

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING	)	RESOLUTION NO. 98-2680A
PROCESS AND CRITERIA FOR PROJECT	)	
SELECTION FOR THE FY 2000-03	)	Introduced by
METRO TRANSPORTATION IMPROVEMENT	)	Ed Washington, Chair
PROGRAM (MTIP)	)	JPACT

WHEREAS, State regulations require that Metro regulate the Portland area Urban Growth Boundary (UGB) and maintain a 20-year urban land supply within the UGB; and

WHEREAS, State regulations require adoption of a regional transportation system plan that demonstrates provision of transportation services adequate to meet projected increases of population and employment within the UGB; and

WHEREAS, Metro has adopted the *Regional Framework Plan* which establishes priority land use designations, including Central City, Regional Center, Industrial Sanctuary, and other designations in which increases of average densities are called for to absorb expected growth of population and employment in the UGB through 2040; and

WHEREAS, Special emphasis on providing multi-modal transportation access is required in these priority land uses designations; and

WHEREAS, The Framework Plan includes Street Design Guidelines for boulevard, street, roadway and highway classifications intended to assure provision of transportation facilities that reinforce land use and transportation objectives of the Framework Plan; and

WHEREAS, A new six-year federal transportation bill has been adopted (Transportation Equity Act for the 21st Century, or TEA-21); and

WHEREAS, Metro is the Portland area Metropolitan Planning Organization (MPO); and

WHEREAS, Federal regulations authorize the MPO to allocate federal transportation funds to projects in consultation with ODOT; and

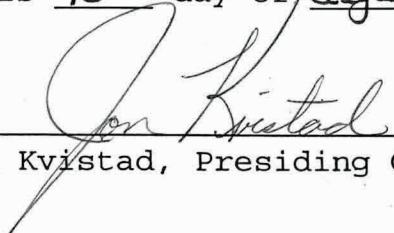
WHEREAS, Prior technical and administrative criteria used to allocate regional funds to projects were established before completion of the *Regional Framework Plan*, including the Street Design Guidelines, and guidance from JPACT and the Metro Council regarding a desire to use regional transportation funding to enhance regional housing affordability; now therefore,

BE IT RESOLVED:


1. That the general process outlined in Exhibit 1, including especially the three screening criteria and the several administrative criteria; and the technical project selection criteria outlined in Exhibit 2, including the land use-oriented elements of the criteria described in Exhibit 3, the land use/freight-oriented criteria described in Exhibit 4, and the detailed Boulevard Design technical ranking criteria in Exhibit 5 be used to select projects for the upcoming FY 2000-03 MTIP/STIP update.

2. That Metro staff are authorized to develop the specific methodologies needed to carry out the intent of the technical criteria in consultation with TPAC and JPACT, as appropriate.

ADOPTED by the Metro Council this 13<sup>th</sup> day of August, 1998.

  
\_\_\_\_\_  
Jon Kvistad, Presiding Officer

Approved as to Form:

  
\_\_\_\_\_  
Daniel B. Cooper, General Counsel

**FY 2000  
Transportation Improvement Program  
Allocation Process  
and  
Project Selection Criteria**

1. **Projects are screened for consistency with RTP System Plan Requirements .** Jurisdictions are solicited to nominate projects for receipt of state and regional funds. Typically, Metro requests that project requests be limited to approximately three times the total of available funds. County Coordinating Committees are encouraged to coordinate these lists for their areas. Projects requesting regional funds must meet basic eligibility tests having to do with their consistency with transportation policies and goals adopted in the Regional Transportation Plan, including:

- Street Design Guidelines (e.g., boulevard, street, road and highway design classifications);
- Functional Classification of the proposed route (e.g., motor vehicle, bike, pedestrian, freight, and public transit classifications); and
- RTP Strategic System list of projects (under development).

If Metro staff determines that a project proposed for funding does not meet these eligibility criteria, no further evaluation of the project will occur unless an exception to these prerequisites is approved by JPACT. Additionally, projects may be approved for funding based on conceptual plans. As more advanced design is completed, Metro staff evaluate the adequacy of the project's design in meeting these prerequisites prior to release of funds. Any disagreement on this assessment of design adequacy is subject to review by JPACT.

2. **Projects are ranked "technically" by mode.** Metro has adopted ranking criteria (see Attachment D) that evaluate technical, quantifiable attributes of projects within eight modes:

- Roadway Modernization
- Roadway Preservation/Reconstruction
- Freight
- Transit
- Bike
- Pedestrian
- Transportation Demand Management (TDM)
- Transit Oriented Development (TOD)

Although the specific criteria differ for each mode, projects across all modes are evaluated for anticipated performance in the following general areas:

- Support for 2040      40 points      (*40% transportation support of 2040 Growth Concept*)
- Transportation-  
    Effectiveness      25 points
- Cost-Effectiveness    15 points      (*60% transportation effectiveness measures*)
- Safety                      20 points
- 100 points

4. **“Administrative” considerations.** After projects are ranked technically, important qualitative project considerations are evaluated. This process begins with review of the technical rankings by the public and TPAC, JPACT and the Metro Council and solicitation of qualitative factors these forums view as significant additional indicators of project merit. Qualitative factors that have been influential in the past or which JPACT and the Metro Council have requested be considered in the current funding cycle include:

- Funding request is for the minimum logical phase, with special emphasis on PE only requests. This helps assure that only key transportation issues are addressed and allows the broadest possible incremental progress to be made on many regional transportation projects, rather than only a few at one time.
- Tie to other projects; the extent to which the priority of a project is linked to another project.
- Local or private overmatch provided. This is an indication that a project is truly valuable to local constituencies and, rewards “self help” effort.
- Past state or regional commitments. This keeps faith with the region’s partners and ensures funding toward commitments previously deferred.
- Affordable housing connection. The Metro Council has directed staff to encourage nomination of projects that demonstrate a connection to increasing the region’s supply of affordable housing, or which improve multi-modal transportation service to existing affordable housing. Projects that demonstrate these connections will be flagged.
- Exceptional multi-modal benefits. The Regional Framework Plan identifies numerous Boulevard Design segments of the regional street system that will require improvement. Metro is very interested in seeing that some Boulevards be funded and those nominated projects that achieve these objectives will be flagged.
- ~~Projects that are ranked as “freight” projects will be flagged. Project sponsors should describe the significance of the project to supporting economic interests, particularly to “Trade” sectors of the economy.~~
- Technical merits that are not adequately addressed in the technical ranking process.

