

**METRO**

May GTAC/Trails Meeting Announcement

Wednesday, May 8 1 to 3 p.m.
Metro Regional Center, Room 370

AGENDA

1 – 1:15
(15 min)
Introductions and announcements

1:15 – 1:35
(20 min)
Council resolution of intent to seek future additional funding for acquisition, development and maintenance of Metro's regional parks system and continuing implementation of the Greenspaces Master Plan (see attached)
Charlie Ciecko and Jim Desmond

1:35 – 1:55
(20 min)
MTIP Questionnaire
Heather Nelson Kent and Mel Huie

1:55 – 2:55
(1 hour)
Trail funding priorities

DISCUSSION DRAFT
May 8, 2002 GTAC/Regional Trails Meeting

Possible criteria to determine priorities for regional trail projects

1. Multi-jurisdictional (connects communities)
2. Included in Metro's Regional Transportation Plan (RTP)
3. Implements Region 2040 land use goals
4. Leverages other funding
5. Area deficient in regional trails
6. Both recreational and commuter trail
7. Connects Regional and/or Town Centers
8. Connects major parks and/or greenspaces
9. High number of potential trail users
10. Strong support from organized "Friends" group
11. Relative proximity of alternate routes (i.e. bike lanes and sidewalks)
12. Completes a gap of a partially completed regional trail or trail segment
13. Green Ribbon Committee priority
14. Majority of trail corridor already in public ownership

To: Honorable Susan McLain, Chair
Natural Resources Committee

From: Charles Ciecko

Date: May 24, 2002

Subject: Resolution 02-3188

Following the Natural Resources Committee meeting of April 24, 2002, staff followed up on the request made by the Chair of the Committee to review Resolution 02-3188 with two key committees – GTAC and the Regional Parks and Greenspaces Advisory Committee.

The **RPAG Advisory Committee** met on May 7, 2002, and discussed the resolution at some length. They voted unanimously to support the resolution. They also asked staff to convey to Council and the Executive that they would be interested in playing an active role in the development of the next measure. This committee has, in the past, written Council to express its concern that the acquisition program be continued beyond the current bond dollars.

The Resolution was reviewed at the **GTAC Meeting** held May 8, 2002. Staff (Charlie Ciecko and Jim Desmond) presented an overview of Resolution 02-3188, and then the group had a 45-minute discussion. The following is a summary of that discussion:

- The group was universally supportive of a thorough discussion to fully explore a broad-based parks funding measure for the 2004 election cycle, to support capital development, operations and acquisition. NCPRD Director Mike Henley and citizen Barbara Walker, however, noted that it is important that we demonstrate that we can take care of what we have before asking for more capital dollars.
- The group was concerned that the public process be thorough and all-inclusive (“everybody who is interested should be able to participate”) and agreed with the long lead time afforded by this resolution. The group was particularly interested that local parks providers be able to participate in the creation of any measure.
- The issue of whether a “local share” component would again be included and if so, how large it should be, was raised as a big issue for this group.

- There was an even division between those who thought that acquisition should be an element of the next measure versus those who believed that capital development and operations should be the focus.
- The idea of having an “options program” was broadly supported without objection if acquisition is to be included in the measure.
- Portland staff Jim Sjulín suggested that subparagraph 2 (h) of the Be It Resolved section (concerning options) be revised to clarify that options may be taken in existing target areas that have exceeded minimum acreage goals (Jim Desmond explained it was not the intent to limit the authorized areas in that manner since many target areas have exceeded minimum acreage goals).

Staff handed out a questionnaire, 15 of which have been returned (out of 26 jurisdictions). The questions and answers are summarized below:

1. Has your jurisdiction taken any formal action to place any parks or open space funding measure on the ballot in 2003 or 2004?

Results: No formal action, though both NCPRD and THPRD indicated that their districts “may” be considering something in that time frame. West Linn is in the early stages of considering an aquatic center / athletic field measure in Nov. 2004.

The City of Portland made the following statement: “Portland Parks is not prepared to foreclose the possibility of a measure within the 2003-2004 time frame.”
All other jurisdictions responded in the negative.

2. Has your jurisdiction taken any formal action to place any funding measure on the ballot in 2003-2004 for purposes other than parks or open space funding?

Results: No formal action taken, but Clackamas County is considering creating a new service district for its library system. All other jurisdictions responded in the negative.

