

2005 JPACT WORK PLAN

1. Legislature
 - a. Oversight of Lobbying Efforts
 - b. Use of JPACT Members to Push Package
 - c. Coordination with other MPOs.
2. Bi-State Committee
 - a. Bridget Project Oversight
 - b. Bi-State Cooperation
3. Oregon MPO Coalition
4. OTC/ODOT Relationship
 - a. Sphere of Influence/ACT
 - b. West Coast Coalition
5. MTIP
 - a. Finish this Funding Round
 - b. Refine Criteria for Next Round
 - c. MTIP/STIP Coordination
6. Transportation Finance
 - a. Form Finance Committee
 - b. Prepare for Possible Ballot Measure
7. Develop regional priorities package
 - a. DC Trip Coordination
 - b. High-speed Rail 2010 Olympics Connection
8. New Urban Area Development Strategy
9. Mega Projects in the Region
 - a. Sunrise
 - b. I-5 Columbia River
 - c. I-5/99W
10. JPACT Membership
11. RTP Update
12. Congressional Visits at JPACT Meeting
13. Business Leadership
 - a. Transportation Planning
 - b. Financing
 - c. Project Development
14. Freight Advisory Committee

2005 JPACT Activities for Current Transportation Planning Projects

	Consent	Info/Discussion	Action
January		Priorities 2006-09 Narrowing Policy	
February		Regional Travel Options (RTO) Annual Report	
March			Priorities 2006-09 Funding Allocation
April	Release published 2004 Regional Transportation Plan (RTP)	Damascus Concept Plan - Alternatives Briefing	
May		RTO Marketing Activities Update	
June			
July		RTO Rideshare Study Results	
August			2006-09 Metropolitan Transportation Improvement Program (MTIP) Update and Air Quality Conformity Determination
September		Damascus Concept Plan - Alternatives Analysis Conclusions	
October		2006-07 RTP Update Work Program	
November			
December			2006-07 RTO Program Priorities



We'll see you on Feb. 3 as we launch Get Centered!
THANK YOU FOR YOUR ORDER. YOUR RECEIPT IS ENCLOSED

February 3, 2005
5 - 9 p.m.
First Thursday In the Pearl

The Brewhouse & Tower Offices in the Pearl District
1120 NW Couch, 5th Floor

Directions

Transit: Portland Streetcar to 11th and NW Couch (southbound) or 10th and NW Couch (Northbound).
Pay parking available in garage on NW 12th Avenue between Couch and Davis.

Program featuring:

Cocktails, hors d'oeuvres + networking
Mark Edlen, keynote speaker, Gerding/Edlen Development Company
"Making Visionary Development Work"
David Bragdon, Metro Council President
Mayors from around the region

Registration fee \$15
(Register by January 28)

For Questions or registration, visit: www.metro-region.org/GetCentered or call
(503) 797-1757

Sponsored by Metro, your local governments, Energy Trust of Oregon and Gerding/Edlen Development Company, with additional support from the Urban Land Institute.



METRO

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of Oregon, Inc.

www.energytrust.org



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Downtowns + Main Streets



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Join us on February 3 as we launch "Get Centered!"
a campaign designed to spur investment and build downtowns
and main streets – great places to live, work and play.

Get **CENTERed!**

Building Vibrant
Downtowns + Main Streets

You're invited to



February 3, 2005

**FIRST THURSDAY
In The Pearl**

The Brewhouse + Tower Offices

1120 NW Couch, fifth floor, Portland

5-6 p.m.

Refreshments, no host bar + networking

6-7:30 p.m.

Program featuring **Mark Edlen** and remarks by Metro Council President **David Bragdon**, Portland Mayor **Tom Potter**, Gresham Mayor **Chuck Becker**, Beaverton Mayor **Rob Drake**, Lake Oswego Councilor **Jack Hoffman** and Vancouver Mayor pro tem **Daniel Tonkovich**

Fee \$15

Registration required by January 28; no refunds.

Featuring

Mark Edlen

GERDING/EDLEN DEVELOPMENT COMPANY

Making Visionary Development Work

Be front and center with the region's most visionary **developers, architects, lenders, urban planners and elected officials** as we launch "Get Centered!" a campaign designed to spur investment and build vibrant downtowns and main streets — **great places to live, work and play.**

Reserve your place today!

www.metro-region.org/getcentered

503.797.1757

Transit

Portland Streetcar to 11th and Northwest Couch (southbound) or 10th and Northwest Couch (northbound).

Parking

Parking available in public garage on Northwest 12th Avenue between Couch and Davis.

In 2005, Get Centered! will showcase thriving mixed-use centers of today and generate ideas for the future with:

- a lively Get Centered! discussion series
- tours of successful centers and projects, from Lake Oswego to Gresham
- connections to financial and technical resources.



GERDING/EDLEN DEVELOPMENT COMPANY, LLC

1120 NW Couch, 5th Floor, Portland, OR 97209



Sponsored by Urban Land Institute Oregon/Southwest Washington, AIA Portland, Metro and your local governments.



You're invited to Get Centered!

Join the region's most visionary developers, architects, lenders, urban planners and elected officials as we launch Get Centered!, a campaign designed to spur investment in vibrant downtowns and main streets – great places to live, work and do business.

In 2005, Get Centered will showcase the hottest mixed-use centers of today and generate ideas for the future with:

- A discussion series that explores opportunities and examines challenges in moving mixed-use projects from vision to reality
- Tours of successful centers and projects from Lake Oswego to Gresham
- Connections to financial tools and resources from Metro and state and local government partners

Join us front and center

Register online or by phone

Web link: www.metro-region.org/getcentered

Phone number: 503-797-1757

Brought to you by Metro and your local governments

Campaign Kickoff Event

February 3

5 – 9 pm

Brewhouse Tower + Offices 1120 NE Couch, fifth floor

Program

- | | |
|----------|--|
| 5 - 6 | Food, drinks, conversation |
| 6 - 6:20 | Welcome/ introduction/emcee David Bragdon, Metro President |
| 6:20 – 7 | Keynote Mark Edlen, Gerding/Edlen Development Company |
| 7 - 7:30 | Get Centered! overviews/ testimonials (5- 7 minutes each)
Mayor Chuck Becker, Lake Oswego Councilor Jack Hoffman, Mayor Rob Drake, Mayor pro tem Daniel Tonkovich, Mayor Tom Potter |
| 7:30 – 9 | Conversation, questions, networking, First Thursday |

Series sponsors:

The Energy Trust

Gerding/Edlen Development Company

The Business Journal

Urban Land Institute of SW WA/OR

American Institute of Architects Oregon Chapter

ODOT/DLCD's Transportation Growth Management program

APA

Register online now! www.metro-region.org/getcentered
or call 503-797-1757

2005 Get Centered! Event Series

March 31, 2005 GRESHAM REGIONAL CENTER

Location: Center for Advanced Learning
1484 NW Civic Drive, Gresham, OR 97030

Time: 4 to 7 p.m.

Case Study Project: The Crossings

Tour: Civic Neighborhood to City Hall to Downtown

Mixed Use Mixer: Main Street Ale House, 333 North Main Street

Registration Fee: \$10

June 2, 2005 LAKE OSWEGO TOWN CENTER

Location: Lake Oswego City Hall
380 A Avenue (corner of Fourth & A), Lake Oswego, OR 97034

Time: 4 to 7 p.m.

Case Study Project: Lakeview Village

Tour: City Hall to Millennium Park to Foothills Park to Lakeview Village

Mixed Use Mixer: Millennium Park weather permitting

Registration Fee: \$10

July 26, 2005 BEAVERTON REGIONAL CENTER

Location: Beaverton Library
12375 SW 5th Street Beaverton, OR 97005

Time: 4 to 7 p.m.

Case Study Project: The Round

Tour: Library, through downtown, to The Round

Mixed Use Mixer: Beaverton Last Tuesday at The Round

Registration Fee: \$10

September 15, 2005 VANCOUVER REGIONAL CENTER

Location: Vancouver Conference Center (not confirmed)

Time: 4 to 7 p.m.

Case Study Project: Ester Short Commons

Tour: Conference Center to downtown to Esther Short Park

Mixed Use Mixer: Ester Short Park Pacific NW style Barbeque

Registration Fee: \$10

October 27, 2005 HOLLYWOOD TOWN CENTER

Location: Hollywood Library
4040 N.E. Tillamook St., Portland, OR 97212

Time: 4 to 7 p.m.

Case Study Project: Hollywood Library

Tour: Library through town to transit station

Mixed Use Mixer: Laurelwood (not confirmed)

Registration Fee: \$10

Register online now! www.metro-region.org/getcentered
or call 503-797-1757



Oregon

Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

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(503) 373-0050

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Web Address: <http://www.lcd.state.or.us>

RULEMAKING NOTICE

January 3, 2005

TO: Interested Persons

FROM: Robert Cortright, Transportation Planning Coordinator

SUBJECT: **Proposed Amendments to the Transportation Planning Rule (TPR)**

The Land Conservation and Development Commission is considering amendments to the Transportation Planning Rule (TPR) (OAR Chapter 660, Division 012). The proposed amendments revise portions of the rule that relate to local government consideration of plan amendments and zone changes as they affect transportation facilities. The proposed amendments and the process for public review are summarized below.

Summary of Proposed Amendments

The proposed amendments revise Section 0060 of the rule (and related definitions) to respond to the Court of Appeals decision in the Jaqua v. City of Springfield case. Major features of the proposed amendments are outlined below:

- Section 0060(1)-(3) have been reorganized to provide a more logical presentation of the rule requirements.
- Overall, the proposed amendments respond to the Jaqua decision by making it clear that decisions about whether a plan amendment significantly affects a planned transportation facility are assessed at the end of the relevant planning period. This would change the interpretation in the Jaqua case that concludes that a significant effect occurs if there is a failure to meet performance standards at any point during the planning period. (See Section 0060(1))
- Section 0060(2) provides a list of the actions that local governments may take to put land use and transportation "in balance" when a plan amendment results in a significant effect. Proposed language is largely unchanged from the existing rule. A provision would be added to allow a significant effect to be remedied by adoption of conditions of approval – see 0060(2)(e).
- Section 0060(4) provides a list of planned transportation facilities, improvements and services that local governments may rely upon for purposes of determining whether or not planned facilities are adequate to meet performance standards at the end of the planning period. Basically, the proposed rule would require some level of funding commitment for

planned improvements or a finding from the relevant transportation facility provider that the facility is reasonably likely to be constructed during the planning period.

- In recognition of the special role and importance of interchanges, decisions about whether plan amendments within _ mile of interstate freeway interchanges have a “significant effect” are to be based on facilities and improvements where there is some level of funding commitment in place. (See Section 0060(4)(b))
- Section 0060(3) would add new provisions that allow local governments to approve plan amendments where transportation facilities are currently exceeding performance standards and where planned facilities will not meet performance standards at the end of the planning period. Such amendments may be approved where local governments and ODOT (where a state highway is affected) agree that development will include measures that mitigate impacts of the proposed development and make progress in the direction of achieving compliance with adopted performance standards.

Rulemaking Schedule

- January 18 Deadline for written comments for the LCDC packet for the February 4 meeting
(The Commission will also accept written testimony at the public hearing)
- January 19 Joint OTC-LCDC Subcommittee Meeting (Salem)
1-5 pm, ODOT Human Resources Center, 2775 19th Street SE
- February 4 LCDC public hearing on proposed rule amendments (Salem)
Agriculture Building Hearing Room. 8:30 am
- March 1 Deadline for written comments for LCDC packet for March 16 meeting
(The Commission will also accept written testimony at the public hearing)
- March 16 LCDC public hearing/ possible adoption of rule amendments (Salem)
Agriculture Building Hearing Room. 1:30 pm

Further Information

To obtain a copy of the draft proposed rule amendments, statements of needs and fiscal impact, or to be placed on a mailing list, contact Shelia Preston at 503.373.0050 x222, or email shelia.preston@state.or.us. Interested persons may provide oral or written comments at the Commission’s February and March public hearings. (LCDC prefers written comments.) Written comments should be addressed to the Chair of the Land Conservation and Development Commission, care of Shelia Preston, at the department’s address provided above. Additional information about the rulemaking process, including background memos and other information are posted on the Department’s website: www.lcd.state.or.us. Click the link for “Transportation Planning”. Questions about the proposed rule amendments can be directed to me at 503.373.0050 x241 or via email at bob.cortright@state.or.us.

Proposed Administrative Rule Amendments
January 3, 2005

OAR 660, DIVISION 012
TRANSPORTATION PLANNING RULE

1 **660-012-0060**

2 **Plan and Land Use Regulation Amendments**

3
4 ~~(1) Amendments to functional plans, acknowledged comprehensive plans, and land use~~
5 ~~regulations which significantly affect a transportation facility shall assure that allowed land~~
6 ~~uses are consistent with the identified function, capacity, and performance standards (e.g. level~~
7 ~~of service, volume to capacity ratio, etc.) of the facility. This shall be accomplished by either:~~

8 ~~(a) Limiting allowed land uses to be consistent with the planned function, capacity, and~~
9 ~~performance standards of the transportation facility;~~

10 ~~(b) Amending the TSP to provide transportation facilities adequate to support the~~
11 ~~proposed land uses consistent with the requirements of this division;~~

12 ~~(c) Altering land use designations, densities, or design requirements to reduce demand for~~
13 ~~automobile travel and meet travel needs through other modes; or~~

14 ~~(d) Amending the TSP to modify the planned function, capacity and performance~~
15 ~~standards, as needed, to accept greater motor vehicle congestion to promote mixed-use,~~
16 ~~pedestrian friendly development where multimodal travel choices are provided.~~

17 ~~(2) A plan or land use regulation amendment significantly affects a transportation facility~~
18 ~~if it:~~

19 ~~(a) Changes the functional classification of an existing or planned transportation facility;~~

20 ~~(b) Changes standards implementing a functional classification system;~~

21 ~~(c) Allows types or levels of land uses which would result in levels of travel or access~~
22 ~~which are inconsistent with the functional classification of a transportation facility; or~~

23 ~~(d) Would reduce the performance standards of the facility below the minimum~~
24 ~~acceptable level identified in the TSP.~~

25
26 ~~(3) Determinations under subsections (1) and (2) of this section shall be coordinated with~~
27 ~~affected transportation facility and service providers and other affected local governments.~~

1 **SECTION 660-012-0060(1)**

2
3 (1) Where an amendment to a functional plan, an acknowledged comprehensive
4 plan, or a land use regulation would significantly affect an existing or planned
5 transportation facility, the local government shall put in place measures as provided in
6 section (2) of this rule to assure that allowed land uses are consistent with the identified
7 function, capacity, and performance standards (e.g. level of service, volume to capacity
8 ratio, etc.) of the facility. A plan or land use regulation amendment significantly affects a
9 transportation facility if it would:

10 (a) Change the functional classification of an existing or planned transportation
11 facility;

12 (b) Change standards implementing a functional classification system; or

13 (c) As measured at the end of the planning period identified in the adopted
14 transportation system plan:

15 (A) Allow types or levels of land uses that would result in levels of travel or
16 access that are inconsistent with the functional classification of an existing or planned
17 transportation facility;

18 (B) Reduce the performance of an existing or planned transportation facility
19 below the minimum acceptable performance standard identified in the TSP or
20 comprehensive plan; or

21 (C) Worsen the performance of an existing or planned transportation facility that
22 is otherwise projected to perform below the minimum acceptable performance standard
23 identified in the TSP or comprehensive plan.

1 **SECTION 660-012-0060 (2)**

2
3 (2) Where a local government determines that there would be a significant effect,
4 compliance with OAR 660-012-0060(1) shall be accomplished through one or a
5 combination of the following:

6 _____ (a) Adopting measures that demonstrate allowed land uses are consistent with the
7 planned function, capacity, and performance standards of the transportation facility.

8 _____ (b) Amending the TSP or comprehensive plan to provide transportation facilities
9 adequate to support the proposed land uses consistent with the requirements of this
10 division.

11 _____ (c) Altering land use designations, densities, or design requirements to reduce
12 demand for automobile travel and meet travel needs through other modes,

13 _____ (d) Amending the TSP to modify the planned function, capacity or performance
14 standards of the transportation facility.

15 _____ (e) Providing other measures as a condition of development, including
16 transportation system management measures or minor transportation improvements.

1 SECTION 660-012-0060 (3)

2
3 (3) Notwithstanding sections (1) and (2) of this rule, where an existing transportation
4 facility is already performing below the minimum acceptable performance standard
5 identified in a TSP or comprehensive plan at the time an amendment application is
6 submitted, and where in the absence of the amendment application existing and planned
7 transportation facilities, improvements and services as set forth in section (4) of this rule
8 would not be adequate to achieve consistency with the identified function, capacity or
9 performance standard for that facility at the end of the planning period identified in the
10 adopted TSP, a local government may approve the amendment provided the following
11 are satisfied:

12 _____ (a) The proposed development will mitigate the impacts of the amendment by the
13 time of development through one or a combination of transportation improvements or
14 measures in a manner that avoids further degradation to the performance of the facility
15 and moves the facility in the direction of achieving compliance with its identified
16 performance standard; and

17 _____ (b) For affected state highways, ODOT provides a written statement that the
18 identified mitigation improvements or measures are sufficient to avoid further
19 degradation to the performance of the affected state highway and move the facility in the
20 direction of achieving compliance with its identified performance standard.

21

1 **SECTION 660-012-0060 (4)**

2
3 (4) Determinations under sections (1) - (3) of this rule shall be coordinated with affected
4 transportation facility and service providers and other affected local governments.

5 (a) Except when the amendment involves property within one-half mile of an
6 existing or planned interchange on an Interstate Highway, in determining whether an
7 amendment has a significant effect on an existing or planned transportation facility under
8 section 1(c) of this rule, local governments shall rely on existing transportation facilities
9 and services and the following planned transportation facilities, improvements and
10 services:

11 (A) Transportation facilities, improvements or services that are funded for
12 construction or implementation in the Statewide Transportation Improvement Program or
13 a locally or regionally adopted transportation improvement program or capital
14 improvement plan or program of a transportation service provider.

15 (B) Transportation facilities, improvements or services that are authorized in a
16 local transportation system plan and for which a funding plan or mechanism is in place or
17 approved. These include, but are not limited to, transportation facilities, improvements or
18 services for which: transportation systems development charge revenues are being
19 collected; a local improvement district or reimbursement district has been established or
20 will be established prior to development; a development agreement has been adopted; or
21 conditions of approval to fund the improvement have been adopted.