The blend of technical and qualitative project attributes is then used to develop a staff recommended prioritization of candidate projects *within modes*. The draft final modal ranking recommendation is submitted for review by TPAC, JPACT and the Metro Council.

5. **Allocate Funds.** Once project ranking is fixed within modes, based on technical and administrative merit, an *optimum mix* of projects across modes is developed as on overall funding recommendation. *Note: there is no formula to determine how much funding is received by any one mode. Additionally, the top ranked project or projects within a mode may not be recommended for funding.* The often competing factors which influence the final decision of which projects to fund include:

- Support of 2040 objectives
- Geographic Equity
- Desire for multi-modal project mix
- Conformity of projects with State Air Quality Implementation Plan (e.g., the new transportation network must meet emissions budgets and reflect funding of transportation control measures listed in the Implementation Plan).

DRAFT FINAL  
FY 2000 MTIP TECHNICAL CRITERIA

ROAD MODERNIZATION	ROAD RECONSTRUCTION	BLVD. DESIGN	FREIGHT	PEDESTRIAN	BICYCLE	TOD	TRANSIT	TDM
<p>GOAL: Address 2040 Land Use Objectives (40 points)</p> <p>GOAL: Provide Mobility at Reasonable Cost (15 points) Cost/VHD eliminated in 2020 with truck delay factored to auto equivalent value.</p>	<p>GOAL: Address 2040 Land Use Objectives (40 points)</p> <p>GOAL: Provide Mobility at Reasonable Cost (15 points) Cost/VMT in 2020 (or VT at interchanges and intersections.</p>	<p>GOAL: Address 2040 Land Use Objectives (40 points)</p> <p>GOAL: Implement Blvd Design Elements for Least Cost (15 points) Cost/mile/benefit points</p>	<p>GOAL: Address 2040 Land Use Objectives (40 points)</p> <p>GOAL: Provide Mobility at Reasonable Cost (15 points) Cost/Truck hours of delay eliminated in 2020.</p>	<p>GOAL: Address 2040 Land Use Objectives (40 points)</p> <p>GOAL: Provide Mobility at Reasonable Cost (15 points) Cost/VMT reduced in 2020.</p>	<p>GOAL: Address 2040 Land Use Objectives (40 points)</p> <p>GOAL: Provide Mobility at Reasonable Cost (15 points) Cost/(VMT - ratio of '94 to 2020 mode splits in priority land uses needed to achieve 10% VMT reduction)/by miles.</p>	<p>GOAL: Address 2040 Land Use Objectives (40 points)</p> <p>GOAL: Reduce VMT at Reasonable Cost (15 points) Cost/VMT reduced in 2020.</p>	<p>GOAL: Address 2040 Land Use Objectives (40 points)</p> <p>GOAL: Increase Ridership at Reasonable Cost (25 points) Determine cost per new transit patron.</p>	<p>GOAL: Address 2040 Land Use Objectives (40 points)</p> <p>GOAL: Reduce VMT at Reasonable Cost (25 points) Cost/VMT reduced.</p>
<p>GOAL: Reduce Congestion (25 points) Project derives from CMS, consistent with 10% per capita VMT reduction. Compare base year V/C ratio (pm peak hr &amp; direction) against ratios with and without project.</p>	<p>GOAL: Bring Facility To Current Urban Standard Or Provide Long-term Maintenance (25 points) Reward pavement condition that is currently "fair" and will be "poor" 10 years into future.</p>	<p>GOAL: Slow vehicle speeds/enhance alt. mode access. (25 points) Encourage projects that incorporate maximum feasible Blvd street design elements so alternative travel modes are appealing &amp; safer.</p>	<p>GOAL: Reduce Delay of Freight &amp; Goods Movement In and Through the Region (25 points) Truck hours of delay eliminated in 2020.</p>	<p>GOAL: Increase Walk Mode Share/Reduce Auto Trips (25 points) Compute new trips made by walking (or walking to transit) instead of by auto. Use 2020 mode split after reducing VMT 10%.</p>	<p>GOAL: Ridership (25 points) Determine potential ridership increase based on travel shed, socio-economic data and travel behavior survey data. Current methods assume 2020 mode splits adjusted to reflect 10% VMT reduction.</p>	<p>GOAL: Increase Non-Auto Mode Share (25 points) Determine increase of transit, walk and bike trips that result from TOD program subsidy of market development.</p>	<p>GOAL: Increase Modal Share (35 points) Compute benefits in relation to 2020 ridership targets in areas proposed for service additions.</p>	<p>GOAL: Increase Modal Share (35 points) Compute non-SOV mode share increase and VMT reduction.</p>
<p>GOAL: Safety (20 points) Accident rate per Vehicle (use current ODOT Accident Rate Book) and qualitative assessment of bike/ped conflicts.</p>	<p>GOAL: Safety (20 points) Accident Rate per Vehicle (use current ODOT Accident Rate Book) and qualitative assessment of bike/ped conflicts.</p>	<p>GOAL: Safety (20 points) Target least safe/highest non-auto demand boulevard segments for improvement.</p>	<p>GOAL: Safety (20 points) Addresses high accident locations with special emphasis on hazardous road/rail situations and conflict with bike/pedestrian modes.</p>	<p>GOAL: Safety (20 points) Project corrects an existing safety problem. Factors such as traffic volume, speed, road width, citizen complaints, and especially proximity to schools will be considered in determining critical safety problems.</p>	<p>GOAL: Safety (20 points) Factors include blind curves, high truck &amp; auto volume, soft shoulders, high reported accident rate, high speeds and especially proximity to schools.</p>	<p>GOAL: Increase Density (20 points) Does the TOD project increase density within a one-quarter mile radius of transit above the level that would result without public subsidy from the TOD program?</p>		