3. Is there a specific area or property other than those identified in the resolution which you would like the Metro Council to consider as an appropriate open space “option site,” to build support for the next regional measure?

Results: The following additional sites were suggested:

Marquam – Terwilliger (city of Portland)
Willamette River Greenway SW Portland – large forested sites (city of Portland)
Whitaker Ponds additions (city of Portland)
Gresham to Fairview Trail (city of Gresham)

cc: Natural Resources Committee members
Mike Burton
Jim Desmond
Heather Nelson Kent



METRO

Metro Council Resolution 02-3188

Metro Resolution 02-3188 does two things:

- a) States an intent to refer to the voters a funding measure to support parks, trails and open space acquisition, development and operations. The measure would go to the ballot not later than the end of 2004. A process to develop the measure, involving local partners and citizens, would commence in late 2002 and continue through 2003.
- b) Authorizes an options process for Metro to put some high-visibility properties under option in advance of such a measure, similar to what was done in 1994-95 before Metro's Measure 26-26. Specific areas could include: the Beaverton Powerline Trail; Bull Mountain; the Damascus area; Johnson Creek and Kelly Creek; Mt. Scott; Scouter Mountain; the Stafford Basin; plus parcels in existing target areas or in other areas designated at a later time by the Metro Council.

The Metro Council has asked staff to seek local park provider input on three questions:

1. **Has your jurisdiction taken any formal action to place any parks or open space funding measure on the ballot in 2003 or 2004?**

NO YES

If yes, primary purpose of the measure: _____

Proposed date of measure: _____

Source of funds and proposed amount of measure: _____

2. **Has your jurisdiction taken any formal action to place any funding measure on the ballot in 2003-2004 for purposes other than parks or open space funding?**

NO YES

If yes, primary purpose of the measure: _____

Proposed date of measure: _____

Source of funds and proposed amount of measure: _____

3. **Is there a specific area or property other than those identified above which you would like the Metro Council to consider as an appropriate open space "option site," to build support for the next regional measure:**

Name of area: _____

Attributes: _____

Your Name _____ Title _____

Jurisdiction _____ Date _____

Please return this fax no later than **Tues., May 14, 5 p.m.** to: Jim Desmond, Metro Regional Parks and Greenspaces, fax: (503) 797-1588. *Thank you for your valuable feedback!*

Fanno Creek Greenway Trail

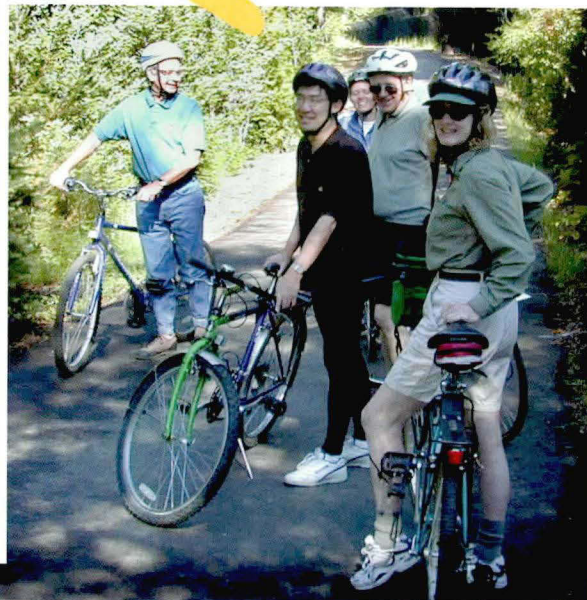
Connecting the Willamette
and Tualatin rivers



Enjoy the Fanno Creek Greenway Trail

Take a stroll along the greenway trail. Walk near the calming waters of Fanno Creek. Discover the hidden neighborhood treasures of a corridor that welcomes people, and at the same time, gives nature a place to breathe.