22 (C) Transportation facilities, improvements or services in a metropolitan planning
23 organization (MPO) area that are part of the area's federally-approved, financially
24 constrained regional transportation system plan.

25 (D) Improvements to state highways that are included as planned improvements in
26 a regional or local transportation system plan or comprehensive plan when ODOT
27 provides a written statement that the improvements are reasonably likely to be provided
28 within the planning period.

29 (E) Improvements to regional and local roads, streets or other transportation
30 facilities or services that are included as planned improvements in a regional or local
31 transportation system plan or comprehensive plan when the local government(s) or

1 transportation service provider(s) with jurisdiction over the improvements provides a
2 written statement that the improvements are reasonably likely to be provided within the
3 planning period.

4 _____ (b) When the amendment involves property within one-half mile of an existing or
5 planned interchange on an Interstate Highway, as measured from the center point of the
6 interchange, in determining whether an amendment has a significant effect on an existing
7 or planned transportation facility under section 1(c) of this rule, local governments shall
8 rely on existing transportation facilities and services and the planned transportation
9 facilities, improvements and services in (a)(A) through (C) of this section. However, if
10 ODOT provides a written statement that the amendment would not adversely impact the
11 interchange, then local governments may also rely on the improvements identified in
12 subsections (a)(D) and (E) of this section.

13
14 NOTE: EXISTING SECTIONS 660-012-0060 (4) – (7) WILL BE RENUMBERED AS
15 SECTIONS (5) – (8). NO AMENDMENTS TO EXISTING SECTIONS 660-012-0060
16 (4) – (7) ARE PROPOSED.

17
18 **660-012-0005**

19 **Definitions**

20
21 Add the following definition to this rule.

22 (Note: Definitions are listed alphabetically in the rule. If the proposed definition is
23 adopted, the sections of this rule will be renumbered to insert the new definition in the
24 correct alphabetical order.)

25
26 (x) “Minor transportation improvements” include, but are not limited to,
27 signalization, addition of turn lanes or merge/deceleration lanes on arterial or collector
28 streets, provision of local streets, and transportation system management measures.
29 Minor transportation improvements may or may not be listed as planned projects in a
30 TSP where the improvement is otherwise consistent with the TSP. Minor transportation
31 improvements do not include interchanges or new interchange ramps, new collector or
32 arterial streets, road realignments or addition of travel lanes.

<p align="center"> Proposed Amendments: OAR 660-012-0060 Plan and Land Use Regulation Amendments </p>	<p align="center"> <u>Commentary</u> </p>
<p>Section 660-012-0060: Plan and Land Use Regulation Amendments</p>	
<p>The following text reflects the proposed amendments to section 0060 as presented in the January 3, 2005 DLCDD notice on proposed amendments to the Transportation Planning Rule</p>	<p>Individual sections of the rule have been reordered to present the rule requirements in a more logical sequence.</p>
<p>SECTION 660-012-0060 (1)</p> <p>(1) Where an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation would significantly affect an existing or planned transportation facility, the local government shall put in place measures as provided in section (2) of this rule to assure that allowed land uses are consistent with the identified function, capacity, and performance standards (e.g. level of service, volume to capacity ratio, etc.) of the facility. A plan or land use regulation amendment significantly affects a transportation facility if it would:</p> <p>(a) Change the functional classification of an existing or planned transportation facility;</p> <p>(b) Change standards implementing a functional classification system; or</p> <p>(c) As measured at the end of the planning period identified in the adopted transportation system plan:</p> <p>(A) Allow types or levels of land uses that would result in levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;</p> <p>(B) Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP or comprehensive plan; or</p> <p>(C) Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan.</p>	<p>Section (1) defines situations where a plan amendment would result in a "significant effect" on a transportation facility and establishes the "end of the planning period of the adopted TSP" as the period for analyzing whether plan amendments would create a "significant effect" to a transportation facility in a TSP. This section clarifies the issue of timing that LUBA and the Court of Appeals identified in the <u>Jagua</u> decision.</p> <p>The TPR defines the "planning period" as the 20-year period beginning with the date of adoption of a TSP to meet the requirements of this rule. These planning periods may be extended at the time a TSP is updated. The Oregon Highway Plan, which is an element of the state transportation system plan, sets a minimum planning period for state highways of 15 years for evaluation of plan amendments.</p> <p>Section (1)(c)(C) is a new section that indicates that if a plan amendment would worsen the performance of a transportation facility that otherwise is projected to perform below an acceptable performance standard (without the plan amendment) then a significant effect occurs.</p>

<p align="center">Proposed Amendments: OAR 660-012-0060 <u>Plan and Land Use Regulation Amendments</u></p>	<p align="center"><u>Commentary</u></p>
<p>SECTION 660-012-0060 (2)</p> <p>(2) Where a local government determines that there would be a significant effect, compliance with OAR 660-012-0060(1) shall be accomplished through one or a combination of the following:</p> <p>(a) Adopting measures that demonstrate allowed land uses are consistent with the planned function, capacity, and performance standards of the transportation facility.</p> <p>(b) Amending the TSP or comprehensive plan to provide transportation facilities adequate to support the proposed land uses consistent with the requirements of this division.</p> <p>(c) Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes.</p> <p>(d) Amending the TSP to modify the planned function, capacity or performance standards of the transportation facility.</p> <p>(e) Providing other measures as a condition of development, including transportation system management measures or minor transportation improvements.</p>	<p>Section (2) provides the remedies available to a local government to address a significant effect and to comply with Section (1) and remains largely the same as the existing rule language, with the exception of a new (2)(e). The proposed changes clarify that when a local government determines that there is a significant effect, one or a combination of 2 (a) through (e) are the remedies available to address the significant effect.</p> <p>(2)(e) Adds a new remedy to address a significant effect. This method allows a local government to resolve a significant effect through measures that would be provided as a condition of approval – for example improvements that would be provided as a development is constructed. This provision allows local governments and applicants to negotiate provision of a minor improvement to mitigate a significant effect, where the minor improvement is provided as part of the development. To aid implementation of this section, the proposed rule includes a recommended definition of “minor improvements” including signalization or addition of turn lanes. A definition of Minor Transportation Improvements has been added to the definition section (660-012-0005).</p>

<p align="center"><u>Proposed Amendments: OAR 660-012-0060 Plan and Land Use Regulation Amendments</u></p>	<p align="center"><u>Commentary</u></p>
<p>SECTION 660-012-0060 (3)</p> <p>(3) Notwithstanding sections (1) and (2) of this rule, where an existing transportation facility is already performing below the minimum acceptable performance standard identified in a TSP or comprehensive plan at the time an amendment application is submitted, and where in the absence of the amendment application existing and planned transportation facilities, improvements and services as set forth in section (4) of this rule would not be adequate to achieve consistency with the identified function, capacity or performance standard for that facility at the end of the planning period identified in the adopted TSP, a local government may approve the amendment provided the following are satisfied:</p> <p>(a) The proposed development will mitigate the impacts of the amendment by the time of development through one or a combination of transportation improvements or measures in a manner that avoids further degradation to the performance of the facility and moves the facility in the direction of achieving compliance with its identified performance standard; and</p> <p>(b) For affected state highways, ODOT provides a written statement that the identified mitigation improvements or measures are sufficient to avoid further degradation to the performance of the affected state highway and move the facility in the direction of achieving compliance with its identified performance standard.</p>	<p>This section adds a new provision that would apply where transportation facilities are currently exceeding performance standards and where planned facilities will not meet performance standards at the end of the planning period. When this situation occurs, an amendment may be approved when local governments and ODOT (where a state highway is affected) agree that the development will include measures that mitigate impacts of the proposed development and that the mitigation measures make progress in the direction of achieving compliance with performance standards. Section (3) was included based on public testimony received at the December 13, 2004 Joint Transportation Subcommittee meeting.</p>

<p align="center">Proposed Amendments: OAR 660-012-0060 Plan and Land Use Regulation Amendments</p>	<p align="center"><u>Commentary</u></p>
<p>SECTIONS 660-012-0060 (4)</p> <p>(4) Determinations under sections (1) - (3) of this rule shall be coordinated with affected transportation facility and service providers and other affected local governments.</p> <p>(a) Except when the amendment involves property within one-half mile of an existing or planned interchange on an Interstate Highway, in determining whether an amendment has a significant effect on an existing or planned transportation facility under section 1(c) of this rule, local governments shall rely on existing transportation facilities and services and the following planned transportation facilities, improvements and services:</p> <p>(A) Transportation facilities, improvements or services that are funded for construction or implementation in the Statewide Transportation Improvement Program or a locally or regionally adopted transportation improvement program or capital improvement plan or program of a transportation service provider.</p> <p>(B) Transportation facilities, improvements or services that are authorized in a local transportation system plan and for which a funding plan or mechanism is in place or approved. These include, but are not limited to, transportation facilities, improvements or services for which: transportation systems development charge revenues are being collected; a local improvement district or reimbursement district has been established or will be established prior to development; a development agreement has been adopted; or conditions of approval to fund the improvement have been adopted.</p> <p>(C) Transportation facilities, improvements or services in a metropolitan planning organization (MPO) area that are part of the area's federally-approved, financially constrained regional transportation system plan.</p> <p>(D) Improvements to state highways that are included as planned improvements in a regional or local transportation system plan or</p>	<p>Section (4) provides new language to specify what facilities, improvements and services a local government can rely on when evaluating whether an amendment would have a "significant effect" on an existing or planned transportation facility. Based on direction from the Joint Transportation Subcommittee a distinction between areas within and outside one-half mile of an interchange on an interstate highway has been incorporated into this section.</p> <p>Section (4)(a) sets forth those transportation facilities, improvements and services for areas outside of one-half mile of an interstate highway interchange that a local government may rely upon when evaluating an amendment.</p> <p>Section (4)(a)(A)-(C) provide specific types of transportation facilities, improvements or services that a local government can directly point to or determine their presence in a capital improvement plan document or funding agreement. For example, transportation projects that are only partially funded through collection of systems development charges [(4)(a)(B)] would be counted as planned facilities, services or improvements under this section. Many local governments collect SDCs at a rate that will only partially fund planned improvements; with the expectation that other sources will be provided as projects are needed.</p> <p>Section (4)(a)(D)&(E) provide more flexibility for a local government or ODOT to determine that an improvement that is not covered in Section (4)(a)(A)-(C) is "reasonably likely to be provided within the planning period". This determination would be</p>

<p>Proposed Amendments: OAR 660-012-0060 <u>Plan and Land Use Regulation Amendments</u></p>	<p><u>Commentary</u></p>
<p>comprehensive plan when ODOT provides a written statement that the improvements are reasonably likely to be provided within the planning period.</p> <p>(E) Improvements to regional and local roads, streets or other transportation facilities or services that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when the local government(s) or transportation service provider(s) with jurisdiction over the improvements provides a written statement that the improvements are reasonably likely to be provided within the planning period.</p> <p>(b) When the amendment involves property within one-half mile of an existing or planned interchange on an Interstate Highway, as measured from the center point of the interchange, in determining whether an amendment has a significant effect on an existing or planned transportation facility under section 1(c) of this rule, local governments shall rely on existing transportation facilities and services and the planned transportation facilities, improvements and services in (a)(A) through (C) of this section. However, if ODOT provides a written statement that the amendment would not adversely impact the interchange, then local governments may also rely on the improvements identified in subsections (a)(D) and (E) of this section.</p>	<p>made through a written statement provided by either the appropriate local government official or transportation service provider, or, in the case of a state facility, the appropriate ODOT official. This would allow local governments considering plan amendments to rely upon statements provided by transportation facility and service providers for purposes of meeting this requirement. Facility and service providers may develop procedures for issuing such written statements to local governments. As transportation system plans are updated, local governments, in coordination with transportation facility and service providers, could consider adopting a list facilities that are reasonably likely to be provided to be considered as plan amendments and zone changes are considered.</p> <p>Section (4)(b) is intended to recognize the unique importance of interchanges along interstate highways, the functions that they serve, the substantial state investments in those interchanges and the need to assure a high-level of coordination between allowed land uses and planned facilities. Interstate highways for purposes of this section include Interstate 5, Interstate 84, Interstate 205, Interstate 105, Interstate 405 and Interstate 82.</p>

NOTE: Existing sections 660-012-0060 (4) – (7) will be renumbered as sections 660-012-0060 (5) – (8). No amendments to existing sections 660-012-0060 (4) – (7) are proposed.

M E M O R A N D U M

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METRO

DATE: January 5, 2005
TO: Andy Cotugno, Planning Director
FROM: Lydia Neill, Principal Regional Planner
RE: Summary of MTAC Comments on Goal 9

Background

Metro Technical Advisory Committee (MTAC) reviewed the latest draft of an update to Goal 9 after a brief presentation from Steven Santos from the Department of Land Conservation and Development (DLCD). The Land Conservation and Development Commission (LCDC) has convened the Economic Development Advisory Committee (EDAC) to review Goal 9 and to recommend changes to the commission. The EDAC has met several times and has agreed that the general approach of the goal is sound although some minor updating is needed.

Five key areas for change have been identified: 1) provide more definitions, 2) establish safe harbors for data collection, 3) ensure that land projections are consistent with Goal 14, 4) encourage multi-jurisdictional coordination and 5) emphasize the importance of short-term sites and site certification. Round 1 changes will be taken up by LCDC in February to discuss clarifying definitions, clarify coordination responsibilities and emphasize the importance of maintaining a short-term land supply. Round 2 changes will take place after the legislative session and will include setting safe harbor provisions, establishing a linkage between Goal 9 and Goals 11 and 14 and clarifying regional coordination.

MTAC's comments on the rule changes and responses from Steven Santos (SS) are as follows:

- Greater coordination is essential because Metro has access to national and regional data that local governments do not and conversely local governments have better information on local trends, ownership and activity. The analysis should take into consideration that the economic region does not correspond to city, county and state boundaries. A request was made to be clear about the applicability of Goal 9 to Metro and coordination responsibilities and to provide flexibility in applying Goal 14 while meeting requirements in Goal 9.
- SS: The coordination issue will be discussed and refined in round 2. Currently there are two schools of thought on whether Goal 9 applies directly to Metro. One theory is that it does apply directly to Metro although in the recent periodic review work LCDC concluded that direct application was not required because it was not included in the original work

order. The second interpretation is that it must be included in Metro's decision making through the requirements in Goal 2 for coordination.

- Requirements to provide a short-term land supply can really only be accomplished by a local government through purchase of land and by providing the necessary infrastructure. The market can convert industrial land to meet short-term supply requirements if the price and market demand the land. The short-term land supply should be a subset of the total long-term land supply. A concern was expressed that the answer to providing a short-term land supply is only about adding land to the UGB.
- SS: The intent is to provide a better assessment of the impact of ownership patterns on the availability of land. Create conditions but not requirements to provide a market ready supply of land.
- SS: on the topic of conversion of land to other uses there needs to be a recognition that not all land is created equal and that some land is impossible to replicate. The question is how to treat and value these types of uses differently.
- Institutional uses are a concern because they are important and high density job generators but restrictions should not be used to accommodate the needs of these uses. These uses include public buildings, health, training and even small scale lock-up prison facilities.
- SS: institutional uses need to be defined and included in the total projected need for employment land. He agreed that the 2-acre rezone requirements are problematic and that the size should be increased to be consistent with the 10-acre minimum requirement for certified sites.
- Competition between cities is good for the market. Having one plan for the region would limit that competition. The burden should be on local governments to determine what land is actually available and servicable. The rule and goal should be written to make sure that we do not get in a trap by having to guarantee serviceability.
- SS: It should be the responsibility of local governments to determine the expansion plans of existing businesses versus planning for locating new business in the region.
- A large part of the need for land is generated by the expansion of existing businesses and the rule does not get at this fact very well. Although Dennis Yee pointed out that a substantial portion of job growth is generated by start up firms.
- Be clear that Goal 9 applies to all types of employment not just industrial uses.

M E M O R A N D U M

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METRO

DATE: January 6, 2005
TO: JPACT and Interested Parties
FROM: Ted Leybold: Principal Transportation Planner
SUBJECT: Proposed MPO Comments on 2006-09 STIP

* * * * *

The Oregon Transportation Commission has released a proposed State Transportation Improvement Program (STIP) for transportation funds to be administered by the Oregon Department of Transportation for fiscal years 2006 through 2009. As the Metropolitan Planning Organization for the Portland metropolitan region, JPACT and the Metro Council have the opportunity to comment on the draft STIP to the Oregon Transportation Commission (OTC).

Outlined below are potential comments that could be incorporated into a letter from the JPACT Chair to the OTC for their consideration.

Potential MPO Comments on 2006-09 STIP

- 1. Statewide STIP process guidelines for the presentation of project and program options, selection criteria and agency recommendation.**

Metro appreciates the efforts of Region One staff to identify both the projects and programs proposed for funding within each program category in the draft STIP and those projects that were considered but not proposed for funding for the public comment period. This was a new level of effort by your staff to inform the public and agency stakeholders of the potential trade-offs of funding allocation recommendations.

Metro encourages the OTC to adopt guidelines for the 2008-11 public comment draft STIP that identifies all projects eligible for consideration for funding, a methodology and analysis to recommend projects and programs (particularly in the "Modernization" category), and a recommendation of those proposed for funding. This allows the public and stakeholder agencies to view the trade-offs and reasoning of ODOT staff and to suggest alternative priorities. Such a process would encourage more public participation, solicit more informed comments and create more public ownership of the ultimate allocation decisions made by the commission.

A possible means of developing these process guidelines would be to reconvene the STIP Stakeholder Committee used to develop eligibility and prioritization factors for the 2006-09 STIP. The guidelines developed should encourage regional offices to utilize staff from local transportation agencies in the analysis of prioritization factors and development of a recommendation of projects proposed for funding for public comment.