## DRAFT FINAL FY 2000 MTIP 2040 POINT ALLOCATION

		Points		
<b>1. Access To:</b>	<b>Is a high proportion of travel on the project link seeking access to:</b>	<b>Hi</b>	<b>Med</b>	<b>Lo</b>
	• Central City, Regional Centers, Industrial Sanctuaries, Intermodal Terminals	20	15	10
	• Station Areas, Town Centers, Main Streets, Corridors	15	10	5
	• Employment Areas, Inner and Outer Neighborhoods	5	0	0
<b>OR</b>				
<b>2. Circulation Within:</b>	<b>Does a project improve mode appropriate circulation within:</b>			
	• Central City, Regional Centers, Industrial Sanctuaries, Intermodal Terminals	20	15	10
	• Station Areas, Town Centers, Main Streets, Inner Neighborhoods	15	10	5
	• Employment Areas, Inner and Outer Neighborhoods	5	0	0
<b>AND</b>				
<b>3. 2040 Target Density:</b>	<b>Does the project serve an area projected in the 2040 Growth Concept to have a large increase of mixed use development between 1994 and 2020?</b>			
	Change In Mixed Use Density 1994 to 2020:	High	20	
		Med	10	
		Low	0	

6/30/98

h:\qdocst\001\ranking.wb1

## DRAFT FINAL FY 2000 MTIP 2040 POINT ALLOCATION FOR FREIGHT

		Points		
<b>1. Access To:</b>	<b>Is the project located within Industrial Areas, Intermodal Facilities, Employment Areas:</b>	H	M	L
	· Intermodal rail yard, marine terminal, air cargo facility, truck terminal or distribution facility	20	15	10
	· Industrial Area	15	10	5
	· Employment Areas with other industrial activity	10	5	0
	· outside industrial area but providing access to	10	5	0
OR				
<b>2. Circulation Within:</b>	<b>Does a project improve mode appropriate circulation within:</b>	H	M	L
	· Intermodal rail yard, marine terminal, air cargo facility, truck terminal or distribution facility	20	15	10
	· Industrial Area	15	10	5
	· Employment Areas with other industrial activity	10	5	0
AND				
<b>3. Employment Growth or Traded Sector Focus</b>	<b>Does the project serve an area projected in the 2040 Growth Concept to have high growth of industrial employment between 1994 and 2020, or exhibit a high current focus on "traded sector" businesses?</b>	High	10	
		Med	5	
		Low	0	

7/22/98 -- Revised by JPACT 7/22/98

h:\qdocs\00\ip\ranking.wb1

REVISED  
EXHIBIT 4



**BOULEVARD DESIGN  
TECHNICAL CRITERIA**

**I. 2040 IMPLEMENTATION**

**Goal:** Support implementation of 2040 priority land uses. (40 points)

See Metro Resolution No. 98-2680, Exhibit 3 for methodology.

**II. EFFECTIVENESS**

**1. Goal:** Implement design elements that will help to reduce automobile speeds along boulevard segments, with a goal of reducing speeds to 25 miles per hour, or less. (10 points)

- |  |                              |                             |
|--|------------------------------|-----------------------------|
| 1. Current lane widths are narrowed?   | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| 2. Curb extensions/"squeeze points" are constructed?                                   | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| 3. On-street parking is permitted?   | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| 4. Corner turn radii are engineered for slower turn movements?                         | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| 5. Pedestrian crossings are increased  | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| 6. Pedestrian crossings are demarcated with distinct texture/color/platform treatment? | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| 7. Signals re-timed to progress at slower than current speeds?                         | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| 8. Travel or turn lanes are eliminated?  | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| 9. Other element? (relate to street design guidelines).                                | Yes <input type="checkbox"/> | No <input type="checkbox"/> |

*Scoring:*

- |                    |           |
|--------------------|-----------|
| 4+ design elements | 10 points |
| 3 design elements  | 7 points  |
| 2 design element   | 3 points  |
| 1 design element   | 0 points  |

**2. Goal:** Implement appropriate design elements to enhance alternative modes of travel along Boulevard segments.

*a. Sidewalks will be widened. (5 points)* Yes  No

Ranking Objective: Achieve optimum sidewalk width of at least 10 feet on all boulevards. Points are reallocated to other criteria where existing sidewalk width is greater than or equal to ten feet.

Proposed Methodology: candidate projects that are constrained by narrow right of way may obtain full 5 points upon demonstration that all practical means are employed to maximize sidewalk widths including:

- a) **Ranking Objective:** *assess existing characteristics of motor vehicle right of way. Identify existence of features listed below which pose greatest hazard to alternative travel modes. Project proposal should specify corrections which should benefit alternative travel modes rather than restrict them. (10 points)*

Project includes actions to correct the following safety problems:

- |   |                              |                             |
|---|------------------------------|-----------------------------|
| 1. 5 lanes  | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| 2. 12 ft lane width, or greater   | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| 3. speed > 40 mph (noon/off-peak)   | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| 4. no pedestrian refuge   | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| 5. more than 330 feet between marked pedestrian crossings   | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| 6. poor vertical delineation of pedestrian-way (e.g., no curb, intermittent curb, numerous driveways, substandard width, occluded by utility infrastructure, etc.). | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| 7. Other considerations (e.g., SPIS data; high incidence of pedestrian/bicycle injuries, etc.)  | Yes <input type="checkbox"/> | No <input type="checkbox"/> |

*Scoring:*

5+ elements	10 points
4 elements	7 points
3 elements	3 points
2 elements	0 points

- b) **Ranking Objective:** *Identify land use factors (other than expected increased of mixed use density) which promote/compel pedestrian/bike travel within the corridor. (10 points)*

1. Transit corridor (4 points)
2. Regional bike route (3 points)
3. Within ¼ mile of a school, civic complex or cultural facilities (3 points)



**METRO**

**M E M O R A N D U M**

**August 13, 1998**

**TO: Metro Council**  
**FROM: Andrew C. Cotugno**

**RE: Resolution No. 98-2680A, Metro Project Selection Criteria**

Given the compressed time frame for consideration of this resolution, I have prepared this memorandum to call to your attention several revisions approved this morning by JPACT.