For more information and scheduled events, visit Metro's web site www.metro-region.org



Plan to complete the trail

Local project partners are developing an action plan for the completion of the trail. Your ideas and input are needed. For more information or to participate in the development of the plan, call:

Metro's Regional Parks and Greenspaces Department, (503) 797-1731
Portland Parks and Recreation, (503) 823-2223
Tualatin Hills Park and Recreation District, (503) 645-6433
City of Beaverton, (503) 526-2424
City of Tigard, (503) 639-4171

Project partners

The Fanno Creek Greenway Trail is a partnership project involving many public and private organizations:

- City of Beaverton
- City of Durham
- Metro
- City of Portland (Portland Parks and Recreation, Office of Transportation and Bureau of Environmental Services)
- City of Tigard
- City of Tualatin
- Tualatin Hills Park and Recreation District
- Washington County
- Clean Water Services (formerly Unified Sewerage Agency)
- Audubon Society of Portland
- Fans of Fanno Creek
- 40-Mile Loop Land Trust
- National Park Service Rivers and Trails Program
- SWTrails Group of Southwest Neighborhoods, Inc.
- Three Rivers Land Conservancy

The Fanno Creek Greenway Trail

The Fanno Creek Greenway Trail corridor gracefully weaves through five cities and two counties. On its way to becoming one of the premier urban greenway trails in the Portland metropolitan region, this 15-mile corridor is a neighborhood dream come true. The recreational and commuter trail will take people from the shores of the Willamette River in Southwest Portland to the confluence of Fanno Creek and the Tualatin River.

Trail to the future

A multi-use trail for walkers, runners, bicyclists and trail enthusiasts of all ages, the trail will be accessible to people with disabilities. As the community continues to grow, this valuable greenway trail will:

- link neighborhoods, parks, schools, community centers and businesses
- provide an environment for learning about local history
- provide safe corridors for walking and biking to school and work

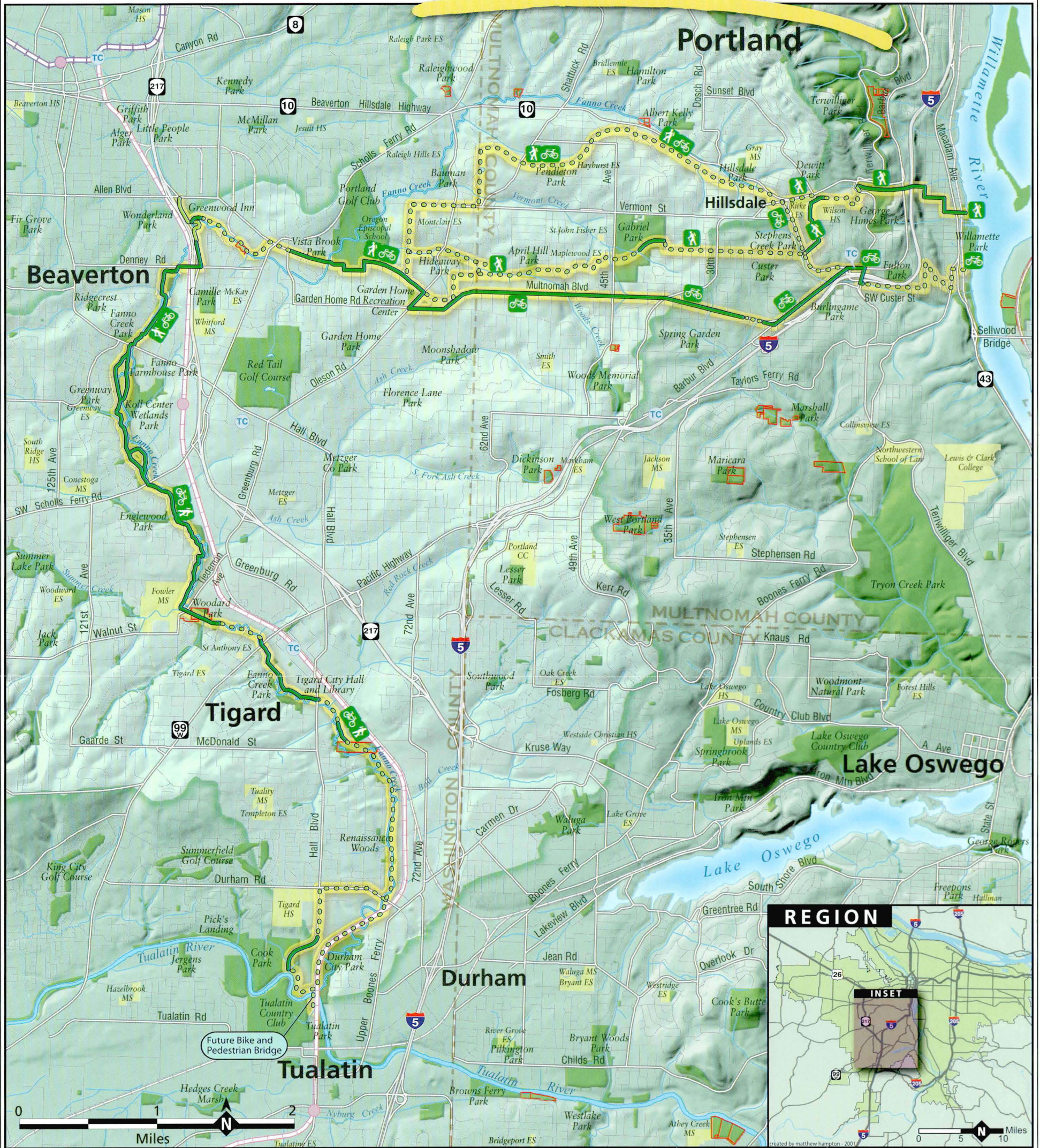
- connect trails and parks for walking, biking, in-line skating, running, strolling and bird watching
- provide much needed habitat for fish and wildlife
- improve air and water quality by filtering runoff, holding floodwaters and reducing auto use.