2. Further inter-agency coordination and public process to define the ODOT Region One Operations program.

Intelligent Transportation Systems (ITS) is an important component of the region's federally required Congestion Management System strategy. The draft STIP provides no details at this time on the corridors or specific locations for ITS projects, signal upgrades or variable message sign improvements as part of the Operations program for ODOT Region One. Metro would like to ensure that ODOT's Operations program is coordinated with the other transportation service providers in the region. As a part of this effort, Metro is in the process of designating an ITS Subcommittee of the Transportation Policy Advisory Committee (TPAC), an advisory committee to JPACT and the Metro Council. The committee is comprised of technical staff from all agencies involved in the implementation of ITS technology in the Metro region, including ODOT staff. Review and reporting on the ODOT Region One Operations program as it defines the scope and location of these projects appears to be a useful role for the ITS Subcommittee to serve. This would promote coordination of all ITS implementation work in the region. Metro will work with Region One staff on language to define this work as a part of the role of the ITS Subcommittee.

3. Coordination of Preservation work and the provision of adequate pedestrian and bicycle facilities in urban areas.

Again, Metro commends the efforts of Region One staff to ensure coordination of preservation work on urban area highways with to address substandard pedestrian and bicycle facilities through the Sidewalks in Preservation (SWIP) Program and other proposed programming. Your staff worked to identify which non-interstate facilities would likely be proposed for preservation work in 2008-09 to allow for early coordination with local agency staff to identify potential improvements that could be coordinated with the preservation work. This coordination is critical to achieve economies of scale and to minimize disruption that would result from separate preservation and capital improvement project timing.

The region expects to achieve this coordination on the NW Yeon and SE Powell Boulevard projects. It is important to note that this coordination is likely to result in improved coordination of facility work without over-encumbering the preservation program to the point of project delay. The trade-offs of addressing capital improvements are being analyzed in the context of available state, regional and local resources and the preservation program work schedule.

4. Review of methodology used to select Safety program projects.

For the future nomination of Safety projects, Metro would encourage the OTC to direct ODOT staff to review the methodology used to select Safety projects. Specifically, the methodology should consider safety elements beyond crash data of the SIP Segment Rating system and the Safety Priority Index System (SPIS). This type of methodology tends to allocate resources by chasing auto crash sites with design solutions that may or may not make the community in the vicinity of these projects safer. A comprehensive review of design guidelines and allocation of safety funds to make the right-of-way safe for all users should be undertaken. This review

should include an analysis of how proposed project work effects exposure of system users to potential crashes, the probability of a crash and the severity of consequence of a crash.

Additionally, Metro will work with Region One staff to identify those Safety projects that affect vehicle capacity and incorporate those projects into the air quality analysis required by federal regulations.

5. Further inter-agency coordination and public process to define the ODOT Region One Bridge program.

At this time, there is no programming of HBRR funding listed in the draft STIP for Region One. Metro is interested in how the state proposes to program these funds as there are significant bridge issues to be addressed within the region and several local allocation decisions that need to be coordinated with state funding decisions. Of particular interest is the funding of project development work and right-of-way acquisition for the Sellwood Bridge. Cracking of the bridge structure has resulted in severe weight restrictions that prohibit heavy truck freight and transit vehicle use. Replacement of this bridge will be the highest priority for use of local HBR funds upon completion of work underway and programmed through 2007.

Metro understands that the state HBRR advisory committee is considering a recommendation for \$12.8 million of preliminary engineering and right-of-way work on the Sellwood Bridge. The region wishes to support such an effort as a means of preparing this critical project for construction.

The historic Oregon City to West Linn Bridge is proposed for preservation work by ODOT in 2008. Metro will work with ODOT Region One staff and the City of Oregon City on coordination of this work and the McLoughlin Boulevard (OR 99E) boulevard work in the vicinity of this bridge, currently scheduled for 2007, to minimize disruption to the surrounding community with the construction of improved pedestrian treatment on McLoughlin Boulevard. It will be important to upgrade bike/pedestrian facilities on this narrow bridge to the extent feasible.

6. Further inter-agency coordination and public process to define the ODOT Region One Bicycle and Pedestrian program.

The Bicycle and Pedestrian program for Region One is not yet defined in the STIP. Metro requests that the state bicycle and pedestrian program staff brief TPAC and JPACT on the statewide program and specifically on the grant program award process.

Additionally, if there is additional Region One sidewalks in preservation (SWIP) funding remaining to be programmed in 2008/09 after addressing the SE Powell and NW Yeon projects, the list of potential projects, selection criteria and projects recommended for funding should be made available for review and comment by TPAC, JPACT and the Metro Council prior to final programming in the STIP.

7. Programming of funds for Corridor Planning.

The 2000 Regional Transportation Plan identifies eighteen transportation corridors in the Metro region needing further planning work. These corridors are primarily centered around traffic movements on and surrounding state highway and interstate facilities. The RTP demonstrated that these corridors have unmet transportation needs but lack clearly defined strategies of

projects and programs to meet those needs. Corridor studies are needed to develop these strategies and provide definition to the projects and programs needed. This allows those projects to proceed into the environmental work and preliminary engineering.

Metro has programmed regional funds to begin addressing these corridor plans. Phase I of the Powell/Foster corridor study was recently completed and identified improvement needs for much of that corridor. The Highway 217 corridor plan is underway and funding is programmed for the I-5/99W connector study. Funding for the next priority corridor has been proposed for consideration of additional regional funds in 2008/09.

As these corridor plans seek to define strategies that affect the capacity and operations of ODOT's highway and interstate facilities, Metro believes that ODOT should have both a financial and administrative stake in supporting the corridor planning effort. For STIP programming purposes, Metro suggests ODOT program \$500,000 toward completion of one corridor plan in the 2008/09 biennium, conditioned on an equal contribution of regional funds toward a second corridor plan in the same time period. This level of planning effort would continue an acceptable rate of progress toward completion of the corridor plans identified in the RTP and is within the capacity of the region to complete planning work. Selection of the corridors for plan development would be selected through a prioritization process with participation from ODOT staff.

8. I-205 Corridor planning work.

It had been our understanding that ODOT would be undertaking a corridor study of the southern portion of I-205. We have recently been informed that, while some funding is available in the ODOT budget for planning in the I-205 Corridor, it is not appear adequate to complete a full corridor analysis. ODOT Region One should fund a full corridor analysis in the 2006-09 STIP.

Several of the interchanges along the I-205 corridor are in need of analysis as a part of the corridor planning effort for this facility. Existing traffic and land development issues and the addition of light rail station areas in the vicinity of many of the interchanges portend the need to address potential new design solutions along the corridor. In addition, various strategies for adding through capacity should be considered.

9. Corridor Planning follow-up programming.

In order to address urgent transportation priorities identified in collaboration with the community during recent corridor planning work, it is important to address the highest priority project needs from those plans. In keeping with the recommendations reached during these planning efforts, ODOT should fund further work on state facilities consistent with corridor planning direction. In the 2006/09 period this should include:

- I-205/Powell Boulevard interchange EIS and design
- Powell Boulevard (SE 6th to SE 50th) streetscape plan
- Highway 217 EIS and preliminary design

10. Proposed changes to the Transportation Enhancements (TE) allocation process.

JPACT and the Metro Council previously submitted a letter to the TE program staff narrowing approximately 27 Metro area project descriptions to nine projects (and one alternate) eligible to apply for TE funding. Metro has no further comment on the eight remaining project applications with regard to regional priorities at this time.

As JPACT and the Council were not comfortable in the role of having to narrow a list of projects to eligible applicants without adequate time, project information or public input, Metro requests that we review and revise the application and ranking process before initiating the FY 2008-11 STIP update.

11. Ballot Measure 37

Passage of Ballot Measure 37 has created a new situation that all state and local government agencies will need to learn how to adjust to. A new concern that it creates is a reduced ability to rely on regulations to mitigate land use effects of planned transportation projects. It will be important for EIS work to incorporate an assessment of these possible land use effects and identify alternative approaches of mitigation. Of particular concern is the potential effect of the I-5/99W Connector combined with the Newberg-Dundee Bypass.

12. Special Transportation Area (STA) Implementation Program

Passage of Ballot Measure 37 should also create a renewed emphasis on using the investment of scarce public resources to leverage implementation of our land use goals and objectives. One element of this is to provide transportation infrastructure in the mixed-use centers that serves the more intense multi-modal uses needed for those areas. Such public investment attracts the private development that meets our economic and land use objectives.

ODOT has recently adopted Special Transportation Area guidelines in the Oregon Highway Plan to support mixed-use development in designated community centers along state highways. Metro wrote the commission in December of 2003 in support of the designation of such areas in the Plan. The letter included the following language:

"We also recommend the Commission provide additional incentives, such as funding for projects and planning, to implement the policy objectives outlined in the proposed STA amendments. We have done this in the Metro region through our Boulevard Program. Since 1998, we have funded more than \$20 million in boulevard projects through our Metropolitan Transportation Improvement Program, with nearly \$9 million being awarded to boulevard projects on state highways in the Metro region."

The next step to achieving this vision is to set up a structure within the department that identifies projects within these STA's for inclusion in the STIP and to organize program staff within the department that are trained to work with local agency staff to design and construct such projects. Metro is interested in working in partnership with ODOT on such a program in anticipation of projects for the 2008-11 STIP.

Following are STA designated facilities within the Metro region:

- St. Johns Town Center: Lombard St. from Mohawk to Lombard Way to Richmond to Ivanhoe to intersection of Ivanhoe and Philadelphia)
- Macadam Avenue Main Street: Highway 43 from Bancroft to Taylors Ferry Road
- Milwaukie town center: 99E/McLoughlin Boulevard from Scott Street to River Road
- Clackamas regional center: Highway 213/82nd Avenue from King Rd. to Sunnybrook St.
- Lake Oswego town center: Highway 43 from McVey Ave. to Terwilliger Blvd.

- Oregon City regional center: 99E/McLoughlin Boulevard from 14th Street to railroad tunnel and the Highway 43 bridgehead area
- Cornelius Main Street: Highway 8 from 14th Ave. to 10th Ave.
- Washington Square regional center: Hall Boulevard from Scholls Ferry Rd. to Hemlock St.

13. Projects of Statewide Significance

ODOT and the OTC have prioritized large interstate system capacity needs in the state through the designation of "projects of statewide significance". The list includes the following eight projects:

- Highway 62 Corridor Units 2 & 3
- I-5 to 99W (Tualatin-Sherwood Bypass)
- Sunrise Corridor
- Columbia River Crossing
- I-205 (Columbia River to I-5)
- Highway 20
- Newberg-Dundee Bypass
- I-405 Loop

Recent federal earmarks and resources from the OTIA III program have begun to address implementation of these projects. Further work is needed on the development of a statewide finance strategy to implement the remaining projects on this priority list. This list should not be expanded to include any new projects at this time.

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METRO

DATE: January 12, 2005
TO: JPACT and Interested Parties
FROM: Ted Leybold: Principal Transportation Planner
SUBJECT: MTIP Final Cut Narrowing Policy Direction: TPAC Recommendation

* * * * *

INTRODUCTION

The Metropolitan Transportation Improvement Program (MTIP) represents a small share of the transportation resources available to the region. Given the scarcity and relative flexibility of these funds, the MTIP policy direction over the past several years has been to focus on projects that are difficult or impossible to fund with other funds. Oregon's state gas tax, in particular, is constitutionally limited to certain roadway improvements, which leaves other transportation needs unmet. The MTIP has been used in many instances to complement this limitation. Because the MTIP represents a small source of regional revenue, the program has also placed a strong emphasis on leveraging funds from other sources.

Narrowing recommendations to get to the First Cut list for public review was based on the following factors:

- Honoring previous funding commitments
- Program policy direction relating to:
 - economic development in priority land use areas,
 - modal emphasis on bicycle, boulevard, green streets demonstration, freight, pedestrian, RTO, TOD and transit,
 - addressing system gaps,
 - emphasis on modes without other dedicated sources of revenue
 - meeting SIP air quality requirements for miles of bike and pedestrian projects.
- Technical rankings and qualitative factors
- Funding projects throughout the region

Prior to recommending a final cut list recommendation, technical staff is requesting whether policy makers would like to provide further direction or clarification on any of the four narrowing factors listed above. In particular, how staff should implement the Regional Policy Direction elements of economic development in priority 2040 land-use areas and emphasis on the bicycle, boulevard, freight, green street demonstration, pedestrian, regional transportation options, transit oriented development and transit modal categories.

The recommendation for policy direction is provided in Exhibit 1. An analysis of the options considered is provided in Exhibit 2.

Exhibit 1

SUMMARY OF TPAC RECOMMENDATION

IMPLEMENTATION OF PROGRAM POLICY OBJECTIVES FOR NARROWING TO FINAL CUT LIST

1. Support economic development in priority land use areas.

In addition to the quantitative technical summary, provide information in the staff report on how each project or modal category of projects addresses:

- link to retention and/or attraction of traded-sector jobs,
- transportation barrier to development in 2040 priority land use areas
- support of livability and attractiveness of the region.

2. Emphasize priority modal categories in the following manner:

- A. Emphasize projects in the bicycle, boulevard, freight, green street demonstration, pedestrian, regional transportation options, transit oriented development and transit categories by:
 - proposing the top-ranked projects at clear break points in technical scoring in all of the emphasis categories (with limited consideration of qualitative issues and public comments).
- B. Nominate projects in the road capacity, reconstruction or bridge categories when the project competes well within its modal category for 2040 land use technical score and over all technical score, and the project best addresses (relative to competing candidate projects) one or more of the following criteria:
 - project leverages traded-sector development in Tier I or II mixed-use and industrial areas;
 - funds are needed for project development and/or match to leverage large sources of discretionary funding from other sources;
 - the project provides new bike, pedestrian, transit or green street elements that would not otherwise be constructed without regional flexible funding (new elements that do not currently exist or elements beyond minimum design standards).
- C. When considering nomination of applications to fund project development or match costs, address the following:
 - Strong potential to leverage discretionary (competitive) revenues.
 - Partnering agencies illustrate a financial strategy (not a commitment) to complete construction that does not rely on large, future allocations from Transportation Priorities funding.
 - Partnering agencies demonstrate how dedicated road or bridge revenues are used within their agencies on competing road or bridge priorities.

3. As a means of further emphasis on implementation of Green Street principles, the following measures should also be implemented:
 - Staff may propose conditional approval of project funding to further review of the feasibility of including green street elements, particularly interception and infiltration elements.
 - Strong consideration will be given to funding the Livable Streets Update application in the Planning category. This work would document the latest research and further the training and education of green street implementation in the region.

Exhibit 2

OPTIONS CONSIDERED FOR FURTHER DIRECTION ON IMPLEMENTATION OF PROGRAM POLICY OBJECTIVES

1. Provide overriding emphasis on projects that support regional economic development goals:
 - linked to retention and/or attraction of traded-sector jobs,
 - addresses transportation barrier to development in 2040 priority land use areas
 - supports livability and attractiveness of the region (*Drake comment*).

TPAC Recommendation: Technical staff will describe in the staff report how each project or modal category of projects addresses this policy through the three listed factors.

2. How should technical staff emphasize the priority modal categories? The technical measures used to compare projects are unique to each modal category. How should staff compare projects between categories and implement the existing emphasis categories?

- Bicycle
- Boulevard
- Freight
- Green Streets
- Pedestrian
- Regional Transportation Options (RTO)
- Transit Oriented Development (TOD)
- Transit

- Ai. In the priority emphasis group, emphasize categories that do not have other sources of dedicated funding receive greater priority

- High: Bicycle Trail, Boulevard, Green Streets (demonstration elements), RTO, TOD
- Medium: Bicycle on-street, Pedestrian
- Low: Freight, Transit

TPAC Recommendation: This option over-emphasizes the funding factor over ~~other policy objectives addressed (economic development, modal gaps)~~ on the category emphasis list.

- Aii. As land use is a nexus between economic development and transportation, use a land-use evaluation to compare/prioritize projects within and/or across the priority categories. Provide information on technical ranking if the land use score accounted for 60 of the 100 possible technical points. A draft analysis is attached as Exhibit 3.

TPAC Recommendation: This information changes the evaluation criteria as stated in the project applications and therefore is not appropriate for consideration in further narrowing.

Aiii. Propose the technically top-ranked projects at clear break points in scoring in all of the emphasis categories. Maintain existing policy limitation of technical staff only recommending projects within 10 points of any unfunded project within a modal category. When qualitative factors are used to recommend projects outside of the quantitative score within modal categories, staff provides an explanation of this action within the staff report.

TPAC Recommendation: Implement this option.

B. In what circumstances would technical staff recommend projects beyond the emphasis categories? The following criteria have been factors discussed at JPACT as potential reasons to fund road capacity, reconstruction or bridge projects:

- project competes well within its modal category for over all technical score and in 2040 land use technical score;
- project leverages traded-sector development in Tier I or II mixed-use and industrial areas;
- funds are needed for project development and/or match to leverage large sources of discretionary funding from other sources; or
- the project provides new bike, pedestrian, transit or green street elements that would not otherwise be constructed without regional flexible funding (elements beyond minimum design standards).

TPAC Recommendation: Projects from non-priority categories may be allocated funds if they competes well within its modal category for over all technical score and in 2040 land use technical score and best address (relative to competing projects) one or more of the remaining three criteria¹ summarized above.

C. When considering nomination of applications to fund project development or match costs, address the following:

- Financially partner with other stakeholder agencies on project development when there is strong potential to leverage discretionary (competitive) revenue streams.
- Partnering agencies should be able to illustrate a financial strategy (not a commitment) to complete construction. The financial strategy to complete projects outside of the emphasis categories should not rely on large, future allocations from Transportation Priorities funding.
- Partnering agencies should be able to demonstrate how dedicated road or bridge revenues are used within their agencies on competing road or bridge priorities.

¹ Projects would need to address one or more of these objectives; the more objectives addressed and the better their performance on these objectives relative to other projects, the stronger the case to include the project as part of the technical staff recommendation.

TPAC Recommendation: implement this direction.

D. Consideration to smaller agencies in their ability to fund capital projects within the road and bridge categories.

TPAC Recommendation: To remain consistent with recommendations to not create new criteria during the allocation process, TPAC recommends addressing this issue prior to the 2008-11 allocation process. Furthermore, it does not appear to directly affect the ability to narrow between existing candidate applications in this process.