1. Item 4 of Exhibit 1 of the resolution (seventh bullet), dealing with freight *administrative* criteria is stricken. This brings the exhibit in line with the motion previously approved by JPACT revising the 2040 Freight *technical* criteria (Exhibit 4) as requested by the Port.
2. Item 4 of Exhibit 1 of the resolution (fifth bullet), dealing with affordable housing administrative criterion is amended.
3. Exhibit 5 of the resolution sent in the council mailing defined draft boulevard project technical ranking criteria recommended by TPAC. In the interim, a TPAC working group met and further refined the criteria. These revisions were reviewed and approved by JPACT with additional minor refinements that are underscored in the amended resolution.

Consideration of the affordable housing administrative criterion involved lengthy discussion. Three actions were taken.

1. The criterion was amended by unanimous vote to highlight projects having a link to increasing affordable housing supply in the region as well as those that improve multi-modal transportation service to existing affordable housing.
2. The amended criterion was included in the overall criteria on a roll call vote, 8-4.
3. The overall criteria package was approved, 11-1.

## TRANSPORTATION PLANNING COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 98-2680 FOR THE PURPOSE OF ADOPTING THE PROCESS AND CRITERIA FOR PROJECT SELECTION FOR THE FY 2000-03 METRO TRANSPORTATION IMPROVEMENT PROGRAM (MTIP).

---

Date: August 10, 1998

Presented by: Councilor Washington

**Committee Action:** At its August 4, 1998 meeting, the Transportation Planning Committee voted 2-0 to move Resolution No. 98-2680 **without recommendation**.  
Voting in favor: Councilors Kvistad and McLain.

**Council Issues/Discussion:** Mike Hoglund, Regional Transportation Planning Manager made the staff presentation. As stated in the staff report, approval of this resolution would establish a guiding process for allocation of funds during the FY 2000-03 STIP update and approve the technical and administrative criteria that will be used to evaluate projects nominated for regional funding.

Although there have been discussions at TPAC and JPACT concerning the material covered in this resolution, several issues remain unresolved by those committees, but will receive final JPACT action on August 13, after this committee will have met, and the same day that the Council will take final action. Normally a resolution would not come before the Transportation Planning Committee without resolution by those groups, however, the Council late-August recess poses some timing problems. The Transportation Department would like to release grant solicitation packets in September. In order to do so it will be helpful to have Council approval of Resolution 98-2680 at its last scheduled August meeting (the 13th).

Mr. Hoglund then reviewed several of the items still to be fully acted upon by JPACT at its August 13th meeting. Some, like geographic equity, would likely be quickly resolved. Others, like affordable housing, criteria for a newly recommended boulevard mode, and a street design guideline requirement would likely be subject to lengthier debate.

Since not all committee members were present, those in attendance felt that they would be most comfortable moving the resolution forward with no recommendation. On the issue of affordable housing they were admittedly divided, and on other issues would have felt more comfortable with full committee discussion.

## STAFF REPORT

### CONSIDERATION OF RESOLUTION NO. 98-2680A FOR THE PURPOSE OF ADOPTING THE PROCESS AND CRITERIA FOR PROJECT SELECTION FOR THE FY 2000-03 METRO TRANSPORTATION IMPROVEMENT PROGRAM (MTIP)

Date: June 25, 1998

Presented by: Andrew Cotugno

#### PROPOSED ACTION

Approval of this Resolution would establish a guiding process for allocation of funds during the FY 2000-03 STIP Update and approve the technical and administrative criteria that will be used to evaluate projects nominated for regional funding.

#### TPAC ACTION

As directed by JPACT, TPAC further considered the criteria and recommended that a new Boulevard project technical ranking category be developed. The staff-proposed Boulevard criteria (Exhibit 5) were remanded to a working group for refinement. The remainder of the Resolution and Staff Report was moved without further recommendation on the other issues identified for JPACT discussion.

#### JPACT ACTION

JPACT was presented with the Staff Report and Resolution materials that follow this summary at a special meeting July 16. Included in the materials was a newly produced, streamlined FY 2000 MTIP/STIP Project Selection Process diagram (see the new Attachment C of this Staff Report). The following issues require further consideration.

1. In discussing the final project selection process, JPACT broached the issue of the proper balance between determining projects based on regional priorities versus geographic equity. There is currently no formula or procedure for resolution of these competing priorities.
2. JPACT requested that staff revisit the best approach for ranking Boulevard Design projects. Staff proposes creation of a new, separate technical ranking category for evaluation of these projects and elimination of Boulevard projects from the administrative criteria. The detailed Boulevard technical criteria are shown in a new Exhibit 5 of the Resolution. They have also been amended into the criteria summary sheet shown in Exhibit 2.

Proposed Boulevard Design criteria are included as Exhibit 5 (new) of Metro Resolution No. 98-2680A. They have also been amended into the criteria summary sheet shown in Exhibit 2 of the Resolution.

3. JPACT voted 5-4-1 to retain the affordable housing administrative criteria but moved to revisit the issue in light of the strong differences that exist regarding this issue.
4. JPACT was also divided on whether to retain adherence to the Regional Street Design Guidelines as an initial project screening criteria. This issue will be revisited as well.
5. JPACT approved revision of the "2040 Support" criteria for freight projects (see amended Exhibit 4 of the Resolution). TPAC recommended that points each be awarded for project performance against two factors:
  - a) "increase of industrial jobs;" and
  - b) "high rate of increase of industrial jobs."

JPACT amended the first factor to read "Increase of industrial jobs, or high focus of project on serving 'traded sector' businesses." The second factor was deleted. Additionally, "freight considerations" was deleted from the list of administrative criteria recommended by TPAC.

#### FACTUAL BACKGROUND AND ANALYSIS

Metro and ODOT are cooperating to prepare an FY 2000 update of the Transportation Improvement Program in the Portland metropolitan region (urban portion of ODOT Region 1) to allocate federal and state funds expected between FY 2000 and 2003. This will include any funds in excess of those previously projected for receipt between FY 1998-2000 that have not yet been allocated to projects in the current MTIP/STIP as well as the two added years of 2002 and 2003.

Attachment A of the Staff Report is a public notice of the kick-off and an overview of the update process. Attachment B is a list of key dates. Exhibit 1 is an overview of the draft project selection criteria and project selection process. Exhibit 2 of the Resolution is a summary of the technical criteria used to evaluate projects. Exhibit 3 is an explanation of the "2040 points" used in the technical criteria to evaluate responsiveness of transportation projects to Metro's 2040 growth management objectives. Exhibit 4 is the description of the "2040 points" as they apply to the special needs of freight projects.