A work in progress

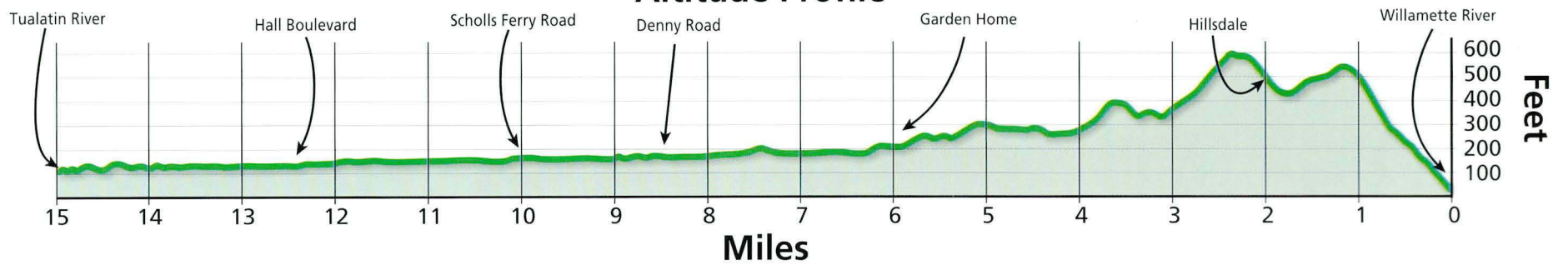
Together with local residents and citizen groups, Metro, Portland, Beaverton, Durham, Tigard, Tualatin, Washington County and the Tualatin Hills Park and Recreation District have worked to provide trail access and protection to nearly half of the Fanno Creek greenway. There still is challenging work ahead. While recent land acquisitions have secured key pieces for the trail and protected important habitat, there are critical links missing, including a trail bridge crossing the Tualatin River. Once the remaining areas are secured, funds will be needed for trail construction. Communities will continue to acquire trail easements and purchase land in the corridor as opportunities arise.