3. In light of the difficulties of regulatory protection of natural resource areas, further consideration of using regional flexible funds as an incentive to using best practices to protect and restore natural resources from impacts by the transportation system should be considered. Possible approaches include:

- emphasize the Green Street demonstration project category
- emphasize funding Green Street elements in all transportation projects
- fund further development of Green Street research, training and education
- highlight Green Street elements of all funded transportation projects

TPAC recommendation: The Green Street demonstration project category is already an emphasis category. Other transportation projects receive technical bonus points for including proven green street elements. As a means of further emphasis on including green street elements in all funded projects, staff may propose conditional approval of further review of feasibility of including green street elements, particularly interception and infiltration elements. Strong consideration should be given to funding the Livable Streets Update application in the Planning category. This work would document the latest research and further the training and education of green street implementation in the region. The green street elements of projects funded through the Transportation Priorities program should be highlighted in public materials.

4. Is there any further direction on implementing the existing policy of requiring compliance with the Metro Functional Plan to be eligible to receive Transportation Priorities funding awards? Currently, the requirement is used to screen applicant eligibility and can be met by:

- Jurisdiction has implemented requirements
- Jurisdiction has an approved extension to complete the Plan work
- Jurisdiction has submitted letter from governing body outlining good faith intention to complete Functional Planning work (addresses work plan, schedule, funding)
- Jurisdiction has submitted a pending request for a Plan Exception

TPAC recommendation: No changes to current policy implementation.

5. Emphasis on project development or on project construction? Does the region have the right balance of projects that are construction ready in anticipation of future

funding and is there direction to staff on how or whether to use Transportation Priorities funds to address that balance?

TPAC recommendation: Address this issue prior to the 2008-11 Transportation Priorities process and following further discussion on a regional transportation finance strategy.

Policy options to consider prior to the next allocation process include:

- **The near-term potential for a regional transportation measure and the merits of using regional flexible funds for project development in the road capacity, road reconstruction and bridge categories.**

DRAFT



METRO

Transportation Priorities 2006-09:

Investing in the 2040 Growth Concept

2005 Calendar of Activities

January 7	TPAC: policy options for narrowing to the Final Cut List.
January 18	Metro Council work session: policy discussion and direction to staff on narrowing to the Final Cut List.
January 20	JPACT action on policy direction to staff on narrowing to the Final Cut List.
January 28	TPAC action on Final Cut List.
February 10¹	JPACT briefing on TPAC Recommendation
February 17	Public hearing on draft Final Cut List at Metro Council.
March 17	JPACT action on Final Cut List pending air quality analysis.
March 24	Metro Council action on Final Cut List pending air quality analysis.
April - June	Programming of funds. Air quality conformity analysis.
July	Public review of draft MTIP with air quality conformity analysis.
August	Adopt MTIP, including ODOT Metro Area STIP and federal transit funding, and submit to USDOT for concurrence.
September	Receive concurrence from USDOT.
October	Obligation of FFY 2006 funding eligible to begin.

Project Title	Land Use Score	Transportation Score	Bonus Points	Rank	Land Use Score x1.5	Transportation Score x .667	Bonus Points	Revised Total	Revised Rank
Boulevard Projects									
Rose Biggi extension: Crescent St. to Hall	40	37	10	1	60	24.7	10	94.7	1
Burnside Street: Bridge to E 14th (PE only)	39	45	5	2	58.5	30	5	93.5	2
Killingsworth: Minnesota to MLK	37	33	10	3	55.5	22	10	87.5	3
Cornell Road: Saltzman to 119th	24	40	10	4	36	26.7	10	72.7	5
E Baseline: 10th to 20th	30	37	5	5	45	24.7	5	74.7	
B-H/Oleson/Scholls Phase 1 PE	23	38	10	6	34.5	25.3	10	69.8	6
Freight Projects									
North Lombard Improvements (Columbia Slough Overcrossing)	23	51.3	n/a	1	34.5	34.2	n/a	68.7	1
Tualatin-Sherwood Road ATMS	23	48.8	n/a	2	34.5	32.5	n/a	67	3
North Leadbetter Extension: (N. Bybee Lake Ct. to Marine Dr.)	27	41.3	n/a	3	40.5	27.5	n/a	68	
Kinsman Road (Barber St. to Boeckman Rd.)	27	39.5	n/a	4	40.5	26.3	n/a	66.8	4
Permanent Freight Data Collection Infrastructure and Archive System	20	40.3	n/a	5	30	26.9	n/a	56.9	6
Sandy Blvd. Prel. Engineering & R/W (NE 207th Ave. to NE 238th Dr.)	24	37.3	n/a	6	36	24.9	n/a	60.9	5
SW Herman Road (SW Teton Ave. to SW 108th Ave.)	14	31	n/a	7	21	20.7	n/a	41.7	7
Highway 8 Intersection Improvement (No. 10th Ave. at Tualatin Valley Hwy.)	6	18	n/a	8	9	12	n/a	21	8
Pedestrian Projects									
Forest Grove Town Center Pedestrian Improvements	33	57	n/a	1	49.5	38	n/a	87.5	1
Milwaukie Town Center: Main/Harrison/21st	33	55	n/a	2	49.5	36.7	n/a	86.2	2
Tacoma Street: 6th to 21st	33	45	n/a	3	49.5	30	n/a	79.5	3
SW Boones Ferry Road: At Lanewood Ave.	27	49	n/a	4	40.5	32.9	n/a	73.4	6
Rockwood Ped to MAX: 188th Avenue and Burnside	33	42	n/a	5	49.5	28	n/a	77.5	
SW Capitol Highway (PE): Multnomah to Taylors Ferry	30	44	n/a	6	45	29.3	n/a	74.3	5
SE Hawthorne: 20th to 50th	31	37	n/a	7	46.5	24.7	n/a	71.2	7
SW Scholls Ferry Road: New Seasons to Fred Meyer in the Raleigh Hills town center	13	50	n/a	8	19.5	33.3	n/a	52.8	8
SW Murray Blvd (west side only): TV Hwy to Farmington (+ bike lane)	16	43	n/a	9	24	28.7	n/a	52.7	9
SE 129th Sidewalks and bike lane: Scott Creek Ln. to Mountain Gate Rd.	5	44	n/a	10	7.5	29.3	n/a	36.8	10
Transit Safe Street Crossings	5	39	n/a	11	7.5	26	n/a	33.5	11
Road Capacity									
SW Greenburg Road: Washington Square Dr. to Tiedeman	20	53.3	0	1	30	35.6	0	65.6	1
Boones Ferry Road at Lanewood Street	10	52.5	2.5	2	15	35	2.5	52.5	3
Beaverton-Hillsdale Hwy/Oleson/Scholls Ferry Intersection (PE)	11	44	5	3	16.5	29.3	5	50.8	4
Wood Village Blvd.: Arata to Halsey	11	44.8	7.5	4	16.5	29.9	7.5	53.9	
SE 172nd Ave: Phase I; Sunnyside to Hwy 212	6	41	5	5	9	27.3	5	41.3	6
NE 28th Avenue: East Main to Grant	10	39.6	2.5	6	15	26.4	2.5	43.9	5
Clackamas County ITS: Safety and operational improvements at 4 railroad crossings	6	24	5	7	9	16	5	30	7
SW Ash Street extension: P&W RR to Burnham	11	30	0	8	16.5	7.3	0	23.8	8

Note: RTO, TOD, and Greestreeets Culverts projects are not applicable.

Project Title	Land Use Score	Transportation Score	Bonus Points	Rank	Land Use Score x1.5	Transportation Score x .667	Bonus Points	Revised Total	Revised Rank
Greenstreets Projects									
NE Cully Boulevard: Prescott to Lombard	14	70.5	n/a	1	21	47	n/a	68	1
Transit Projects									
Frequent Bus Corridors	40	53	n/a	1	60	35.4	n/a	95.4	1
Eastside Streetcar	40	41	n/a	2	60	27.3	n/a	87.3	2
South Metro Amtrak Station	35	22	n/a	3	52.5	14.7	n/a	66.9	3
Ash Street extension	19	9	n/a	4	28.5	6	n/a	34.5	4
Bicycle/Trail Projects									
Eastbank Trail/Springwater: Johnson Creek Bridge to SE Umatilla	37	56	n/a	1	55.5	37.4	n/a	92.9	1
Marine Dr. Bike Lanes & Trail Gaps: 6th Ave. to 185th	37	45	n/a	2	55.5	30	n/a	85.5	3
Springwater Trailhead at Main City Park	40	41	n/a	3	60	27.3	n/a	87.3	
MAX Multi-use Path: Cleveland Station to Ruby Junction	40	36	n/a	4	60	24	n/a	84	4
Trolley Trail: Arista to Glen Echo	28	47	n/a	5	42	31.4	n/a	73.4	6
Rock Creek Trail: Orchard Park to NW Wilkens	36	37	n/a	6	54	24.7	n/a	78.7	5
Jennifer St: 106th to 122nd	35	32	n/a	7	52.5	19.3	n/a	71.8	7
Beaverton Powerline Trail: Schuepback Park to Burntwood Drive	26	39	n/a	8	39	26	n/a	65	9
Washington Square Greenway: Hwy. 217 to Fanno Creek Trail	31	32	n/a	9	46.5	21.3	n/a	67.8	8
Powerline Trail (South): Barrows to Beef Bend Rd.	21	32	n/a	10	31.5	21.3	n/a	52.8	10
Road & Small Bridge Reconstruction Projects									
Naito Parkway: NW Davis to SW Market	20	68	2.5	1	30	45.4	2.5	77.9	2
10th Avenue @ Highway 8 Intersections	20	60.5	10	2	30	40.4	10	80.4	
Cleveland St.: NE Stark to SE Powell	6	76.6	5	3	9	51	5	65	4
Lake Rd: 21st to Hwy 224	10	68.5	5	4	15	45.7	5	65.7	
NE 242nd Avenue: Stark to Glisan	6	67.6	7.5	5	9	45	7.5	61.5	6
NW 23rd Avenue: Burnside to Lovejoy	17	45.5	7.5	6	25.5	30.3	7.5	63.3	5
Large Bridge Reconstruction Projects									
Sellwood Bridge Replacement: Type, Size & Location Study, Preliminary environmental	6	59.8	5	1	9	39.9	5	53.9	1

M E M O R A N D U M

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1794



METRO

DATE: January 12, 2005
TO: JPACT
FROM: Andy Cotugno, Planning Director
RE: Federal Authorization and Appropriation Requests

Attached for review and comment are draft project priority lists for the upcoming consideration of the FY '06 Federal Transportation Appropriations and reauthorization of TEA-21. The region has adopted priority projects for the reauthorization of TEA-21 the past two years but Congress has failed to adopt a new 6-year authorization bill. At this time, it is unclear what the dollar size of the bill will be or whether it will be a 4, 5 or 6-year bill. The attached list is largely consistent with past reauthorization priorities, with minor adjustments to reflect changed conditions. Adoption is scheduled for February 2005.

The final adopted priority lists should be consistent with the following criteria:

- 1) The region should have a relatively short list of priorities.
- 2) As a target, the region should seek authorization for projects under the New Start category that could reach the funding stage at some point during the 6-year authorization period (2004-2009).
- 3) As a target, the region should seek \$150-200 million in various highway earmark categories in the reauthorization bill. Earmark requests in the appropriations bill should be scaled consistent with historical earmarks.
- 4) All projects requested for reauthorization must be consistent with the RTP Priority System. All projects requested for appropriations should be consistent with the RTP Financially Constrained System.
- 5) Project requests must support and reinforce the land use plans of the region.
- 6) All project requests must be able to use earmarked funds within the six-year timeframe of the reauthorization bill and the one-year timeframe of the appropriations bill.
- 7) The jurisdiction requesting a project earmark must be prepared to deliver an appropriate project within the earmarked funding amount regardless of the level

of funding earmarked. Partial earmarks must be supplemented with alternate funding sources or scaled to an appropriate sized project.

- 8) There must be a strong base of support for projects from governments, community and business organizations.
- 9) Members of the delegation must be willing to pursue the project earmark.
- 10) The overall regional list must be regionally balanced.

Metro Area FY 06 Appropriation Request List

DRAFT 12-30-04

Project Type/Name	Appropriation Request (\$million)	Source	Purpose	Page
Regional Highway Projects				
Sunrise Corridor, Unit 2	\$ 3.00	General Provisions Earmark	EIS	
I-205 Auxiliary Lane	\$ 3.00	I-Maintenance	Construction	
I-5 Trade Corridor (ODOT Share)	\$ 5.00	Borders & Corridors	EIS	
I-5/99W Connector	\$ 2.50	General Provisions Earmark	PE	
ITS Equipment (ODOT)	\$ 1.20	ITS	Construction	
Total	\$ 14.70			
Regional Transit Priorities				
Interstate MAX	\$ 18.12	5309	Construction	
Commuter Rail	\$ 37.80	5309	Construction	
Bus Expansion and Facility	\$ 8.00	5309 Bus	Expansion	
Streetcar (N. Macadam)	\$ 2.00	HUD	Construction	
SMART Facility	\$ 3.38	5309 Bus	Construction	
Total	\$ 69.30			
Local Project Priorities				
Portland: I-5/I-405 Loop	\$ 4.00	General Provisions Earmark	Planning	
Portland: Going Street Bridge	\$ 2.00	General Provisions Earmark	Construction	
Multnomah: Sellwood Bridge	\$ 4.00	HBR	PE/ROW	
Wilsonville: Barber Street Extension	\$ 2.00	General Provisions Earmark	Construction	
Oregon City: 213-I-205	\$ 1.00	General Provisions Earmark	PE	
Milwaukie: Lake Road	\$ 3.00	Safe Routes to Schools	PE	
Troutdale: I-84/257th Interchange	\$ 2.00	Gen. Provisions	Planning	
Gresham: Springwater-US 26 Access	\$ 5.00	General Provisions Earmark	Construction	
Gresham: Riverside Dr. Connection to Sandy Blvd	\$ 5.00	RR Bridge Crossing	Construction	
Gresham: Fairview Trail	\$ 1.00	TCSP	Construction	
Total	\$ 29.00			
Channel Deepening Project				
Channel Deepening Project	\$ 40.00	Energy & Water Act	Construction	
Total	\$ 40.00			
Support for OTA Transit Request				
South Clackamas (Molalla) Transit District	\$ 0.16	5309 Bus	Bus Replacement	
City of Sandy Transit	\$ 1.20	5309 Bus	Vehicle Maintenance & Storage Facility	
City of Canby Transit Center	\$ 0.50	5309 Bus	Transit Center	
Total	\$ 1.86			
Support of University Research				
PSU: MultiModal ITS Research	\$ 1.00	ITS	Research Center	
Total	\$ 1.00			
Support for Washington/Clark County Priorities				
I-5 Trade Corridor (WashDOT Share)	\$ 8.00	Borders & Corridors	Construction	
Vancouver Area SMART Trek	\$ 1.50	ITS	Integration & Construction	
Total	\$ 9.50			
Grand Total	\$ 165.36			
Updated 12/16/04				

**Metro Area Reauthorization Request List
(Smillion)**

DRAFT - 1-12-05

Project Type/ Name	Authorization Request	Source	Purpose	House T&I Mark	Page
Regional Highway Projects					
I-5 Trade Corridor					
* I-5: Delta Park to Lombard Widening	\$ 32.800	Hwy Demo	Construction	\$ 10.000	
* Highway/Transit Columbia Crossing	\$ 15.000	Hwy Demo	PE/EIS	\$ 6.000	
* Highway/Transit Columbia Crossing	\$ 35.000	Projects of National significance*	PE/EIS		
I-5/99W Connector	\$ 15.000	Hwy Demo	PE/ROW		
Hwy 217:Tualatin Valley Highway to US 26	\$ 26.900	Hwy Demo	Construction	\$ 6.250	
Sunrise Corridor 1-205 to 172nd Ave.	\$ 32.000	Hwy Demo	PE/ROW	\$ 3.000	
Columbia Intermodal Corridor					
* Ramsey Railroad Yard	\$ 11.000	Hwy Demo	Construction	\$ 12.000	
* Air Cargo Access Road	\$ 9.000	Hwy Demo	Construction		
West Coast Coalition	\$ 5.000	Hwy Demo	Planning		
SUB-TOTAL	\$ 181.700			\$ 37.250	
Regional Transit Priorities					
	<i>This assumes that rail projects will not be dollar earmarked</i>				
South/North LRT Project Segments					
<i>Reauthorization</i>					
Interstate MAX	Reauthorize	5309 New Starts	Construction	\$ 23.293	
South Corridor/I-205	Reauthorize	5309 New Starts	Construction	Authorized	
Milwaukie Light Rail	Reauthorize	5309 New Starts	PE		
North: Expo to Clark County	Reauthorize	5309 New Starts	PE		
Wilsonville-Beaverton Commuter Rail Proj.	Reauthorize	5309 New Starts	Construction	Authorized	
TriMet Bus and Bus Related	\$ 41.000	5309 Bus	Buses		
SMART Bus - Wilsonville	\$ 3.200	5309 Bus	Buses	\$ 0.800	
Portland Streetcar				Authorized	
Segment 1: to Lloyd District	Authorize	Small Starts	Construction		
Segment 2: To Central Eastside District	Authorize	Small Starts	Construction		
Segment 3: To South Waterfront	Authorize	Small Starts	Construction		
Segment 4: To Lake Oswego	Authorize	Small Starts	Construction		
TOD Revolving Fund	\$ 10.000	5309 Bus	Construction		
SUB-TOTAL	\$ 54.200			\$ 24.093	
Local Project Priorities					
Wilsonville: Boeckman Road -Urban Village	\$ 3.000	Hwy Demo	Construction	\$ 3.000	
Wilsonville: Barber Street Urban Village Connection	\$ 3.700	Hwy Demo	Construction	\$ 1.000	
Milwaukie: Lake Road	\$ 6.000	TCSP/Safe Routes to Schools	Construction	\$ 3.000	
Gresham: Gresham Civic Neighborhood LRT Station	\$ 2.700	Hwy Demo	Construction	\$ 1.500	
Gresham: Rockwood Town Center	\$ 2.000	Hwy Demo	Construction	\$ 2.000	
Portland: North Macadam Access	\$ 23.000	Hwy Demo	Construction	\$ 9.000	
Portland: Gateway I02nd	\$ 4.800	Hwy Demo	Construction	\$ 7.800	
Portland: East Burnside - Willamette River to East 14th	\$ 1.500	Hwy Demo	PE		
Portland: Eastside Streetcar	\$ 1.500	Hwy Demo	PE		
Multnomah Co.: Sellwood Bridge	\$ 25.000	Bridge/Hwy Demo	Construction		
Washington Co.: Beaverton Hillsdale/Scholls	\$ 27.000	Hwy Demo	Construction		
Clackamas Co.: Harmony/Linwood/RR Separation	\$ 11.000	FRA/High Speed Rail	Construction		
Regional Trail Program - Next Phase	\$ 5.000	Hwy Demo	Construction	\$ 4.500	
Regional Culvert Retrofit - Phase I	\$ 5.000	Hwy Demo	Construction		
SUB-TOTAL	\$ 121.200			\$ 31.800	
Research					
Designated Portland State University as Federal University Transportation Research Center	\$ 2.500	University Transportation Centers Program	Designate as University Research Ctr.	Language	
SUB-TOTAL	\$ 2.500				
Support for Washington/Clark County Priorities					
Vancouver Area SMART TREK (VAST)	Authorization	ITS	Development		
I-5 Tade Corridor	\$ 10.000	Hwy Demo	PE/EIS	\$ 10.000	
I-5 Railroad Bridge Swing Span Replacement	\$ 42.000	Truman Hobbs	Replacement		
SUB-TOTAL	\$ 52.000			\$ 10.000	

* Subject to creation of this category of funds.