In preparation for this process, the TIP subcommittee met twice during May to suggest appropriate revision of Metro's project selection criteria. A draft proposal for project selection

criteria and process was recommended for approval and was released for public comment. TPAC, JPACT and the Metro Transportation Planning Committee have reviewed the draft materials and requested a recommendation on the seven issues described below. The Transportation Planning Committee meeting was also noticed as a public hearing on the criteria and selection process. No public comment was received. This resolution, approving final criteria and a selection process, is recommended for adoption.

1. Should Metro, in allocating state and federal funding to transportation projects throughout the region, take into account whether local government transportation revenue has been deployed in ways that further objectives of the 2040 Growth Concept as reflected in the *Regional Framework Plan*? If so, what monitoring process would be desirable and should the allocation process and/or project selection criteria be amended to assist this objective?

*Staff Recommendation:* Metro should not evaluate local transportation funding decisions as an element of regional funding decisions. Local agencies require flexibility to respond to a broader variety of local transportation issues than concern Metro. The regional funds allocated by Metro respond to the more narrowly focused regional issues defined in the Framework Plan. Deployment of local funds to address regional interests is encouraged in the regional ranking process. Among the administrative considerations (See Exhibit 1) is recognition of local overmatch and the relationship of nominated projects to other transportation projects, including those financed with local revenue. While use of local funds to support regional objectives is encouraged, it is not Metro's policy to require such deployment. Consistency with regional objectives more appropriately rests with the process to develop local transportation system plans. Metro will participate in the development of local plans to identify issues to ensure consistency with the *Regional Framework Plan* and *Regional Transportation Plan*.

2. Should adherence of proposed projects to the Regional Street Design Guidelines (e.g., Boulevard, Street, Road and Highway design classifications) be used as a prerequisite for regional funding? What monitoring provisions would be appropriate?

*Staff Recommendation:* Adherence of nominated projects to the three screening criteria (See Exhibit 1) should be required, including the Street Design Classifications. It is important to note, however, that these guidelines differ for the four different classifications of Boulevard, Street, Roadway and Highway. Metro understands that projects are typically only designed to a conceptual level at the time of their nomination for regional funding. Nevertheless, the project sponsor

should define the potential for meeting relevant Street Design Guidelines at the time of nomination. As the project design becomes more detailed, significant disagreement over the adequacy of meeting the Street Design Guidelines is subject to review by TPAC and JPACT.

3. Metro is interested in funding some "Boulevard" projects. To this end, the current criteria propose to award up to 10 points to projects that include Boulevard design elements. Should this preference be retained? Should these projects be flagged through the Administrative Criteria instead?

*Staff Recommendation:* Although Metro remains interested in funding some "Boulevard" projects, the administrative criteria process is the most practical means of achieving this end. This is because Boulevard designs are not meant to maximize efficiency of limited right of way for any one mode but rather to optimize right-of-way for all modes, with a disproportionate emphasis on pedestrian, bicycle and transit mode. A road modernization project seeking to comply with the spirit of the Boulevard Design guidelines would, in most cases, earn a poor technical ranking with respect to both effectiveness (e.g., level-of-service improvement) and cost effectiveness measures, worth cumulatively, 40 points. Because traffic LOS can be expected to decrease as a result of such projects, or improve only slightly, Boulevard projects may typically score at best 60 of 100 points. The same obstacle exists should the project be ranked as a pedestrian or a bike project: none of the modal criteria is intended to reward the unique multi-modal objectives of the Boulevard designs.

Award of 10 points would not effectively "balance" such deficits but would merely make a poorly performing Boulevard project mediocre. Of equal importance, it would automatically strip 10 points from every other project that is not a Boulevard project. This is an inefficient use of the technical scoring system which is intended to generate a meaningful point spread between outstanding, merely good and mediocre projects.

4. Should the freight criteria be amended to address "global competitiveness" and, if so, what measures would be appropriate? Should projects of "global" significance be flagged as part of the Administrative Criteria?

*Staff Recommendation:* The Freight System Team will propose revisions to the current criteria that address this issue.

5. Should the cost per rider evaluation of transit projects be adjusted to account for the different objectives and efficiencies of "core" versus "emerging" service provision in



order to recognize the goals defined in Tri-Met's "Transit Choices For Livability" program to expand suburban transit services?

*Staff Recommendation:* It is important to retain an absolute measure of investment efficiency, that is, cost per new transit patron. At the same time, regional policies do encourage extension of new transit service to locations that are not now "competitive" with established routes in an effort to stimulate new transit markets and to reduce both peak period and daily VMT, even at relatively high marginal cost. Staff proposes therefore, that transit proposals be categorized as core expansion, or emerging service (e.g., Tri-Met's Transit Choices for Livability program). Absolute project cost effectiveness would then be compared as a high, medium or low ranking for projects sharing comparable policy goals and cost burdens.

6. Is their sufficient emphasis on safety?

*Staff Recommendation:* Yes. Twenty percent of the total points available, and 33 percent of those measuring transportation effectiveness (i.e., excluding the land use oriented "2040" points), relate to safety. No compelling comments were made to support that more or less weighting of safety would be better. Also, where safety is a truly compelling factor, this can be brought out in the administrative evaluation.

7. Is there an overemphasis on growth areas at the expense of developed areas?

*Staff Recommendation:* First and foremost, there is an appropriate emphasis on use of very limited regional flexible funds to support the transportation needs of those locations prioritized in the Framework Plan to accommodate the bulk of new housing and employment demand anticipated by 2040. As mentioned previously, there are other resources at the command of local agencies to support transportation needs not directly related to the 2040 priority land uses. However, unless the locations targeted to increase density can be adequately served with new transportation infrastructure, the densities needed to contain the UGB will not be achieved. This means that "developed" outer neighborhoods and dispersed employment centers not called upon to increase their average density should expect to receive little regional funding.

Additionally though, 60 points are allocated based on the severity of transportation problems which would generally be greater in developed areas. Finally, only 40 points are allocated to reflect support of land use goals. A maximum of 20 points relate explicitly to the priority "growth areas."