Fanno Creek Greenway Trail

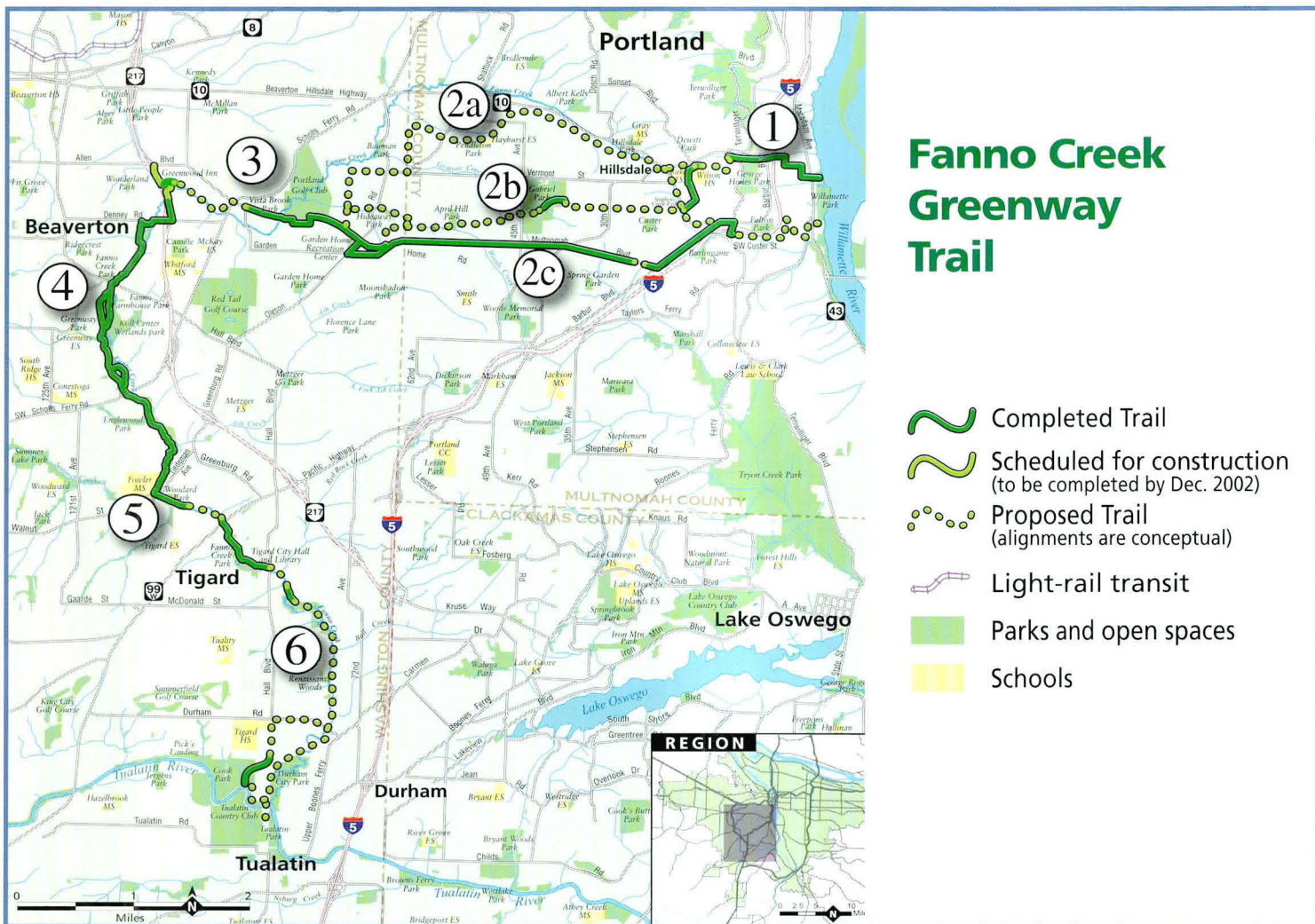
Connecting the Willamette and Tualatin rivers



Altitude Profile



- Completed trail
- Scheduled for construction (to be completed by Dec. 2002)
- Proposed trail (alignments are conceptual)
- Transit center
- Light-rail transit and station
- Future commuter rail and station
- Railroad tracks
- Fanno Creek watershed
- Parks and open spaces (red indicates Metro bond measure acquisition to 12/14/01)
- Schools



Fanno Creek Greenway Trail

-  Completed Trail
-  Scheduled for construction (to be completed by Dec. 2002)
-  Proposed Trail (alignments are conceptual)
-  Light-rail transit
-  Parks and open spaces
-  Schools



The trail begins at Willamette Park on the Willamette River Greenway, just south of downtown Portland, stretches 15 miles west and south through Beaverton, Tigard and Durham, and ends at the Tualatin River Greenway in Tualatin. The trail is divided into six segments with access to a series of local neighborhoods and trail heads.

1. Willamette Park to Hillsdale (2 miles)

Great views from the Willamette River Greenway, including bald eagle and heron nests on Ross Island. The 40-Mile Loop jogs through the Corbett-Terwilliger neighborhood, through George Himes Park connecting to Terwilliger Parkway and Hillsdale town center.