M E M O R A N D U M

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1794



DATE: January 18, 2005
TO: JPACT
FROM: Andy Cotugno, Planning Director
RE: Federal Project Priorities

We have just learned that the project priorities are due to our Congressional delegation by February 1 for Reauthorization and by February 18 for Appropriations. As such, it will be necessary to obtain preliminary approval of the lists at this coming JPACT meeting. We envision submitting a resolution for final approval at the February JPACT meeting to include the project priorities as well as priority policy language issues.

Attached is a revised copy of the two lists.

M E M O R A N D U M

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1794



METRO

DATE: January 12, 2005
TO: JPACT
FROM: Andy Cotugno, Planning Director
RE: Federal Authorization and Appropriation Requests

Attached for review and comment are draft project priority lists for the upcoming consideration of the FY '06 Federal Transportation Appropriations and reauthorization of TEA-21. The region has adopted priority projects for the reauthorization of TEA-21 the past two years but Congress has failed to adopt a new 6-year authorization bill. At this time, it is unclear what the dollar size of the bill will be or whether it will be a 4, 5 or 6-year bill. The attached list is largely consistent with past reauthorization priorities, with minor adjustments to reflect changed conditions. Adoption is scheduled for February 2005.

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of funding earmarked. Partial earmarks must be supplemented with alternate funding sources or scaled to an appropriate sized project.

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Metro Area FY 06 Appropriation Request List

DRAFT 1-18-05

Project Type/Name	Appropriation Request (\$million)	Source	Purpose	Page
Regional Highway Projects				
Sunrise Project, Unit 2	\$ 3.00	General Provisions Earmark	EIS	
I-205 Auxiliary Lane	\$ 3.00	I-Maintenance	Construction	
I-5 Trade Corridor (ODOT Share)	\$ 5.00	Borders & Corridors	EIS/PE	
I-5/99W Connector	\$ 2.50	General Provisions Earmark	EIS/PE	
ITS Equipment (ODOT)	\$ 1.20	ITS	Construction	
Total	\$ 14.70			
Regional Transit Priorities				
Interstate MAX	\$ 18.12	5309 New Starts	Construction	
Commuter Rail	\$ 37.80	5309 New Starts	Construction	
Bus Expansion and Facility	\$ 8.00	5309 Bus	Expansion	
Streetcar (N. Macadam)	\$ 2.00	HUD	Construction	
SMART Facility	\$ 3.38	5309 Bus	Construction	
Total	\$ 69.30			
Local Project Priorities				
Portland: I-5/I-405 Loop	\$ 4.00	General Provisions Earmark	Planning	
Portland: Going Street Bridge	\$ 2.00	General Provisions Earmark	Construction	
Multnomah: Sellwood Bridge	\$ 4.00	HBR	PE/ROW	
Wilsonville: Barber Street Extension	\$ 2.00	General Provisions Earmark	Construction	
Oregon City: 213-I-205	\$ 1.00	General Provisions Earmark	EIS/PE	
Milwaukie: Lake Road	\$ 3.00	Safe Routes to Schools	PE/CON	
Port/Troutdale: I-84/257th Interchange	\$ 2.00	General Provisions Earmark	Planning	
Gresham: Springwater-US 26 Access	\$ 5.00	General Provisions Earmark	Construction	
Gresham: Fairview Trail	\$ 1.00	TCSP	Construction	
Total	\$ 24.00			
Support for OTA Transit Request				
South Clackamas (Molalla) Transit District	\$ 0.16	5309 Bus	Bus Replacement	
City of Sandy Transit	\$ 1.20	5309 Bus	Vehicle Maintenance & Storage Facility	
City of Canby Transit Center	\$ 0.50	5309 Bus	Transit Center	
Total	\$ 1.86			
Support of University Research				
PSU: MultiModal ITS Research	\$ 1.00	ITS	Research Center	
Total	\$ 1.00			
Support for Washington/Clark County Priorities				
I-5 Trade Corridor (WashDOT Share)	\$ 8.00	Borders & Corridors	PE/EIS	
Vancouver Area SMART Trek	\$ 1.50	ITS	Integration & Construction	
Total	\$ 9.50			
	\$ 120.36			
Grand Total - Transportation Appropriations				
Channel Deepening Project	\$ 40.00	Energy & Water Act	Construction	

**Metro Area Reauthorization Request List
(Smillion)**

DRAFT - 1-18-05

Project Type/ Name	Authorization Request	Source	Purpose	House T&I Mark	Page
Regional Highway Projects					
I-5 Trade Corridor					
* I-5: Delta Park to Lombard Widening	\$ 32.800	Hwy Demo	Construction	\$ 10.000	
* Highway/Transit Columbia Crossing	\$ 15.000	Hwy Demo	PE/EIS	\$ 6.000	
* Highway/Transit Columbia Crossing	\$ 35.000	Projects of National Significance*	PE/EIS/Final Design		
I-5/99W Connector	\$ 15.000	Hwy Demo	PE/ROW		
Hwy 217:Tualatin Valley Highway to US 26	\$ 26.900	Hwy Demo	Construction	\$ 6.250	
Sunrise Project I-205 to Rock Creek	\$ 32.000	Hwy Demo	PE/ROW	\$ 3.000	
Columbia Intermodal Corridor					
* Ramsey Railroad Yard	\$ 11.000	Hwy Demo	Construction	\$ 12.000	
* Air Cargo Access Road	\$ 9.000	Hwy Demo	Construction		
SUB-TOTAL	\$ 176.700			\$ 37.250	
Regional Transit Priorities					
	<i>This assumes that rail projects will not be dollar earmarked</i>				
South/North LRT Project Segments					
	<i>Reauthorization</i>				
Interstate MAX	Reauthorize	5309 New Starts	Construction	\$ 23.293	
South Corridor/I-205	Reauthorize	5309 New Starts	Construction	Authorized	
Milwaukie Light Rail	Reauthorize	5309 New Starts	PE		
North: Expo to Clark County	Reauthorize	5309 New Starts	PE		
Wilsonville-Beaverton Commuter Rail Proj.	Reauthorize	5309 New Starts	Construction	Authorized	
TriMet Bus and Bus Related	\$ 41.000	5309 Bus	Buses		
SMART Bus - Wilsonville	\$ 3.200	5309 Bus	Buses	\$ 0.800	
Portland Streetcar				Authorized	
Segment 1: to Lloyd District	Authorize	Small Starts	Construction		
Segment 2: To Central Eastside District	Authorize	Small Starts	Construction		
Segment 3: To South Waterfront	Authorize	Small Starts	Construction		
Segment 4: To Lake Oswego	Authorize	Small Starts	Construction		
SUB-TOTAL	\$ 44.200			\$ 24.093	
Local Project Priorities					
Wilsonville: Boeckman Road -Urban Village	\$ 3.000	Hwy Demo	Construction	\$ 3.000	
Wilsonville: Barber Street Urban Village Connection	\$ 3.700	Hwy Demo	Construction	\$ 1.000	
Milwaukie: Lake Road	\$ 6.000	TCSP/Safe Routes to Schools	Construction	\$ 3.000	
Gresham: Gresham Civic Neighborhood LRT Station	\$ 2.700	Hwy Demo	Construction	\$ 1.500	
Gresham: Rockwood Town Center	\$ 2.000	Hwy Demo	Construction	\$ 2.000	
Portland: North Macadam Access	\$ 23.000	Hwy Demo	Construction	\$ 9.000	
Portland: Gateway 102nd	\$ 4.800	Hwy Demo	Construction	\$ 7.800	
Portland: East Burnside - Willamette River to East 14th	\$ 1.500	Hwy Demo	PE		
Portland: Eastside Streetcar	\$ 1.500	Hwy Demo	PE		
Multnomah Co.: Sellwood Bridge	\$ 25.000	Bridge/Hwy Demo	Construction		
Washington Co.: Beaverton Hillsdale/Scholls	\$ 27.000	Hwy Demo	Construction		
Metro TOD Revolving Fund	\$ 10.000	TCSP	Construction		
Metro Regional Trail Program - Next Phase	\$ 5.000	Hwy Demo	Construction	\$ 4.500	
Metro Regional Culvert Retrofit - Phase I	\$ 5.000	Hwy Demo	Construction		
SUB-TOTAL	\$ 120.200			\$ 31.800	
Research					
Designated Portland State University as Federal University Transportation Research Center	\$ 2.500	University Transportation Centers Program	Designate as University Research Ctr.	Language	
SUB-TOTAL	\$ 2.500				
Support for Other Priorities					
Vancouver Area SMART TREK (VAST)	Authorization	ITS	Development		
I-5 Trade Corridor	\$ 50.000	Hwy Demo	PE/EIS/Final Design	\$ 10.000	
I-5 Railroad Bridge Swing Span Replacement	\$ 42.000	Truman Hobbs	Replacement		
West Coast Coalition	\$ 0.500	Hwy Demo	Planning		
SUB-TOTAL	\$ 92.500			\$ 10.000	

* Subject to creation of this category of funds.

DRAFT
Phase I Recommendation
Highway 217 corridor study
January 2004

1.0 Introduction

The Highway 217 Policy Advisory Committee voted to carry three options forward into phase two on November 17, 2004. The Policy Advisory Committee took a straw poll vote where each member could support three options. The committee quickly reached consensus after the straw poll vote. The committee conclusions and recommendations are summarized below.

1.1 Project Background

The Highway 217 Corridor Study is developing multi-modal transportation solutions for traffic problems on Highway 217 and the rest of the corridor.

Highway 217 is the major north-south transportation route for the urbanized portion of eastern Washington County. Today, it is generally a four-lane highway with auxiliary (non-continuous) lanes between interchanges. Traffic volumes have grown significantly as Washington County has grown from a primarily agricultural area to a booming high-tech and retail center. Traffic volumes have doubled over the past twenty years.

Nearly every transportation planning effort that has looked at this part of the region during the past decade has identified the need for additional capacity on Highway 217. ODOT's Western Bypass Study, Metro's 2000 Regional Transportation Plan, and the Oregon Highway 217 Initial Improvement Concepts Technical Memorandum, all recognize the need for at least one additional through lane in each direction on Highway 217.

In 2001, Metro prioritized corridors throughout the region that required additional study. Highway 217 was recognized as one of the most crucial corridors for improvement. During the summer of 2003, Metro began work on the Highway 217 Corridor Study with funds from Metro and local jurisdictions. The study was also partially funded through a grant from the Federal Highway Administration (FHWA) to study value-pricing options in this corridor.

1.2 Study Goal

The primary purpose of the corridor study is to provide for mobility to regional destinations served by Highway 217 and to provide access to activity centers within the corridor. The study is considering roadway, transit, bicycle and pedestrian improvements.

The Policy Advisory Committee identified the following overall goal:

Develop transportation improvements that will be implemented in the next 20 years to provide for efficient movement of people and goods through and within the Highway 217 corridor over the next twenty years while supporting economically dynamic and attractive regional and town centers and respecting the livability of nearby communities.

1.3 Study Process

The Highway 217 Corridor Study is being completed in two phases. The first phase developed and analyzed a wide range of multi-modal alternatives. Based on this evaluation, the alternatives will be refined to a smaller set that can be studied in more detail.

Alternatives will be evaluated based on how well they address the study objectives in terms of travel performance, supporting regional economic centers, environmental and neighborhood effects, financial feasibility, cost effectiveness and potential for public support. The study's future year planning horizon is 2025.

The study options include highway, arterial, transit, bike and pedestrian improvements. The options each assume that improvements listed in the Regional Transportation Plan's financially constrained system have been made by 2025.

2.0 Overall Findings

2.1 Overall Conclusion

The first phase found that adding an additional through lane on Highway 217 was necessary to improve mobility for trips to regional destinations. It also found that improving the interchanges on Highway 217 by building braided ramps or consolidated interchanges was important to improving the function and overall mobility on Highway 217. Without interchange improvements, drivers on Highway 217 would continue to experience significant delays even with a new lane.

It is also important to have multi-modal and arterial improvements. Baseline commuter rail, bicycle and arterial improvements are included in each alternative. Additional transit, bicycle and arterial connections are also proposed for further study in Phase II.

The first phase also highlighted an existing bottleneck on I-5 South between Highway 217 and Wilsonville. Improvements to through capacity on Highway 217 exacerbate the congestion anticipated for this section of I-5. Detailed study of this portion of I-5 is needed, but is not within the scope of this corridor planning effort.

2.2 Overall Recommendation

All options proposed for further study include interchange improvements (braided ramps and consolidated interchanges) and an additional through lane on Highway 217. They also include baseline commuter rail, arterial and bicycle improvements.

In addition, the policy advisory committee recommends further study of selected arterials from option 1. This set of arterial improvements will be considered as to how they can help achieve study goals of improving access to activity centers in the corridor and enhancing mobility for regional trips. The arterial alternative includes completion of key bicycle improvements identified in Phase I.

Finally, to the extent possible within study resources, Phase II work will seek to further illuminate how study alternatives relate to both I-5 and Highway 26. In particular, consideration will be given to the bottleneck on I-5 between Highway 217 and Wilsonville. A separate study is needed to fully understand the needs and potential solutions on I-5. The Highway 217 Corridor Study will suggest appropriate next steps regarding this issue as part of its final recommendations.

3.0 Options recommended for further study in Phase II

3.1 Option 3, six lanes plus interchange improvements, includes a new through lane, which will be open to general purpose traffic, as well as interchange improvements. The alternative assumes continuation of ramp meters at all access ramps.

Summary Conclusions

This option improves access for regional trips coming into the corridor. It offers the greatest overall reduction in delay for all drivers on Highway 217 and improves safety from eliminating merge/weave conflicts. It also offers benefits for trucks because it reduced overall congestion. This option has a substantial funding gap.

Recommendation

This option will be studied in phase II. Selected arterial improvements will be analyzed with this option to analyze their benefits to accessing activity centers and enhancing corridor mobility for trips to key regional destinations. Exploration of alternatives for phasing and alternative funding sources will be the primary focus of Phase II.

3.2 Option 5, six lanes with rush-hour toll lanes, includes an additional through lane, which would be managed as a rush hour toll lane, as well as interchange improvements. This alternative assumes ramp meter bypass lanes in the southbound direction at Barnes Road and Walker Road and in the northbound direction at 72nd Avenue and Highway 99W. It also includes two express bus routes, which utilize the managed lane.

Summary Conclusions

Option 5 enhances overall access for regional trips to centers within the corridor. It offers a reliable, express trip for drivers in the toll lane and provides some improvement for drivers in the general-purpose lane compared to the base case. This option offers benefits for small trucks that were allowed to use the tolled lane. It also increases transit travel due to the new bus service in the toll lane. Because it is expected to generate significant toll revenues, this option has the smallest funding gap.

Recommendation

This option should be studied in Phase II. In order to reduce merge conflicts associated with accessing the lane, the two intermediate entrances in each direction will be consolidated into a single entrance and exit in each direction. In the north bound direction the intermediate entrance will be developed north of Greenburg Road and the intermediate exit will be located south of Walker Road. In the south bound direction intermediate access will be developed south of Walker Road with egress north of Greenburg Road. In addition, potential benefits from additional arterial connections will be considered. A key focus of Phase II work will be on refining the toll revenue projections, developing a realistic phasing strategy and public acceptance.

4.3 Option 6, six lanes with tolled ramp meter bypasses includes an additional through lane, which would be open to all traffic and interchange improvements. This option would provide a toll bypass at the ramp meter to provide a faster option for those willing to pay a toll.

Summary Conclusion

This option offers travel performance similar to option 3, but provides some toll revenues. Less funding from toll revenues is expected in this option than with a tolled lane. Trucks could use the tolled ramp meter bypass making this the option with the most benefits for all trucks regardless of size. It also includes new bus service that would use the ramp meter bypasses.

Recommendation

This option should be studied in Phase II. Particular emphasis should be placed on public acceptance of tolling the ramp bypasses. Also, further analysis of the potential toll revenues and phasing options will be conducted.

4.0 Options not recommended for further study

4.1 Option 1: arterial, transit and interchange improvements did not include a new through lane on Highway 217. It attempted to address corridor travel needs by improving the interchanges on Highway 217 to reduce merge/weave conflicts, improving the arterial network and increasing transit service.

Summary Conclusion

While this options increased transit ridership and improved access for local trips, it did not address regional mobility needs as much as other options. It reduced congestion on surface streets, but did not reduce delays or improve travel times on Highway 217. It was also the most expensive option and involved by far the most environmental and neighborhood impacts.

Recommendation

This option was not selected to move forward as a separate option. However, it did highlight the importance of addressing the merge/weave conflicts on the highway and improving local connections. It also demonstrated the demand for eventual increases in commuter rail service. A smaller set of arterial improvements included in this option will be considered in Phase II for their effectiveness in improving access to centers and providing an alternative for trips utilizing Highway 217.

3.2 Option 2: six lanes without interchange improvements included a new through lane on Highway 217 but did not include interchange improvements to address the merge/weave conflict on Highway 217.

Summary Conclusion

This option demonstrated the importance of the improving the interchanges on Highway 217. While it provided additional capacity, the turbulence caused by merging and weaving traffic would result in significant delays and impair safety.

Recommendation

This option should not be carried forward for further study.

3.3 Option 4: six lanes with carpool lanes included interchange improvements and restricted use of the new lane to carpools and transit.