The highest points can only be achieved for projects which benefit the Central City, Regional Centers and Industrial areas. While these areas are "growth areas," it can hardly be said that places like the Beaverton, Gresham, and Hillsboro Regional Centers are not "developed areas." Similarly, the second tier of land uses, e.g., town centers, main streets, corridors, etc., are eligible to receive up to 15 points, representing only a five point "handicap." A large percentage of these land use designations are located in very suburban developed settings. While improvements will be targeted to the designated "growth areas," these areas are located in proximity to outer-neighborhoods and other non-priority "developed areas" which will enjoy benefits of the resulting transportation investment.

98-2680A.RES

TW:lmk

8-13-98

## Notice of public meeting

# MTIP/STIP

**What:** MTIP/STIP 2000 kickoff of submissions of local projects and public hearing/adoption on criteria

**When:** 5:30 p.m. July 23, 1998

**Where:** Metro Regional Center  
600 NE Grand Ave.  
Portland

An informational packet on the draft criteria will be available after June 9, 1998. Call Metro's transportation hotline, (503) 797-1900, for a copy in advance of the meeting or to get on Metro's TIP mailing list.

### Background

Oregon Department of Transportation (ODOT) is beginning to update the State Transportation Improvement Program (STIP), which will list projects selected to receive state and federal funding during the four-year period of October 1999 through September 2003 (i.e., the federal fiscal year through 2003). The Metropolitan TIP (MTIP) will serve as the Metro-area element of the FY 2000 STIP and will be updated jointly by ODOT, Metro and the region's local governments. A draft schedule for MTIP/STIP development and adoption is on the back of this flyer.

### Four steps of completing the MTIP/STIP process

**Step 1 – Kickoff and criteria**  
Consistent with Metro's public involvement procedures for transportation planning, this phase provides notification of the start of the process. This phase introduces the first key action: approving technical criteria used to prioritize projects and kickoff of project submission period for local jurisdictions.

The Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) will release an informational packet for public review in June.

A public hearing on this criteria will be held at 1:30 p.m. June 23, 1998, by the Metro Council Transportation Committee at Metro Regional Center. JPACT will review and approve criteria at its regular meeting on at 7:30 a.m. July 9 in

Room 370 at Metro Regional Center. A final public hearing on this criteria will be held at 3:30 p.m. July 21, 1998, by the Metro Council Transportation Committee.

The Metro Council will approve MTIP/STIP criteria and open the process for submission of local projects at 5:30 p.m. July 23 at its regular meeting at Metro Regional Center.

**Step 2 – Transportation fair/public input**  
In conjunction with the opening of the Westside light-rail line, Metro will host a transportation fair at the Oregon Convention Center plaza on Sept. 12, 1998.

At the fair, Metro and ODOT will be asking the public for comments on the MTIP process, including project priorities and how to distribute revenue to types of projects (e.g., highways, public transportation, sidewalks, bikeways, etc.)

**Step 3 – Local project ranking and review**  
During the rest of the fall of 1998, local governments will submit projects to Metro. Projects will be evaluated, ranked and a draft program will be distributed. Metro and ODOT will host public meetings on the draft program early in 1999.

**Step 4 – Final adoption process**  
Based on public comments, Metro will submit a final TIP program for adoption. Key elements of the adoption process are:

- During the late winter/early spring 1999, Metro Council and JPACT will hold public hearings prior to taking action on the final TIP.
- Compliance with air quality standards in the Clean Air-Act will be checked.
- Oregon Transportation Commission will review and adopt the final TIP.

### For more information

**Call:**  
Public involvement process  
John Donovan, Metro, (503) 797-1871

Project information  
Terry Whisler, Metro, (503) 797-1747

# Metro Notice



**METRO**  
Regional  
Services  
Creating livable  
communities

Transportation  
Department

600 NE Grand Ave.  
Portland, OR  
972 7736

Tel (503) 797-1900  
Fax (503) 797-1929

Recycled paper



**METRO  
DRAFT  
FY2000-2003 MTIP/STIP  
KEY MILESTONES  
(SUBJECT TO CHANGE)**

**Milestones**

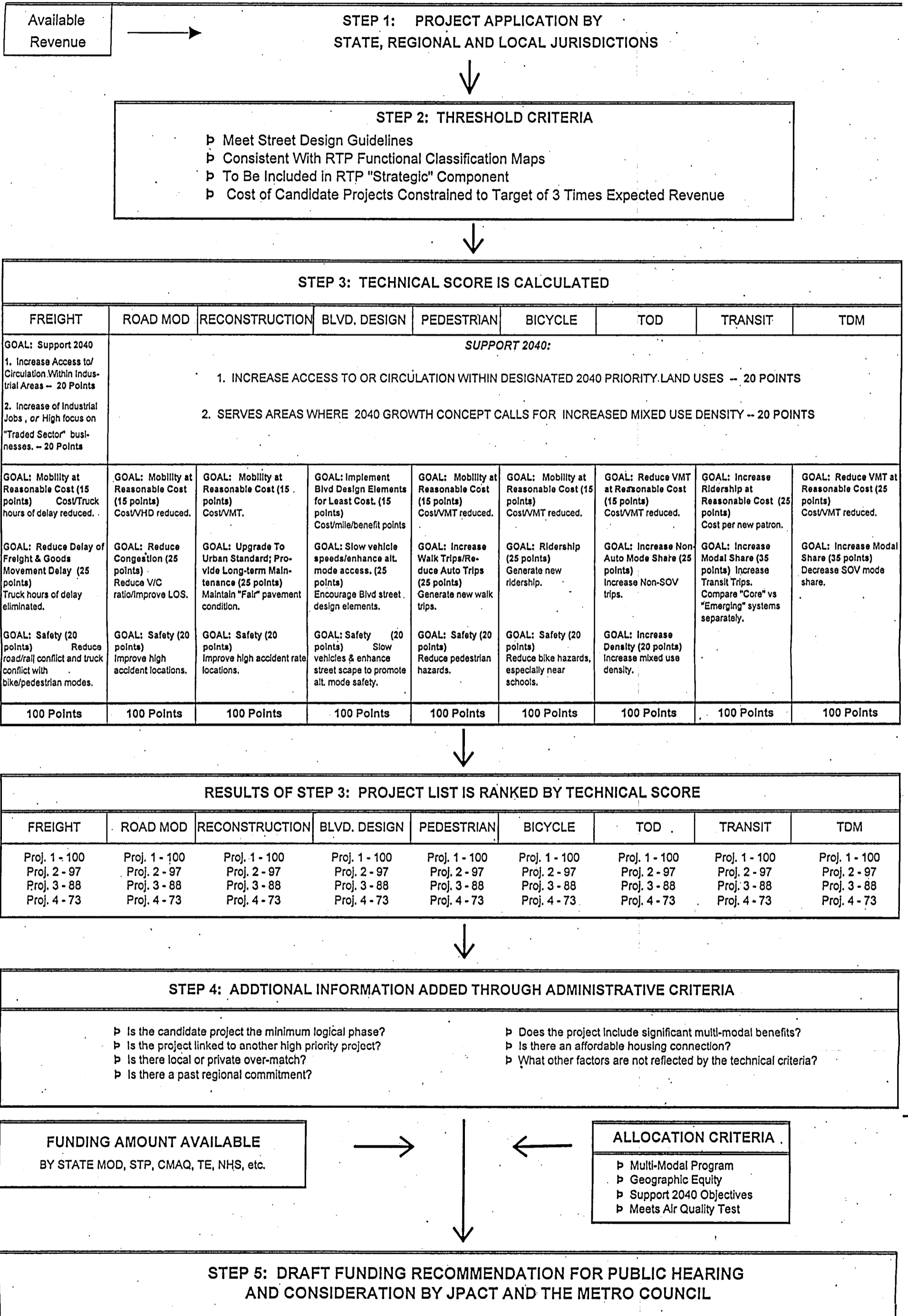
The following identifies milestones related to the next Transportation Improvement Program (TIP) update for the fiscal years 2000-2003. The purpose is to provide citizens and local jurisdictions with an advanced notice of possible key dates in the proposed schedule. Please inform your constituencies or members of this schedule.