2. Hillsdale to Garden Home Recreation Center (4 miles)

- 2a A potential bicycle and pedestrian route along the old Red Electric Railroad alignment. Its feasibility will be determined through a public process.
- 2b One of Portland's Southwest urban trails. This pedestrian route will be complete when soft surface pathways through three Portland parks and along undeveloped rights-of-way are connected to existing neighborhood sidewalks.
- 2c Another Southwest urban trail alignment. This on-street bicycle route is complete and follows Southwest Barbur and Southwest Multnomah boulevards.

3. Garden Home to Denney Road (2.5 miles)

Special access to Fanno Creek, wetlands, greenway habitat and Vista Brook Park from trailhead at Tualatin Hills Park and Recreation District Community Center at Oleson and Garden Home roads. Trail is complete from the recreation center to Southwest 92nd Avenue. The city of

Beaverton and Tualatin Hills Park and Recreation District currently are planning and constructing the final portions of this segment.

4. Denney Road to Scholls Ferry Road (1.5 mile)

Trail access at both Denney Road trailhead just west of Highway 217 and Fanno Farmhouse on Southwest Creekside. Trail follows Fanno Creek through Fanno Creek Park and Greenway Park with access to wetland habitat viewing areas and recreational improvements.

5. Scholls Ferry Road to Hall Boulevard (2.5 miles)

From important habitat in Englewood Park, trail continues south in Tigard past the Tigard City Hall and Library.

6. Hall Boulevard to Tualatin (2.5 miles)

Fanno Creek enters the Tualatin River at Durham City Park. The 79-acre multi-purpose Cook Park is just upstream on a large meander of the Tualatin River. A future bike/pedestrian bridge over the river is planned.

Regional TRAILS & GREENWAYS

Linking with History

"A connected system of parks and greenways is manifestly far more complete and useful than a series of isolated parks."

— The Olmsted Brothers

Report to the Portland Park Board, 1903

Brimming with pride in their growing state, turn-of-the-century Oregonians decided to throw a world-class party — the Lewis and Clark Centennial Exposition. And to dress up the area for the occasion, the great planners, John and Frederick Law Olmsted Jr., were brought in to devise a blueprint for the parks.

To Oregonians accustomed to so much green space, the Olmsted brothers' plan may have seemed a bit absurd at the time. For theirs was a bold proposition: create a system of parks linked, like a chain of pearls, in a 40-mile loop encircling the state's major city.

Planning for The Future

Today, the Olmsted brothers' 40-Mile Loop is actually 140 miles and growing. And their notion of linking parks and open spaces into a system is the vision encompassed by the **Metropolitan Greenspaces Master Plan**.

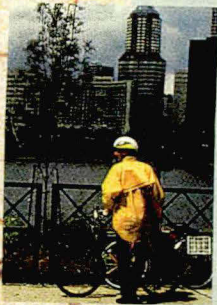
The plan lays out a vision of optimism and hope for a region where:

- We can balance economic drive with an array of wildlife habitat in the midst of a flourishing metropolis.
- We can conserve and enhance a diversity of habitats woven into a lush web of protected greenspaces.
- We can maintain our cities as places where nature is valued in and of itself and is an integral element of daily life.
- We can build a unique ecological relationship between human and natural communities.
- We can protect greenways and establish trails into a regional system that provides corridors for wildlife and alternative transportation for people.
- We can create places where all can learn to understand, appreciate and protect wildlife and nature close to home.