Summary Conclusion

This option did not increase the number of carpools using Highway 217. It also had little public support. While it provided for a fast trip for carpools, it did not reduce overall delay on the highway.

Recommendation

This option is not recommended for further study.

Highway 217 Corridor Study

Phase I Overview Report

November 3, 2004

BACKGROUND AND OVERVIEW

Study purpose

The Highway 217 Corridor Study is developing multi-modal transportation solutions for traffic problems on Highway 217 and the rest of the corridor.

Highway 217 is the major north-south transportation route for the urbanized portion of eastern Washington County. Today, it is generally a four-lane highway with auxiliary (noncontinuous) lanes between interchanges. Traffic volumes have grown significantly as Washington County has grown from a primarily agricultural area to a booming high-tech and retail center. From 1989 to 1998, the average daily traffic volume on Highway 217 increased by nearly 20%. At rush hour, the highway operates near capacity.

Nearly every transportation planning effort that has looked at this part of the region has identified the need for additional capacity on Highway 217. ODOT's Western Bypass Study, Metro's 2000 Regional Transportation Plan, and the Oregon Highway 217 Initial Improvement Concepts Technical Memorandum, all recognize the need for at least one additional through lane in each direction on Highway 217.

In 2001, Metro prioritized corridors throughout the region that required additional study. Highway 217 was recognized as one of the most crucial corridors for improvement. During the summer of 2003, Metro began work on the Highway 217 Corridor Study with funds from Metro and local jurisdictions. The study was also partially funded through a grant from the Federal Highway Administration (FHWA) to study value-pricing options in this corridor.

Study goals and objectives

Develop transportation improvements that will be implemented in the next 20 years to provide for efficient movement of people and goods through and within the Highway 217 corridor over the next twenty years while supporting economically dynamic and attractive regional and town centers and respecting the livability of nearby communities.

- Objective 1:** Provide a proactive, thorough and engaging public involvement effort
- Objective 2:** Enhance effectiveness of the transportation system
- Objective 3:** Provide a feasibility assessment of each alternative
- Objective 4:** Support neighborhoods, businesses and the natural environment
- Objective 5:** Ensure that benefits and impacts associated with selected strategies are equitable to minority and low-income communities in the corridor.
- Objective 6:** Conduct a conclusive and thorough study with results that can be implemented.

Existing traffic conditions

ODOT's Highway 217 Initial Concepts Memorandum (2000) analyzed existing conditions and found a number of deficiencies in the corridor. Key findings were the:

- Short distances between interchanges creates conflicts between traffic entering and exiting the facility. This results in slow traffic and unsafe conditions in many locations.
- Bottlenecks at I-5 and US 26 freeways and other ramp junctions cause slow speeds. These bottlenecks can create back ups affecting large sections of the corridor.
- High traffic volumes during the evening peak period result in long recovery times from traffic accidents or weather conditions that can impact traffic operations for several hours.

Future traffic conditions

The corridor is expected to grow substantially over the next twenty years. The number of households is expected to increase by 33 percent and employment is expected to grow by 56 percent during this time. This growth will result in changed traffic patterns with more travel to and from areas to the north of Highway 26 in the Barnes Road, Sunset and Cedar Mill Town Centers and the St. Vincent Hospital areas. Similarly, growth to the south of the study area is expected to increase trips destined to and originating from Kruse Way, Tualatin and Wilsonville.

As a result of anticipated growth, peak corridor travel is expected to increase by 30 percent over the next 20 years. Unless improvements are made, congestion on Highway 217 is expected to be severe throughout the entire corridor by 2025. At rush-hour, traffic volumes will be at or exceeding capacity in most locations.

Freight traffic

The Highway 217 Policy Advisory Committee recognizes the importance of freight movement in the economic development and that accommodating freight is a growing issue in the corridor. Freight traffic has doubled in the past ten years to comprise 8 percent of total traffic. The Highway 217 Corridor Study is measuring the impacts and benefits to trucks for each option.

Study approach

The Highway 217 Corridor Study is being completed in two phases. The first phase developed and analyzed a wide range of multi-modal alternatives. Based on this evaluation, the alternatives will be refined to a smaller set that can be studied in more detail in the second phase. Options will be evaluated based on how well they address the study objectives in terms of travel performance, environmental and neighborhood effects, financial feasibility, and cost effectiveness. The study's future year planning horizon is 2025. The findings included in this report generally compare each option to the base case. The base case is a forecast of what traffic conditions in the corridor would look like in 2025 if no improvements, other than those included in the region's adopted financially constrained system, were made.

The bottom-line

Option 1: Arterial, transit and interchange improvements

- No new lane on highway
- Arterial improvements
- Interchange improvements
- Significantly increased transit service

Key findings:

- does not improve overall drive times or congestion on Highway 217
- has by far the most environmental and neighborhood impacts due to the number of surface street (arterial) improvements that are included
- provides the most congestion relief on surface streets
- is the most expensive option

Option 2: Six lane without interchange improvements

- New lane on highway in each direction

Key findings:

- does not resolve the merge/weave problems on Highway 217
- is the least expensive option
- has the fewest environmental impacts

Option 3: Six lane plus interchange improvements

- New lane on highway in each direction
- Interchange improvements

Key findings:

- provides the most congestion relief and the fastest trip (on average) for all drivers on Highway 217

Option 4: Six lane with carpool lanes

- New lane on highway in each direction for carpools
- Interchange improvements
- increased transit service

Key findings:

- does not relieve congestion on general-purpose (non-carpool) lanes
- drivers in carpool lane have the fastest trip on Highway 217
- does not increase carpooling

Option 5: Six lane with rush hour toll lanes

- New tolled lane on highway in each direction
- Interchange improvements
- increased transit service

Key findings:

- drivers in the toll lane have the fastest trip on Highway 217
- reduces overall congestion on Highway 217
- has the smallest funding gap and could potentially be built sooner than other options
- provides most benefits to trucks in corridor

Option 6: Six lane with tolled ramp meter bypasses

- New lane on highway in each direction
- Interchange improvements
- Increased transit service
- New tolled lane on entrance ramps to bypass meters

Key findings:

- provides similar improvements as option 3, but has a smaller funding gap
- provides most benefits to trucks in corridor

Overall study findings

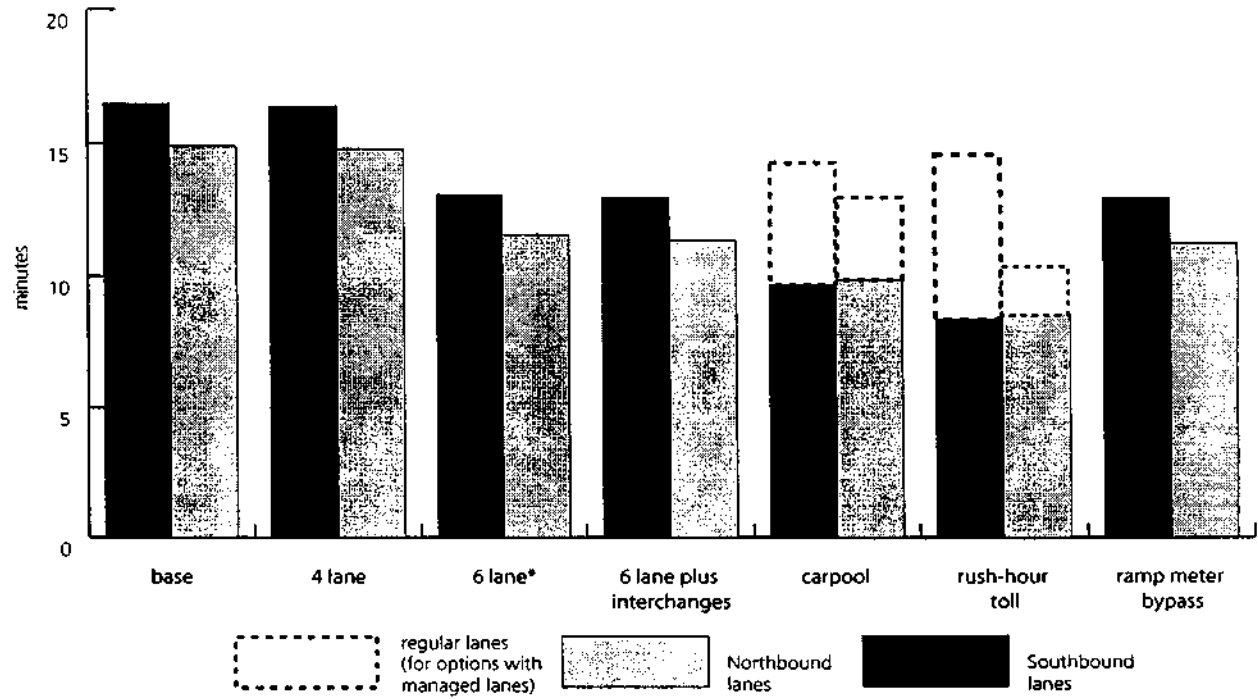
- All six lane options improve regional access to centers while the arterial, transit and interchange option improves local access to centers.
- All six lane options, which improve congestion on Highway 217, exacerbate the bottleneck on I-5 south.
- All options with braided ramps include expensive structures and retaining walls to minimize environmental impacts.
- All options have significant funding gaps given expected funding levels, but the rush-hour toll lane option has a smallest funding gap.
- Work during the second study phase will determine implementation timelines, but a project with a smaller funding gap could possibly be built earlier.

Summary of key findings for objectives with significant differences between options

	Option 1: arterial, transit and interchange improvements	Option 2: six lane without interchange improvements	Option 3: six lane plus interchange improvements	Option 4: six lane with carpool lanes	Option 5: six lane with rush-hour toll lanes	Option 6: six lane with tolled ramp meter bypasses
Reduces congestion on Highway 217 (all lanes)	no improvement/worst	no improvement/worst	no improvement/worst	no improvement/worst	no improvement/worst	no improvement/worst
Reduces drive time on Highway 217 (all lanes)	no improvement/worst	no improvement/worst	no improvement/worst	no improvement/worst	no improvement/worst	no improvement/worst
Provides opportunity for express trip	no improvement/worst	no improvement/worst	no improvement/worst	no improvement/worst	no improvement/worst	no improvement/worst
Reduces congestion on surface streets	no improvement/worst	no improvement/worst	no improvement/worst	no improvement/worst	no improvement/worst	no improvement/worst
Provides region-wide time savings	no improvement/worst	no improvement/worst	no improvement/worst	no improvement/worst	no improvement/worst	no improvement/worst
Provides benefits for trucks in the corridor	no improvement/worst	no improvement/worst	no improvement/worst	no improvement/worst	no improvement/worst	no improvement/worst
Increases trips using transit	no improvement/worst	no improvement/worst	no improvement/worst	no improvement/worst	no improvement/worst	no improvement/worst
Minimizes funding gap	no improvement/worst	no improvement/worst	no improvement/worst	no improvement/worst	no improvement/worst	no improvement/worst
Avoids environmental and neighborhood impacts	no improvement/worst	no improvement/worst	no improvement/worst	no improvement/worst	no improvement/worst	no improvement/worst

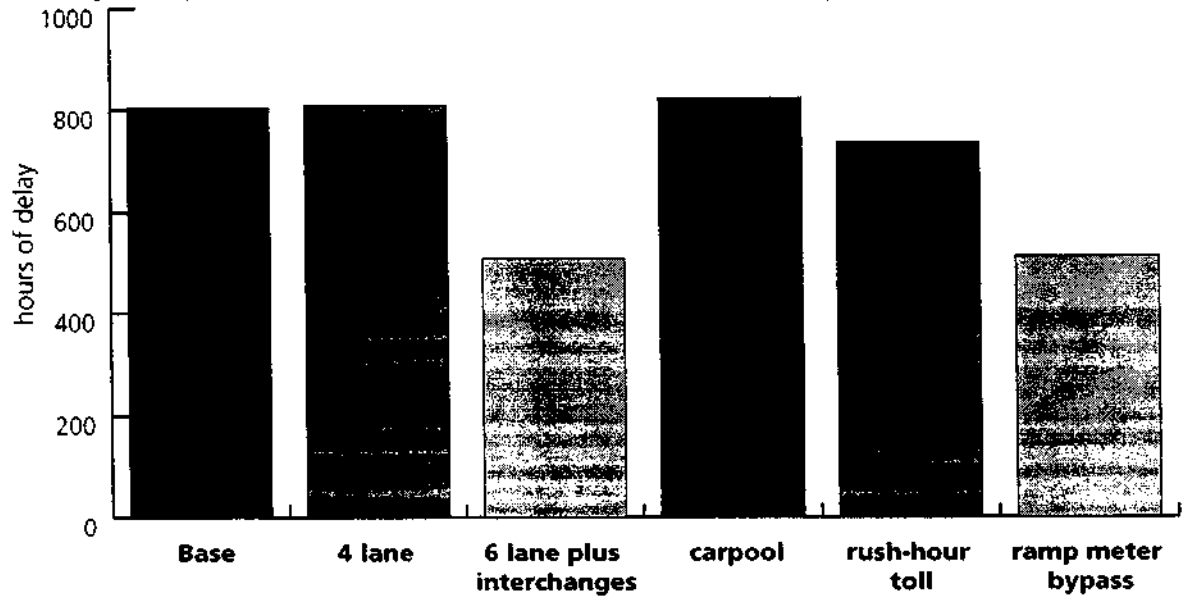
Key transportation measures for all options

Drive time from I-5 to US 26 in p.m. rush-hour in 2025



*Merge/weave problems are not accounted for in this measure, so drive-times are likely to be slower than in other six-lane options.

Congestion on Highway 217 in p.m. peak in 2025



Note on the study options

Interchange improvements

All the study options, except the six lane without interchange improvement option, include braided ramps or consolidated interchanges as a way to reduce merge/weave problems on the highway. **Braided ramps** separate traffic that is trying to exit from entering traffic by creating a bridge for traffic entering the freeway that does not descend to the freeway until it has crossed over traffic exiting the freeway. In this way, traffic engineers “braid” ramps with some traffic crossing over and some crossing under to prevent accidents.

Another way to address the merge/weave conflicts is to **consolidate interchanges** and connect them with frontage roads. This solution has been applied at the Canyon Road and the Beaverton-Hillsdale Highway on Highway 217 where access to two streets has been combined into one interchange. Drivers entering Highway 217 going north from Beaverton-Hillsdale Highway use a frontage road to enter at the Canyon Road entrance. Frontage roads are less expensive to construct than braided ramps but require more right of way. They also remove local trips from the freeway by providing a parallel off-freeway connection between streets.

Forecast year and time period

All projections and numbers refer to the two-hour afternoon rush-hour, generally from 4-6 p.m., in 2025.

Bike improvements

During the first phase of the Highway 217 Corridor Study, a group of bike advocates and staff from local jurisdictions met to review potential bike options in the Highway 217 Corridor. There are many planned bike routes in the corridor that are assumed as part of the base case, so the bike working group focused on identifying gaps in the planned network. The bike working group solicited input from people who bike in the Highway 217 Corridor at a workshop. After reviewing input, the bike working group developed a recommended set of bike improvements. The Phase I Bike Improvement Recommendation includes:

- Bike crossing of Highway 217 for the Fanno Creek Trail north of Denney Road. This bike crossing could be located under or over Highway 217 or could be located on a rebuilt Denney overpass.
- Bike lanes on the Hall Boulevard overpass (north crossing near Washington Square) if the overpass is significantly altered or rebuilt and safety improvements at the intersection of Hall and Scholls Ferry Road. Design issues such as access to businesses, turn movements and high speeds should be considered during redesign.
- Examine the location of a proposed multi-use path from I-5 to 72nd Avenue. If appropriate, design this multi-use path as part of the Highway 217 Corridor alternatives.

The bike recommendation will be integrated into options carried forward for further study.

OPTION 1: TRANSIT, ARTERIAL AND INTERCHANGE IMPROVEMENTS

Overview

This option attempts to meet transportation demand in the corridor by improving ramps, increasing transit service and constructing improvements to other streets that are in the region's preferred transportation plan.

The four-lane option does not include new lanes on Highway 217 except a new northbound lane from Canyon Road to US 26 that has already been funded. The street improvements included in this option are part of the region's preferred transportation plan, however the projects are not expected to be constructed unless new funding sources are identified.

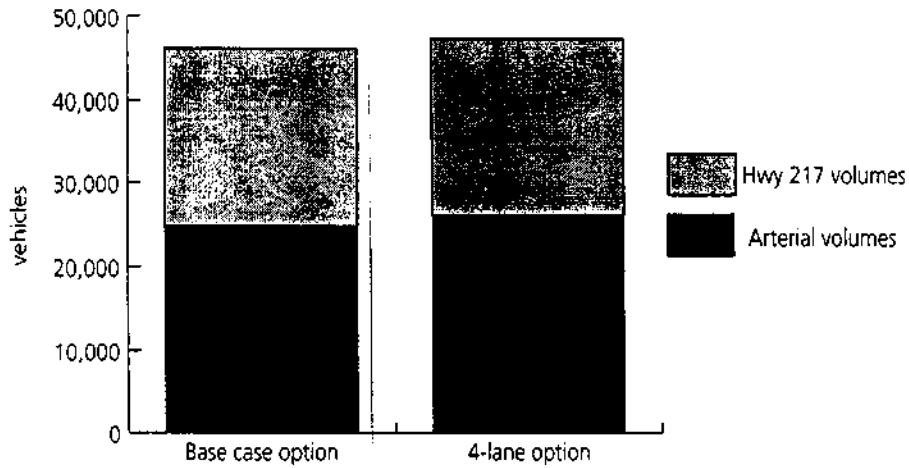
This option would include:

- four through lanes from Canyon Road to I-5 on Highway 217 (no additional through lanes)
- six through lanes north of Canyon Road to US 26 (constructed southbound and funded northbound)
- improvements to streets that cross or parallel Highway 217 that are included in the region's preferred transportation system
- either braided ramps or consolidated interchanges at some locations on the highway
- additional bus service such as new commuter rail feeder routes, new routes between centers and other improvements to make transit a more attractive option
- more frequent and longer hours of operation for commuter rail between Wilsonville and Beaverton.

