest Grove Town Center.
Trip Inducement	Medium	5	10	
Existing Safety Risk	Moderate	13	25	
2040 Support	Hi	25	25	
S/Other Points	Low Cost	15	15	
Multi-Modal	2+ other modes aided	10	10	
TOTAL		83	100	

Project Description

Construct 900 lineal feet of curb, sidewalk and bike lanes along the south side of Pacific Avenue from Hawthorne Street to Quince Street. Project will provide pedestrian access along a main street and bus corridor.

2040 Relationship

Administrative Criteria

- *Overmatch:* 20% uncommitted at this time
- *Multi-jurisdictional financial support:* None
- *Implementable:* Yes
- *Future Projects:* None identified

Other Relevant Information

Potential Phases

None identified

PROJECT: Cully Boulevard Bicycle and Pedestrian Improvements
SPONSOR: City of Portland

TECHNICAL RANK: 4th of 6
REQUESED FUNDS: \$1,680,000

<u>Criteria</u>	<u>Data</u>	<u>Score</u>	<u>Max Score</u>	<u>Comments</u>
Walk Trip Potent'l	Moderate PEF	8	15	
Trip Inducem'nt	Medium	5	10	
Exist'g Safety Risk	Hi	25	25	4 ped accidents, 1 fatal, between 1990-1993; increase from 13
2040 Support	Hi	25	25	Project serves a 2040 Main Street
S/Other Points	Hi Cost	0	15	
Multi-Modal	2+ other mode aided	10	10	Bike, transit (street is City designated as minor transit street).
TOTAL		73	100	

Project Description

Provide bicycle and pedestrian access on Cully Boulevard from Killingsworth Street to Prescott Street. Project improves access to and within a town center, including a Community Center and middle school.

2040 Relationship

Administrative Criteria

- *Overmatch:* 20%; none
- *Multi-jurisdictional financial support:* None
- *Implementable:* Yes
- *Future Projects:* None identified

Other Relevant Information

Area is predominately low income.

Potential Phases

PE phase @ \$500,000. Design and construct 1/2 of project length, or full project on only one side of street @ \$500,000.

PROJECT: Pathway Along A Avenue
SPONSOR: City of Lake Oswego

TECHNICAL RANK: 5th of 6
REQUESTED FUNDS: \$7,200

<u>Criteria</u>	<u>Data</u>	<u>Score</u>	<u>Max Score</u>	<u>Comments</u>
Walk Trip Potent'l	Hi PEF	15	15	
Trip Inducem'nt	Medium	5	10	
Exist'g Safety Risk	Moderate	13	25	
2040 Support	Hi	25	25	Project serves Lake Oswego Town Center.
S/Other Points	Low Cost	15	15	
Multi-Modal	no other mode aided	0	10	
TOTAL		73	100	

Project Description

Construct a 150 foot pedestrian pathway between 9th and 10th.

2040 Relationship

Administrative Criteria

- *Overmatch:* 20%; none
- *Multi-jurisdictional financial support:* None
- *Implementable:* Yes
- *Future Projects:* Other projects are identified by the City which would plausibly fund the project.

Other Relevant Information

Potential Phases

None

PROJECT: Springwater Trail Bicycle/Pedestrian Access Improvements (190th Phase)
SPONSOR: City of Gresham

TECHNICAL RANK: 6th of 6
REQUESTED FUNDS: \$204,000

<u>Criteria</u>	<u>Data</u>	<u>Score</u>	<u>Max Score</u>	<u>Comments</u>
Walk Trip Potent'l	Mod PEF	8	15	
Trip Inducem'nt	Medium	5	10	
Exist'g Safety Risk	Hi	25	25	
2040 Support	Medium	13	25	Phased project serves Inner Neighborhoods.
S/Other Points	Low Cost	15	15	Phased project is hi cost effective
Multi-Modal	1 other mode aided	5	10	
TOTAL		70	100	

Project Description

Construct bike lanes and sidewalk access at the connection of 190th to the Springwater Trail.

2040 Relationship

Gresham Regional Center access to bike route connection to Central City.

Administrative Criteria

- *Overmatch:* None
- *Multi-jurisdictional financial support:* None
- *Implementable:* Yes
- *Future Projects:* Subsequent phases of proposed project.

Other Relevant Information

Reflects comments of 6/13 delivered at 2:30 p.m.