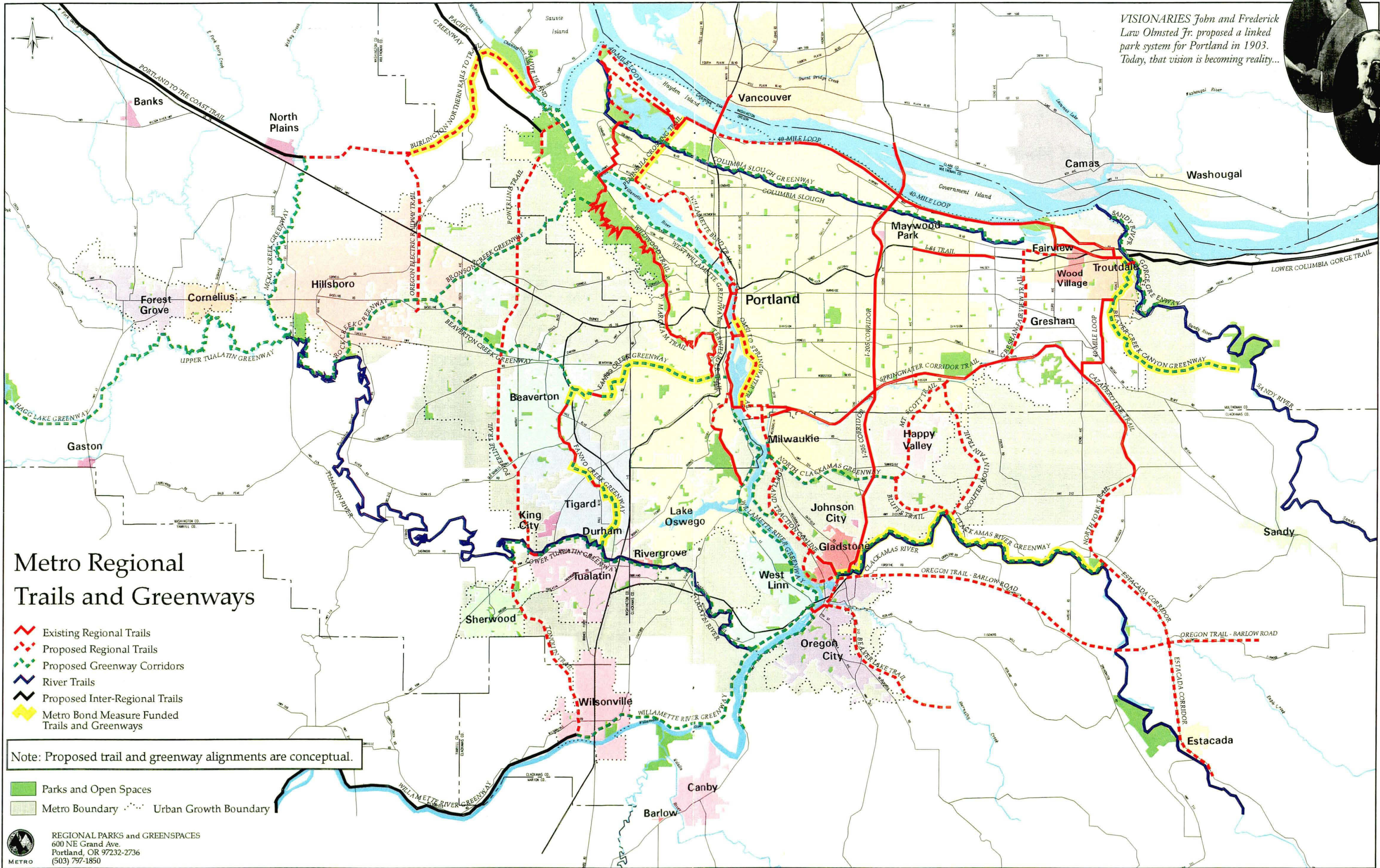
The **Metropolitan Greenspaces Master Plan** is a growth management strategy for sustaining our region's quality of life by protecting some of its last scenic open spaces, wildlife habitats and greenway corridors.

While other areas of the country also have set out to preserve their remaining greenspaces, the **Metropolitan Greenspaces Master Plan** is distinguished for its regional and cooperative approach. Cities, counties, park districts, state and federal agencies, businesses, nonprofit conservation organizations, "friends" groups, private property owners and interested citizens have come together in its planning. Their efforts have produced a cohesive strategy for the future.

Nearly 100 years after the Olmsted brothers envisioned the 40-Mile Loop, the citizens of the metropolitan region have taken up the mantle in support of our remaining trails, greenways and open spaces. At this critical point in history, the brothers' erstwhile visionary concept is an idea whose time finally has come.



VISIONARIES John and Frederick Law Olmsted Jr. proposed a linked park system for Portland in 1903. Today, that vision is becoming reality...



Metro Regional Trails and Greenways

- Existing Regional Trails
- Proposed Regional Trails
- Proposed Greenway Corridors
- River Trails
- Proposed Inter-Regional Trails
- Metro Bond Measure Funded Trails and Greenways

Note: Proposed trail and greenway alignments are conceptual.

- Parks and Open Spaces
- Metro Boundary
- Urban Growth Boundary

REGIONAL PARKS and GREENSPACES
 600 NE Grand Ave.
 Portland, OR 97232-2736
 (503) 797-1850



Get Involved

A successful regional trails and greenways system for the Portland metropolitan area requires continued cooperation and involvement. Contact one of the following agencies or organizations for more information about trails and greenways.