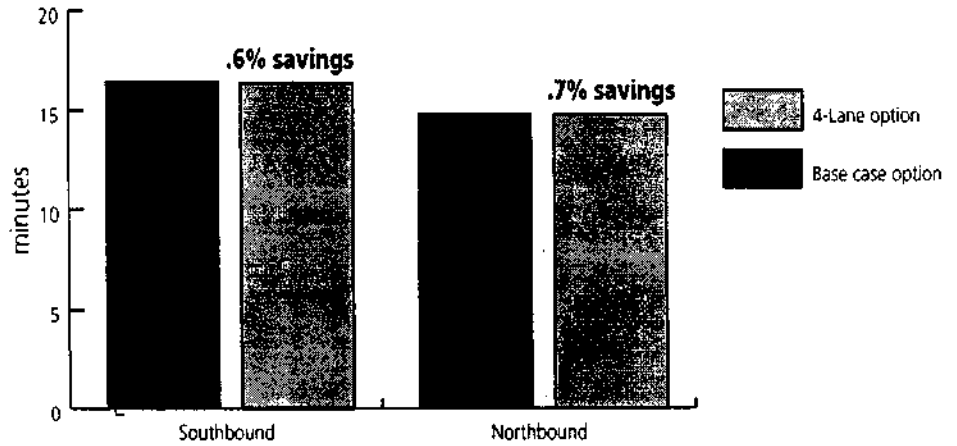
Highlights

Compared to the base case in 2025, this option would:

- provide a faster auto trip for households in or near the corridor to nearby regional and town centers.
- increase pedestrian and bike connectivity across Highway 217.
- increase transit ridership in the corridor.
- result in a high level of environmental and community impacts due to the large number of arterial improvements that are included in the option that would impact various areas. Potential effects include significant impacts to wetlands and parks and displacement of many residences and businesses.
- not provide region-wide benefits in terms of time savings.
- not provide significant benefits for trucks.
- cost about \$544 million (in 2004 dollars) with a \$505 million gap given expected funding levels.
- increase commuter rail capital and operating costs.

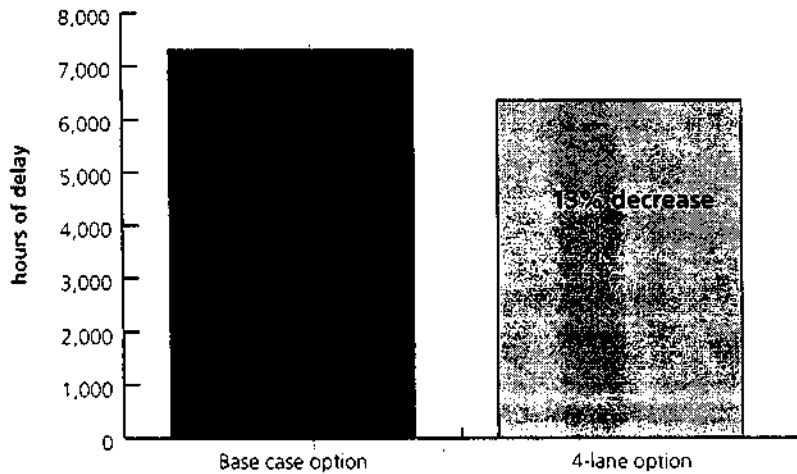


North-south volumes in corridor



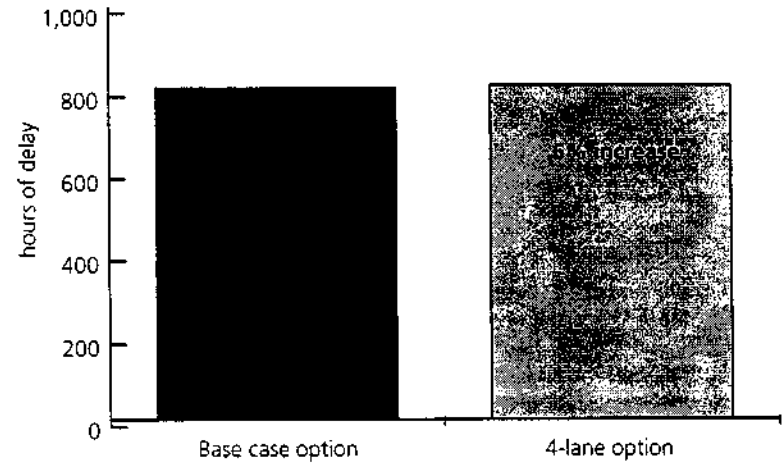
Drive time from I-5 to US 26

would not significantly decrease drive time between I-5 and US 26



Congestion on surface streets in corridor

would significantly improve traffic on surface streets

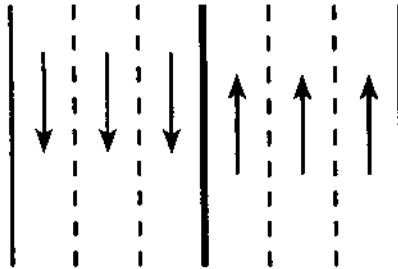


Congestion on Highway 217

would not significantly improve traffic congestion on Highway 217

OPTION 2: SIX-LANE WITHOUT INTERCHANGE IMPROVEMENTS

Overview



This option attempts to meet transportation demand in the corridor by adding a new lane in each direction on Highway 217. It does not address the merge/weave problem in the corridor.

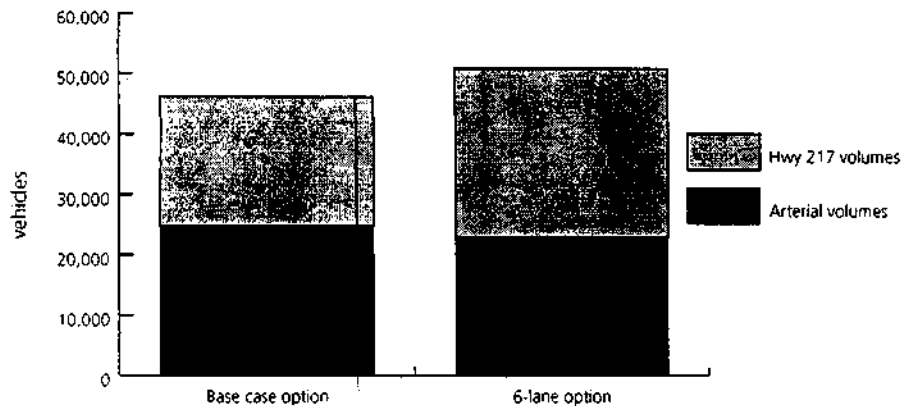
This would include:

- six through lanes (three in each direction) on Highway 217 from US 26 to I-5
- existing on and off ramp system with auxiliary lanes
- improvements included in the base case option.

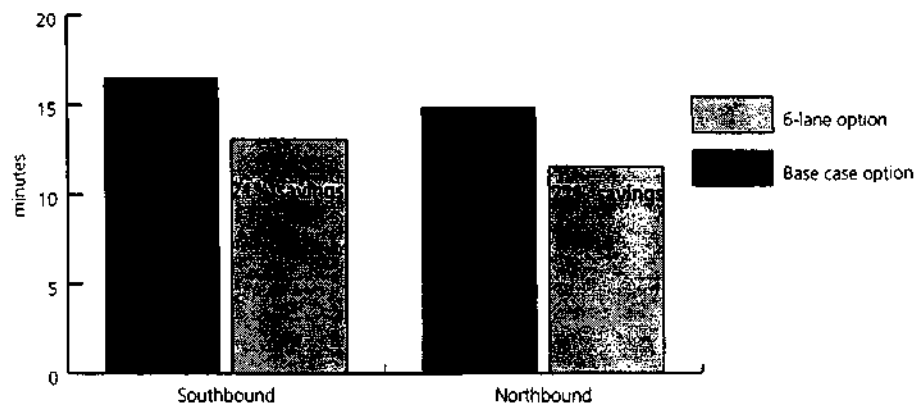
Highlights

Compared to the base case in 2025, this option would:

- not resolve merge/weave problems that lead to backups on Highway 217.
- have less congestion relief on Highway 217 than option 3 because of continued backups from drivers merging in and out of traffic without braided ramps.
- not result in any park impacts but could impact some properties.
- impact zero to two acres of wetlands.
- not increase trips using transit.
- not provide region-wide benefits in terms of time savings.
- not provide benefits for trucks.
- improves regional access to centers.
- cost about \$405 million (in 2004 dollars) with a \$366 million gap given expected funding levels.

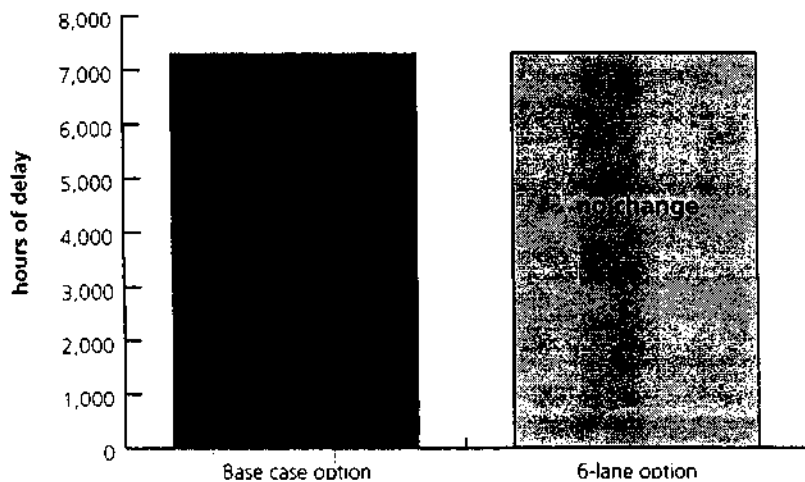


North-south corridor volumes



Drive time from I-5 to US 26

would improve drive time from I-5 to US 26 by more than 20 percent



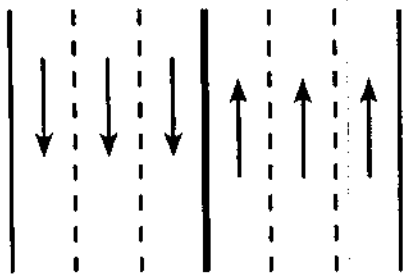
Congestion on surface streets in corridor

would not significantly change the level of congestion on surface streets

OPTION 3: SIX LANE PLUS INTERCHANGE IMPROVEMENTS

Overview

This option attempts to address transportation needs in the corridor by adding a new lane in each direction to Highway 217 and minimizing merge/weave problems by building braided ramps or consolidating interchanges by connecting them with frontage roads.



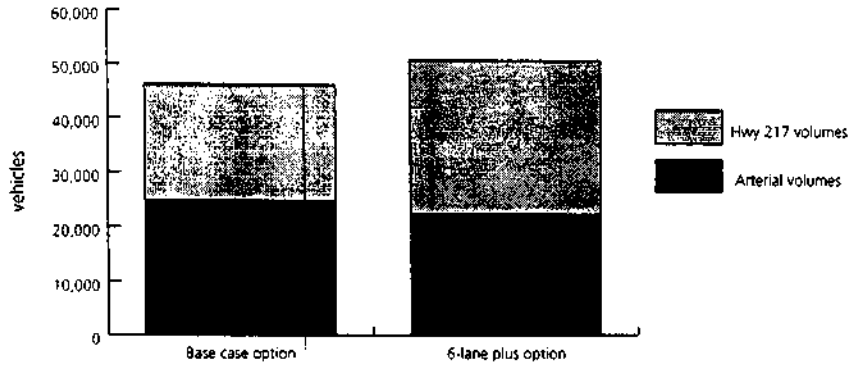
This option would include:

- six lanes (three in each direction) on Highway 217 from US 26 to I-5
- braided ramps or consolidated interchanges
- improvements included in the base case option.

Highlights

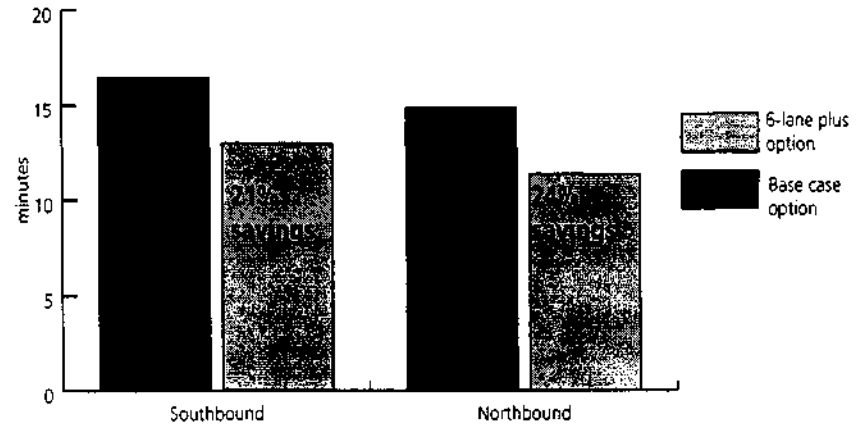
Compared to the base case in 2025, this option would:

- provide a faster trip for households in or near the corridor to Beaverton and Washington Square regional centers and Tigard Town Center.
- resolve merge/weave problems that lead to backups on Highway 217.
- impact two to five acres of wetlands.
- possibly impact some properties.
- not increase trips using transit.
- provide region-wide benefits in terms of time savings.
- improve regional access to centers.
- provide some benefits for trucks.
- cost about \$496 million (in 2004 dollars) with a \$457 million gap given expected funding levels.



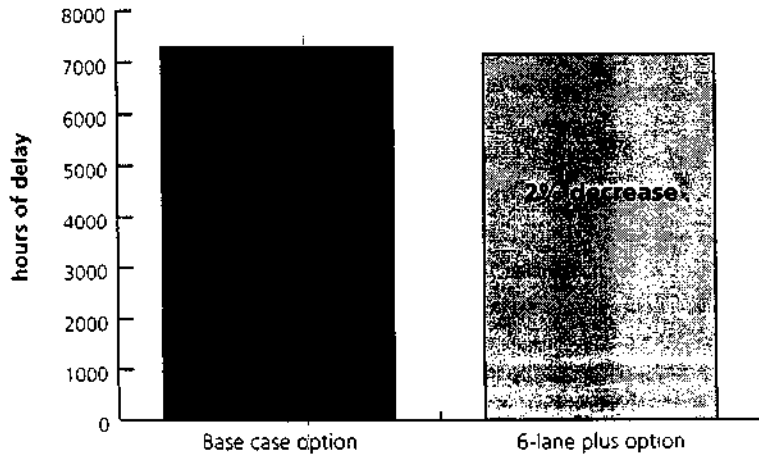
North-south corridor volumes

would increase the volume on Highway 217 and decreases the number volume on surface streets



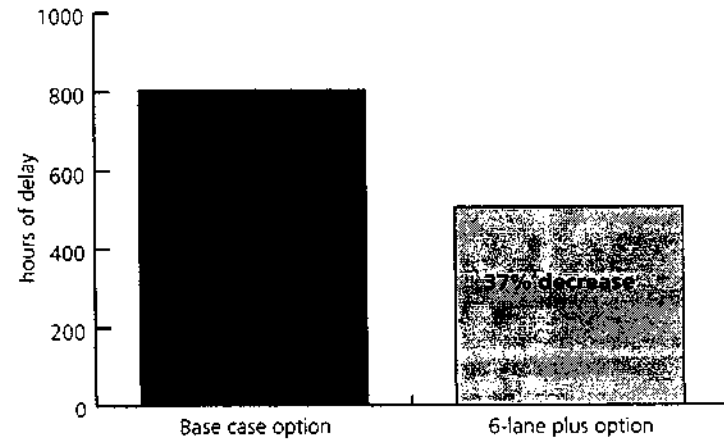
Drive time from I-5 to US 26

would reduce drive time by more than 20 percent



Congestion on surface streets in corridor

would slightly decrease congestion on surface streets

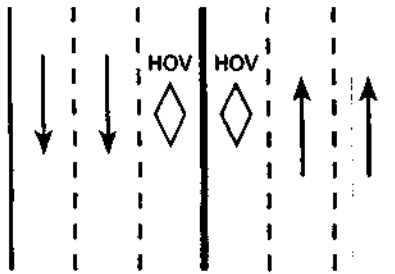


Congestion on Highway 217

would significantly reduce delay for cars on Highway 217

OPTION 4: SIX LANE WITH CARPOOL LANES OPTION

Overview



Carpool lanes, like those on I-5 between 405 and the Interstate Bridge, are lanes restricted to automobiles carrying two or more people and buses during rush hours. Carpool lanes are an incentive to carpool or take transit. A bypass lane on ramps

for carpools could be constructed to further reduce delay for carpools. Carpool lanes are sometimes referred to as high-occupancy vehicle (HOV) lanes.

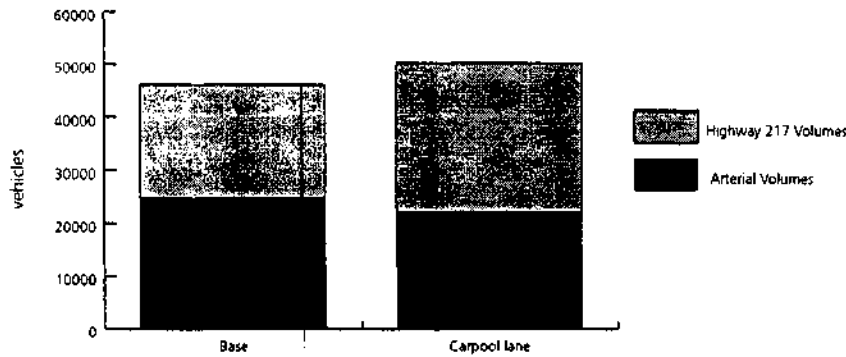
This option would include:

- six lanes (three in each direction) on Highway 217 from US 26 to I-5 with one lane in each direction reserved for carpools during rush hour
- express bus routes that would use the carpool lanes to connect Tualatin and Lake Oswego with Washington Square and the Sunset Transit Center
- braided ramps or consolidated interchanges
- improvements included in the base case option.