Potential Phases

Limit to PE and/or ROW.

Freight Projects

PROJECT: N. Columbia Blvd. N. Burgard Intersection
SPONSOR: City of Portland/Port of Portland

TECHNICAL RANK : 1st of 4
REQUESTED FUNDS: \$886,000

<u>Criteria</u>	<u>Data</u>	<u>Score</u>	<u>Max Score</u>	<u>Comments</u>
Improve Connectv'ty	see comments	25	25	completes link; connects to facility; and to freight area
Improves Safety	see comments	10	20	reduces conflict for freight with other modes at intersections
2040 Support	Hi	25	25	Project serves Industrial Sanctuary
\$/VHD Reduced	\$3,786	15	15	Eliminates 4 hours of delay that would otherwise occur.
Multi-Modal		10	10	Aids link of regiona bike system; # 6 bus line
TOTAL		85	100	

Project Description

Reconstruct and signalize intersection of Columbia Boulevard and N. Burgard Street to improve access and increase safety.

2040 Relationship

Administrative Criteria

- *Overmatch:* none
- *Multi-jurisdictional financial support:* City of Portland and Port.
- *Implementable:* Yes
- *Future Projects:* None identified

Other Relevant Information

Reconstruction will tend to divert truck traffic away from St. John's business and residential districts by encouraging truck movement to I-5 via Columbia.

Potential Phases

None identified

PROJECT: Lower Albina Overcrossing (PE)
SPONSOR: City of Portland

TECHNICAL RANK: 2nd of 4
REQUESTED FUNDS: \$600,000

<u>Criteria</u>	<u>Data</u>	<u>Score</u>	<u>Max Score</u>	<u>Comments</u>
Improve Connectv'ty	see comments	25	25	completes link; connects to facility; and to freight area
Improves Safety	see comments	20	25	reduces conflict for freight with other modes at intersections; fire vehicles twice obstructed.,
2040 Support	Hi	25	25	Project serves Industrial Sanctuary
\$/VHD Reduced	\$NA	8	15	Data incomplete but expected to be cost effective at a medium range at least.
Multi-Modal	aids loc. bike sys	3	10	
TOTAL		81	100	

Project Description

Eliminate a series of at-grade railroad crossings (N. Interstate to N. Lewis/N. Loring/N. Tillamook) within the N. Albina Industrial District adjacent to the Union Pacific Rail Yards. Provide overpass with sidings, and secondary improvements to local streets and N. Interstate. Project is design to eliminate severe restriction of freight movement generated by UP and other district businesses through intersections.

2040 Relationship

Administrative Criteria

- *Overmatch:* 6.73% at 17% proposed match.
- *Multi-jurisdictional financial support:* PUC using fine dollars
- *Implementable:* Yes
- *Future Projects:* UP Yard Upgrade (private expansion) is indicated; N. Yard outlet to No. Going St. Oxing indicated.

Other Relevant Information

VMT delay data provided but not yet integrated; no probable effect of rank but does not accurately capture problem.

Potential Phases

PE is minimum phase.

PROJECT: Columbia/N. Lombard Railroad Overcrossing PE
SPONSOR: City of Portland/Port of Portland

TECHNICAL RANK: 3rd of 4
REQUESTED FUNDS: \$987,000

<u>Criteria</u>	<u>Data</u>	<u>Score</u>	<u>Max Score</u>	<u>Comments</u>
Improve Connectv'ty	see comments	25	25	completes link; connects to facility; and to freight area
Improves Safety	see comments	10	20	reduces conflict for freight with other modes at intersections; addresses hazard.
2040 Support	Hi	25	25	Project serves Industrial Sanctuary
S/VHD Reduced	\$34,090	8	15	Full \$15 million project would eliminates 22 hours of delay that would otherwise occur. Reduction from 15
Multi-Modal	aids reg. bike sys	10	10	# 6 bus route
TOTAL		78	100	

Project Description

Preliminary engineering for overcrossing Columbia Boulevard at N. Lombard to grade separate the facilities. Completed project (\$15 million) would improve truck access in an industrial sanctuary.

2040 Relationship

Administrative Criteria

- *Overmatch:* None
- *Multi-jurisdictional financial support:* Port and City of Portland.
- *Implementable:* Yes
- *Future Projects:* None identified

Other Relevant Information

Potential Phases

PE is minimum phase.