	Metro Flexible Program	ODOT Program
May 22, 1998	Public notification to kick-off process	
June 23, 1998	Public hearing on draft criteria	
July 23, 1998	Full Metro Council action on criteria/kick-off for local gov'ts to submit projects	
July-November 1998		Identify candidate projects
Sept. 12, 1998	Trans Fair/Westside LRT opening - public info on TIP	
Sept. 30, 1998	Deadline for local gov'ts to submit projects	
Early Winter 1999	JPACT release draft program or rankings/regional public meetings on draft MTIP/STIP	
February 1999		Statewide STIP meetings
March/April 1999	Public hearings, JPACT/Metro Council adoption	
Spring/summer	Air quality conformity	Conformity/OTC/USDOT approval if joint STIP/MTIP
Oct. 1, 1999	Implementation begins	

**Acronyms**

- MTIP** – Metropolitan Transportation Improvement Program, a multi-year, intermodal program of transportation projects that is consistent with the metropolitan transportation program.
- STIP** – State Transportation Improvement Program, a federally required document that directs transportation funds to a statewide, multi-year, intermodal program of transportation projects.
- JPACT** – Joint Policy Advisory Committee on Transportation, a 17-member committee made up of local elected officials and transportation agency leaders that coordinates on regional transportation issues and advises the Metro Council.
- OTC** – Oregon Transportation Commission, a five-member board appointed by the governor to advise on statewide transportation policies.
- ODOT** – Oregon Department of Transportation
- USDOT** – United States Department of Transportation

# FY 2000 MTIP/STIP PROJECT SELECTION PROCESS



Available Revenue

## STEP 1: PROJECT APPLICATION BY STATE, REGIONAL AND LOCAL JURISDICTIONS

## STEP 2: THRESHOLD CRITERIA

- Meet Street Design Guidelines
- Consistent With RTP Functional Classification Maps
- To Be Included in RTP "Strategic" Component
- Cost of Candidate Projects Constrained to Target of 3 Times Expected Revenue

## STEP 3: TECHNICAL SCORE IS CALCULATED

FREIGHT	ROAD MOD	RECONSTRUCTION	BLVD. DESIGN	PEDESTRIAN	BICYCLE	TOD	TRANSIT	TDM
<b>SUPPORT 2040:</b>								
<p>1. INCREASE ACCESS TO OR CIRCULATION WITHIN DESIGNATED 2040 PRIORITY LAND USES -- 20 POINTS</p> <p>2. SERVES AREAS WHERE 2040 GROWTH CONCEPT CALLS FOR INCREASED MIXED USE DENSITY -- 20 POINTS</p>								
<p>GOAL: Support 2040</p> <p>1. Increase Access to/ Circulation Within Industrial Areas -- 20 Points</p> <p>2. Increase of Industrial Jobs, or High focus on "Traded Sector" businesses. -- 20 Points</p>	<p>GOAL: Mobility at Reasonable Cost (15 points) Cost/Truck hours of delay reduced.</p>	<p>GOAL: Mobility at Reasonable Cost (15 points) Cost/VMT.</p>	<p>GOAL: Implement Blvd Design Elements for Least Cost. (15 points) Cost/mile/benefit points</p>	<p>GOAL: Mobility at Reasonable Cost (15 points) Cost/VMT reduced.</p>	<p>GOAL: Mobility at Reasonable Cost (15 points) Cost/VMT reduced.</p>	<p>GOAL: Reduce VMT at Reasonable Cost (15 points) Cost/VMT reduced.</p>	<p>GOAL: Increase Ridership at Reasonable Cost (25 points) Cost per new patron.</p>	<p>GOAL: Reduce VMT at Reasonable Cost (25 points) Cost/VMT reduced.</p>
<p>GOAL: Reduce Delay of Freight &amp; Goods Movement Delay (25 points) Truck hours of delay eliminated.</p>	<p>GOAL: Reduce Congestion (25 points) Reduce V/C ratio/Improve LOS.</p>	<p>GOAL: Upgrade To Urban Standard; Provide Long-term Maintenance (25 points) Maintain "Fair" pavement condition.</p>	<p>GOAL: Slow vehicle speeds/enhance alt. mode access. (25 points) Encourage Blvd street design elements.</p>	<p>GOAL: Increase Walk Trips/Reduce Auto Trips (25 points) Generate new walk trips.</p>	<p>GOAL: Ridership (25 points) Generate new ridership.</p>	<p>GOAL: Increase Non-Auto Mode Share (25 points) Increase Non-SOV trips.</p>	<p>GOAL: Increase Modal Share (35 points) Increase Transit Trips. Compare "Core" vs "Emerging" systems separately.</p>	<p>GOAL: Increase Modal Share (35 points) Decrease SOV mode share.</p>
<p>GOAL: Safety (20 points) Reduce road/rail conflict and truck conflict with bike/pedestrian modes.</p>	<p>GOAL: Safety (20 points) Improve high accident locations.</p>	<p>GOAL: Safety (20 points) Improve high accident rate locations.</p>	<p>GOAL: Safety (20 points) Slow vehicles &amp; enhance street scape to promote alt. mode safety.</p>	<p>GOAL: Safety (20 points) Reduce pedestrian hazards.</p>	<p>GOAL: Safety (20 points) Reduce bike hazards, especially near schools.</p>	<p>GOAL: Increase Density (20 points) Increase mixed use density.</p>		
100 Points	100 Points	100 Points	100 Points	100 Points	100 Points	100 Points	100 Points	100 Points