Highlights

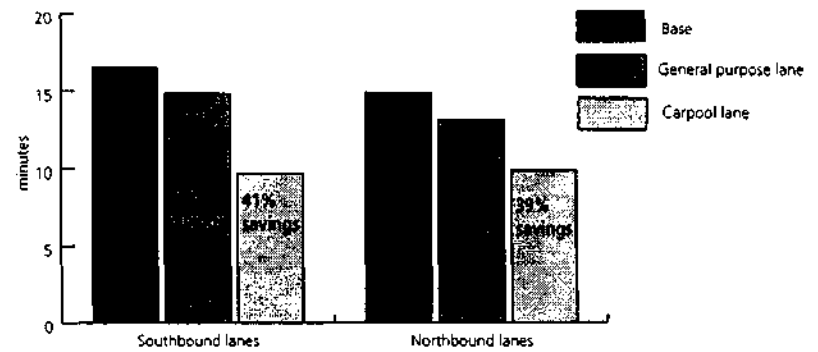
Compared to the base case in 2025, this option would:

- resolve merge/weave problems that lead to backups on Highway 217.
- impact two to five acres of wetlands.
- possibly impact some properties.
- increase trips using transit.
- not increase carpooling.
- provide region-wide benefits in terms of time savings.
- improve regional access to centers.
- not provide significant benefits for trucks.
- cost about \$522 million (in 2004 dollars) with a \$481 million gap given expected funding levels.



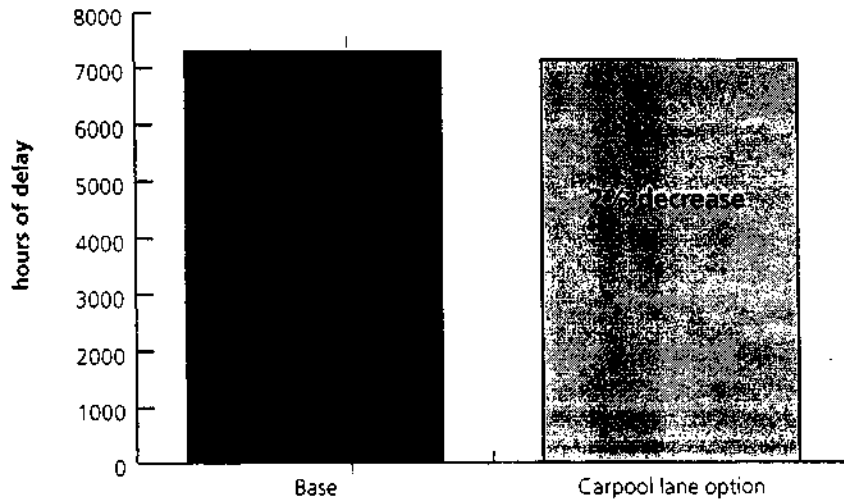
North-south corridor volumes

would increase the volume on Highway 217 and slightly decrease the volume on surface streets



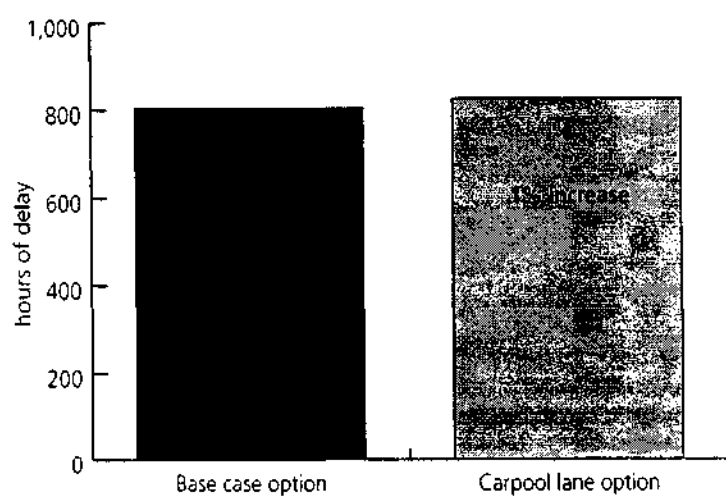
Drive time from I-5 to US 26

would reduce drive time between I-5 and US 26 by about 40% for drivers in the carpool lanes



Congestion on surface streets in corridor

would slightly decrease congestion on surface streets



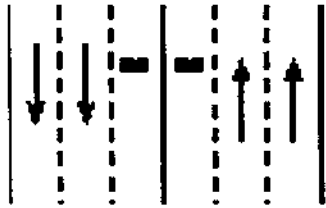
Congestion on Highway 217

would slightly increase delay for cars on Highway 217

OPTION 5: SIX LANES WITH RUSH HOUR TOLL LANES OPTION

Overview

In other cities, a concept called rush-hour tolling, or value pricing, has been successfully implemented to give drivers another option



to sitting in traffic and to help fund construction of new lanes. In this case, rush-hour tolling would include building a new lane on Highway 217 that drivers would pay a fee to use during the peak

hours. The toll would only be applied to the new lane and would be assessed electronically without requiring drivers to stop at a tollbooth. The toll would vary so that it would cost more to use the lane when the highway is most congested, providing a reliable choice for drivers.

This option would include:

- six lanes on Highway 217 from US 26 to I-5
- one lane in each direction would be a rush-hour toll lane
- express bus routes that would use the toll lanes to connect Tualatin and Lake Oswego with Washington Square and the Sunset Transit Center
- braided ramps or consolidated interchanges
- improvements included in the base case option.

In this option, drivers would access the toll lane by merging across traffic and entering where there are gaps in the painted line separating toll traffic from regular traffic. Going north, drivers could enter the toll lane after the Highway 99W and Scholls Ferry Road entrances and leave before the Canyon Road and Walker Road exits.

Going south, drivers could enter after the Canyon Road and Denney Road entrances and leave before the Scholls Ferry Road and Highway 99W exits.

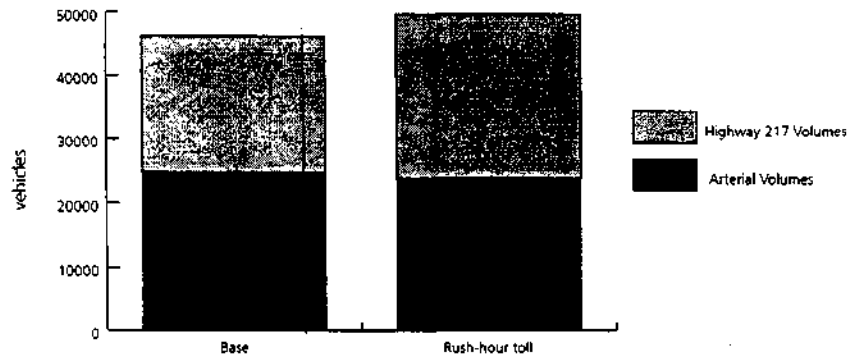
The rush-hour toll lane could include an extra lane on entrances at Barnes Road, Walker Road and Beaverton-Hillsdale Highway going south and at 72nd Avenue, Highway 99W and Greenburg Road going north to allow drivers using the toll lane to bypass ramp meter queues.

This option would likely have similar social equity impacts as other toll projects where the lane is used and liked by people from all income groups, but it is used by wealthier people more often. The toll would be charged to people who use the new lane which could be considered more fair than a gas tax increase that charges everyone the same amount regardless of where or when a person drives.

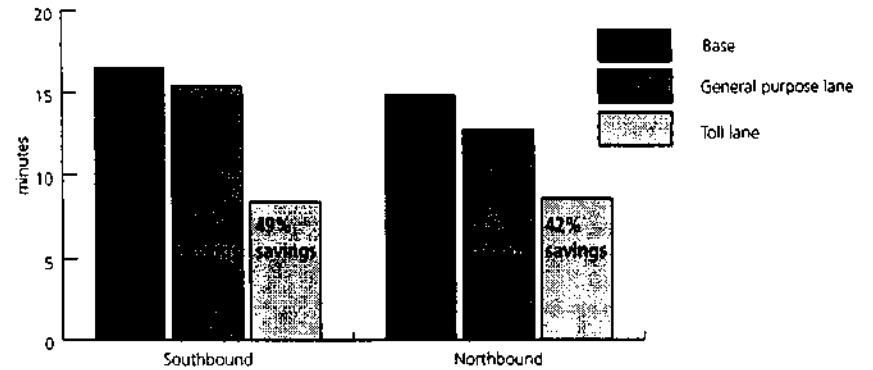
Highlights

Compared to the base case in 2025, this option would:

- resolve merge/weave problems that lead to backups.
- impact two to five acres of wetlands.
- possibly impact some properties.
- increase trips using transit.
- provide region-wide benefits in terms of time savings.
- provide significant benefits for trucks.
- improve regional access to centers.
- cost about \$564 million (in 2004 dollars) with a \$124 million gap given expected funding levels and toll revenues.

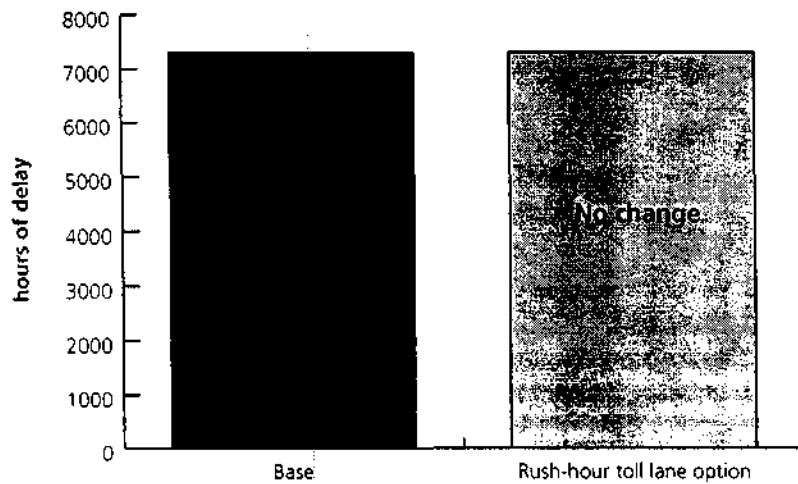


North-south corridor volumes

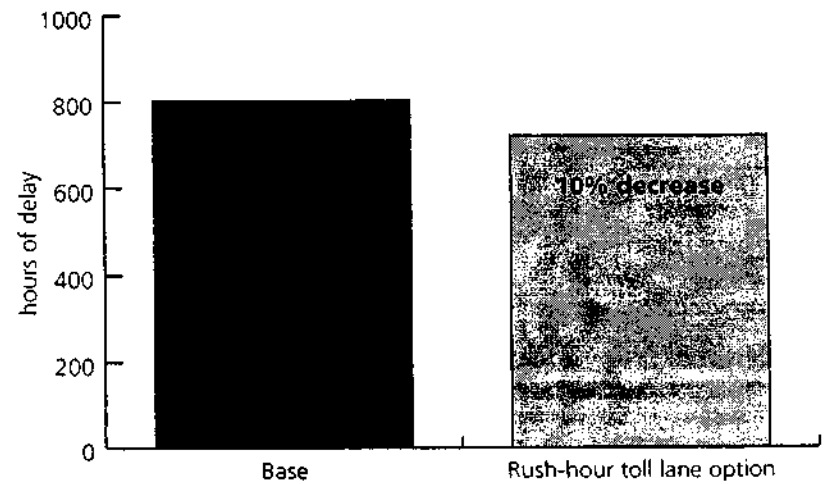


Drive time from I-5 to US 26

would significantly reduce drive times in priced lane and provide a reliable trip for all drivers



Congestion on surface streets in corridor



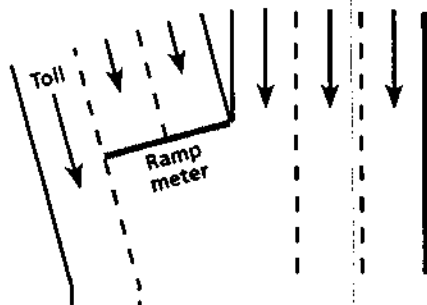
Congestion on Highway 217

would relieve overall congestion on Highway 217

OPTION 6: RAMP METER BYPASS OPTION

Overview

Another way to apply the rush-hour tolling concept would be to offer drivers a choice to wait at ramp meters as they do today or pay a toll to avoid waiting on the ramp. This option would include a new lane on the freeway that would be open to all traffic. Like rush-hour tolling, tolls would be assessed electronically without requiring drivers to stop at a tollbooth and would vary based on the level of congestion.



This option would include:

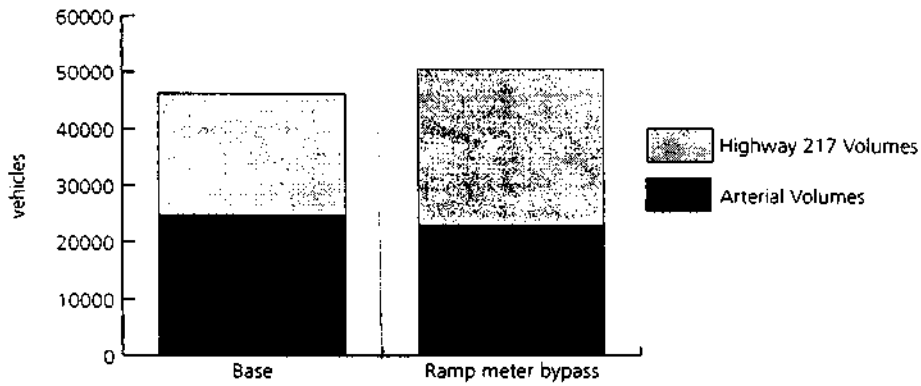
- six lanes (three in each direction) on Highway 217 from US 26 to I-5 with all freeway lanes would be open to all drivers
- an extra tolled lane on some entrance ramps
- two new express bus routes that would use the ramp meter bypass and provide service between key corridor destinations
- braided ramps or consolidated interchanges
- improvements included in the base case option.

The ramp meter bypass would be added to entrances at Barnes Road, Walker Road, Beaverton-Hillsdale Highway, Allen Boulevard, Scholls Ferry Road, Greenburg Road and Highway 99W going south. Going north, ramp meter bypasses would be added to entrances at 72nd Avenue, Highway 99W, Greenburg Road, Scholls Ferry Road, Allen Boulevard and Canyon Road.

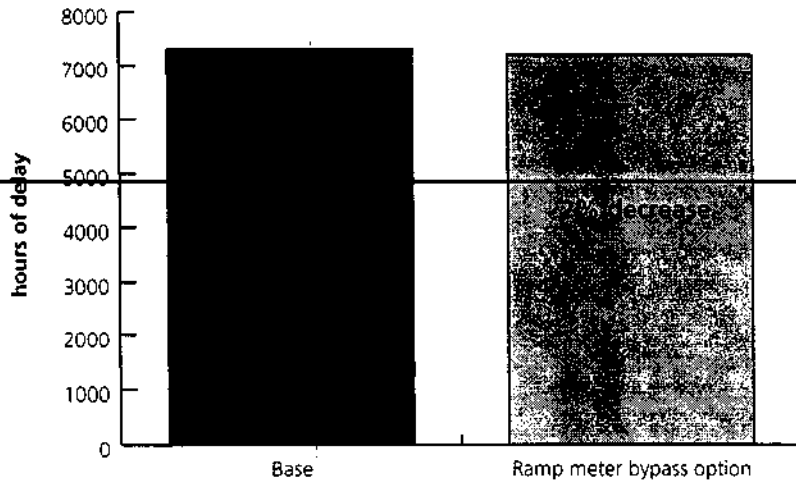
Highlights

Compared to the base case in 2025, this option would:

- resolve merge/weave problems that lead to backups on Highway 217.
- impact two to five acres of wetlands.
- possibly impact some properties.
- increase trips using transit.
- provide region-wide benefits in terms of time savings.
- improve regional access to centers.
- provide significant benefits for trucks.
- cost about \$510 million (in 2004 dollars) with a \$404 million gap given expected funding levels and tolling revenues.

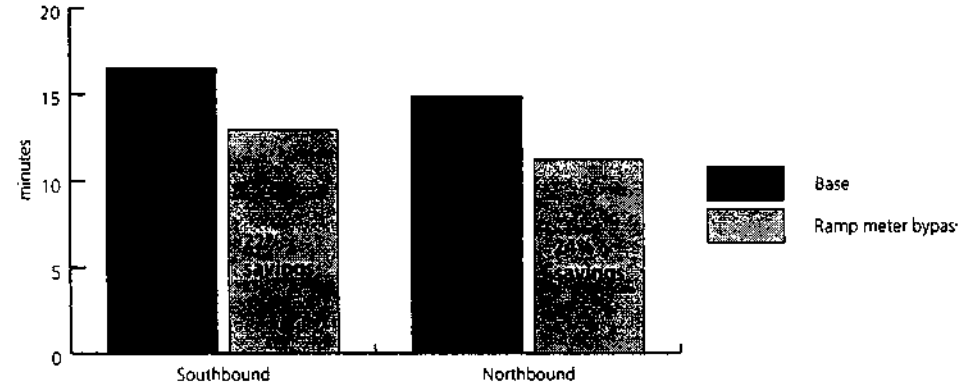


North-south corridor volumes



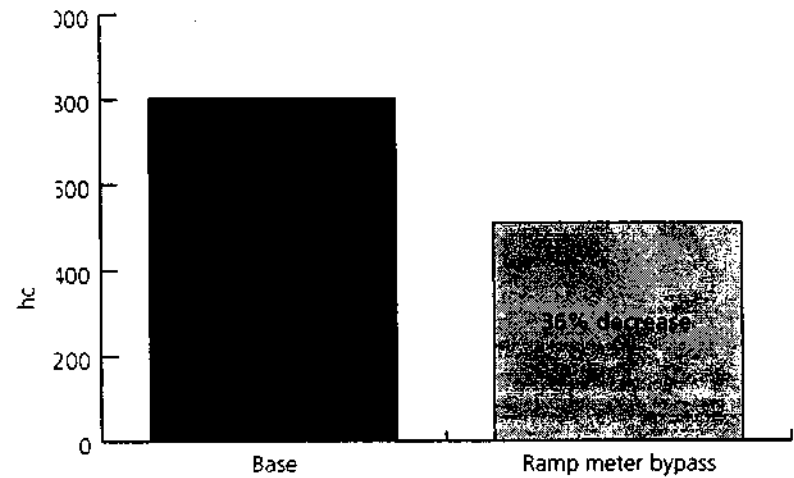
Congestion on surface streets in corridor

would slightly reduce delay on surface streets



Drive time from I-5 to US 26

would significantly reduce drive time on Highway 217



Congestion on Highway 217

would significantly reduce delay on Highway 217

COMMITTEE TITLE JPACT

DATE January 12, 2005

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Gene Castilla	Metro
Rod Park	Metro Council
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