PROJECT: N/NE Columbia Boulevard Improvements
SPONSOR: City of Portland/Port of Portland

TECHNICAL RANK: 4th of 4
REQUESTED FUNDS: \$250,000

<u>Criteria</u>	<u>Data</u>	<u>Score</u>	<u>Max Score</u>	<u>Comments</u>
Improve Connectv'ty	see comments	25	25	completes link; connects to facility; and to freight area
Improves Safety	see comments	10	20	reduces conflict for freight with other modes at intersections
2040 Support	Hi	25	25	Project serves Industrial Sanctuary
S/VHD Reduced	\$3,786	15	15	Eliminates 4 hours of delay that would otherwise occur.
Multi-Modal		0	10	
TOTAL		75	100	

Project Description

Signal interconnection system on Columbia Boulevard from Rivergate to I-5 (\$100,000) and preliminary engineering for most promising alternatives for rail overcrossing and linkage of Columbia to US 30(B) (Lombard/Killingsworth) to replace current mess at 92nd/Killingsworth/Columbia.

2040 Relationship

Project will improve freight traffic flow in an industrial sanctuary

Administrative Criteria

- *Overmatch:* none; interconnection may be eligible for 100% federal funding.
- *Multi-jurisdictional financial support:* Port and City of Portland
- *Implementable:* Yes
- *Future Projects:* PE to accomplish rail overcrossing and smoother Columbia/US 30 transition.

Other Relevant Information

Potential Phases

None identified

TRANSIT PROJECTS

PROJECT: Gresham Civic LRT Station
SPONSOR: Tri-Met

TECHNICAL RANK: 1st of 1
REQUESTED FUNDS: \$1,500,000

<u>Criteria</u>	<u>Data</u>	<u>Score</u>	<u>Max Score</u>	<u>Comments</u>
Board'g Delta (2015-'90)	2,063	30	25	1990 boardings of 0; 2000 = 1,218; 2015 = 2,063
2040 Support	Hi	25	25	Project serves Regional Center
S/VHT Reduced	\$4.95	20	20	Project eliminates est. 15,163 VMT.
Multi-Modal	Hi	25	25	aids bike/walk/transit
TOTAL		100	100	

Project Description

Construct LRT station in the Gresham Civic Neighborhood. Received 100 points as only technically ranked transit project.

2040 Relationship

See above

Administrative Criteria

- *Overmatch:* none
- *Multi-jurisdictional financial support:* None
- *Implementable:* PS&E by 1998 uncertain. It is unclear whether economic development by 1998 will be sufficient to support boardings in excess of the lowest station ridership (553 boarding average weekday at 173rd Station in 1994). Current regional funding for construction of a station unable to demonstrate ridership better than the lowest performing station is inappropriate.
- *Future Projects:* helps to leverage other elements of Gresham Civic Neighborhood TOD development.

Other Relevant Information

Tri-Met has stated that if regional funds are allocated to implement this project, Tri-Met will fund improvement of Milikan Way TOD improvements (\$2.48 million original proposal). This LRT station is projected to have higher ridership by 2015 than any other of the east-side MAX stations.

Potential Phases

PE?

STUDIES

Metro Transportation Planning		1,029,000
Fund Metro Regional Transportation Planning activities including:		
* Meeting ISTEA/Rule 12 mandates	\$525,000	consists of \$325K Reg STP; \$100K ODOT STP; \$100K local dues replacement
* Commodity flow modelling	220,000	FY 97 increment
* General technical assistance	75,000	FY 97 increment
* Westside Station Area Planning	209,000	FY 97 increment
 ODOT I-5/Hwy 217 Subarea Transportation Plan		 60,000
Continue to develop a regional subarea plan to address transportation needs at the I-5/217 Interchange. Cost share to be determined.		
 Cornelius Tualatin Valley Highway Corridor Enhancement		 60,000
(4th Avenue to 26th Avenue) Enhance traffic control and circulation.		
 Clackamette Cove Master Plan		 60,000
This site was identified in the Tier 1 Final Recommendation Report as a regionally significant area for TOD development. The proposal is to fund the plan to develop the entire lagoon area known as the "Clackamette Cove."		
 Tri-Met Transit Finance Task Force		 400,000
Establish a blue-ribbon task force to review plans for transit expansion, assess performance of the existing system, measure community attitudes, examine options for new funding and prepare a package of recommendations with public input.		