## RESULTS OF STEP 3: PROJECT LIST IS RANKED BY TECHNICAL SCORE

FREIGHT	ROAD MOD	RECONSTRUCTION	BLVD. DESIGN	PEDESTRIAN	BICYCLE	TOD	TRANSIT	TDM
Proj. 1 - 100	Proj. 1 - 100	Proj. 1 - 100	Proj. 1 - 100	Proj. 1 - 100	Proj. 1 - 100	Proj. 1 - 100	Proj. 1 - 100	Proj. 1 - 100
Proj. 2 - 97	Proj. 2 - 97	Proj. 2 - 97	Proj. 2 - 97	Proj. 2 - 97	Proj. 2 - 97	Proj. 2 - 97	Proj. 2 - 97	Proj. 2 - 97
Proj. 3 - 88	Proj. 3 - 88	Proj. 3 - 88	Proj. 3 - 88	Proj. 3 - 88	Proj. 3 - 88	Proj. 3 - 88	Proj. 3 - 88	Proj. 3 - 88
Proj. 4 - 73	Proj. 4 - 73	Proj. 4 - 73	Proj. 4 - 73	Proj. 4 - 73	Proj. 4 - 73	Proj. 4 - 73	Proj. 4 - 73	Proj. 4 - 73

## STEP 4: ADDITIONAL INFORMATION ADDED THROUGH ADMINISTRATIVE CRITERIA

- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li>▫ Is the candidate project the minimum logical phase?</li> <li>▫ Is the project linked to another high priority project?</li> <li>▫ Is there local or private over-match?</li> <li>▫ Is there a past regional commitment?</li> </ul> | <ul style="list-style-type: none"> <li>▫ Does the project include significant multi-modal benefits?</li> <li>▫ Is there an affordable housing connection?</li> <li>▫ What other factors are not reflected by the technical criteria?</li> </ul> |
|---|---|

FUNDING AMOUNT AVAILABLE BY STATE MOD, STP, CMAQ, TE, NHS, etc.

- ### ALLOCATION CRITERIA
- Multi-Modal Program
  - Geographic Equity
  - Support 2040 Objectives
  - Meets Air Quality Test

## STEP 5: DRAFT FUNDING RECOMMENDATION FOR PUBLIC HEARING AND CONSIDERATION BY JPACT AND THE METRO COUNCIL

PROJECT EVALUATION

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING	)	RESOLUTION NO: 98-2680
PROCESS AND CRITERIA FOR PROJECT	)	
SELECTION FOR THE FY 2000-03	)	Introduced by
METRO TRANSPORTATION IMPROVEMENT	)	Ed Washington, Chair
PROGRAM (MTIP)	)	JPACT

WHEREAS, State regulations require that Metro regulate the Portland area Urban Growth Boundary (UGB) and maintain a 20-year urban land supply within the UGB; and

WHEREAS, State regulations require adoption of a regional transportation system plan that demonstrates provision of transportation services adequate to meet projected increases of population and employment within the UGB; and

WHEREAS, Metro has adopted the *Regional Framework Plan* which establishes priority land use designations, including Central City, Regional Center, Industrial Sanctuary, and other designations in which increases of average densities are called for to absorb expected growth of population and employment in the UGB through 2040; and

WHEREAS, Special emphasis on providing multi-modal transportation access is required in these priority land uses designations; and

WHEREAS, The Framework Plan includes Street Design Guidelines for boulevard, street, roadway and highway classifications intended to assure provision of transportation facilities that reinforce land use and transportation objectives of the Framework Plan; and

WHEREAS, A new six-year federal transportation bill has been adopted (Transportation Equity Act for the 21st Century, or TEA-21); and

WHEREAS, Metro is the Portland area Metropolitan Planning Organization (MPO); and

WHEREAS, Federal regulations authorize the MPO to allocate federal transportation funds to projects in consultation with ODOT; and

WHEREAS, Prior technical and administrative criteria used to allocate regional funds to projects were established before completion of the *Regional Framework Plan*, including the Street Design Guidelines, and guidance from JPACT and the Metro Council regarding a desire to use regional transportation funding to enhance regional housing affordability; now therefore,

BE IT RESOLVED:

1. That the general process outlined in Exhibit 1, including especially the three screening criteria and the several administrative criteria; and the technical project selection criteria outlined in Exhibit 2, including the land use-oriented elements of the criteria described in Exhibit 3, the land use/freight-oriented criteria described in Exhibit 4, and the detailed Boulevard Design technical ranking criteria in Exhibit 5 be used to select projects for the upcoming FY 2000-03 MTIP/STIP update.

2. That Metro staff are authorized to develop the specific methodologies needed to carry out the intent of the technical criteria in consultation with TPAC and JPACT, as appropriate.

ADOPTED by the Metro Council this \_\_\_\_\_ day of \_\_\_\_\_, 1998.

\_\_\_\_\_  
Jon Kvistad, Presiding Officer

Approved as to Form:

\_\_\_\_\_  
Daniel B. Cooper, General Counsel