General Information

Metro Regional
Parks and Greenspaces
600 NE Grand Ave.
Portland, OR 97232
(503) 797-1850

Nature of the Northwest
Information Center
800 NE Oregon St., Room 177
Portland, OR 97232
(503) 872-2750

National Organizations

American Greenways Program
of the Conservation Fund
1800 N Kent St., Suite 1120
Arlington, VA 22209
(703) 525-6300

Rails to Trails Conservancy
1400 Sixteenth St., NW
Suite 300
Washington, D.C. 20036
(202) 797-5400

State of Oregon

Oregon Parks and
Recreation
1115 Commercial St., NE
Salem, OR 97310
(503) 378-5020, ext. 246

In the Metro Region

40-Mile Loop Land Trust
c/o Portland Parks
and Recreation
1120 SW 5th Ave.
Room 502
Portland, OR 97204
(503) 823-2223

Bicycle Transportation Alliance
PO Box 9072
Portland, OR 97207
(503) 226-0676

Chinook Trail Association
PO Box 997
Vancouver, WA 98666
(360) 694-4033

Clackamas County
Parks
902 Abernethy Rd.
Oregon City, OR 97045
(503) 655-8521

Clark County Parks
PO Box 9810
Vancouver, WA 98666
(360) 699-2375

Gresham Parks and Recreation
1333 NW Eastman Parkway
Gresham, OR 97030
(503) 618-2408

North Clackamas Parks and
Recreation District
11022 SE 37th St.
Milwaukie, OR 97222
(503) 794-8002

Pacific Greenway
15775 Ribbon Ridge Rd.
Newberg, OR 97132
(503) 538-0924

Portland Parks and Recreation
1120 SW 5th Avenue, Room 502
Portland, OR 97204
(503) 823-2223

Troutdale Parks
104 SE Kibling Ave.
Troutdale, OR 97060
(503) 665-5175

Tualatin Hills Parks and
Recreation District
15707 SW Walker Rd.
Beaverton, OR 97006
(503) 645-6433

Vancouver Parks and Recreation
PO Box 1995
Vancouver, WA 98668
(360) 696-8171

This is METRO

Metro is the directly elected regional government that serves more than 1.2 million residents in Clackamas, Multnomah and Washington counties and the 24 cities in the Portland metropolitan area.

Metro is responsible for growth management, transportation and land-use planning, solid waste management, operation of the Metro Washington Park Zoo, regional parks and greenspaces programs, and technical services to local governments.

Through the Metropolitan Exposition-Recreation Commission, Metro manages the Oregon Convention Center, Civic Stadium, the Portland Center for the Performing Arts and the Expo Center.

Metro is governed by an executive officer and a seven-member council. The executive officer is elected regionwide; councilors are elected by district. Metro also has an auditor who is elected regionwide.

Metro Elected Officials

Executive Officer
Mike Burton

Council District 1
Ruth McFarland

Council District 2
Don Morissette

Council District 3
Jon Kvistad

Council District 4
Susan McLain

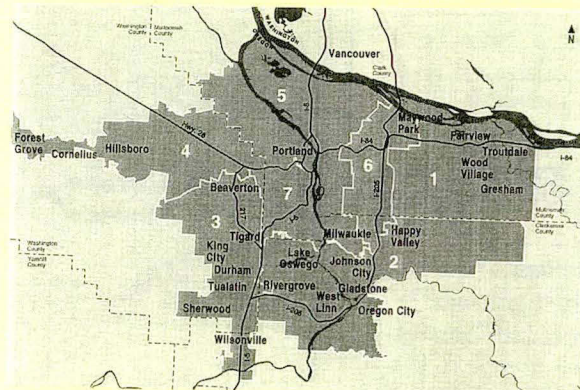
Council District 5
Ed Washington

Council District 6
Rod Monroe

Council District 7
Patricia McCaig

Auditor
Alexis Dow, CPA

For more information about any aspect of the Metropolitan Greenspaces Program, call (503) 797-1850.



6/96

Concept/Design/Production by BRG Design & Production, Inc.



METRO

600 NE Grand Ave.
Portland, OR 97232-2736

ADDRESS CORRECTION REQUESTED

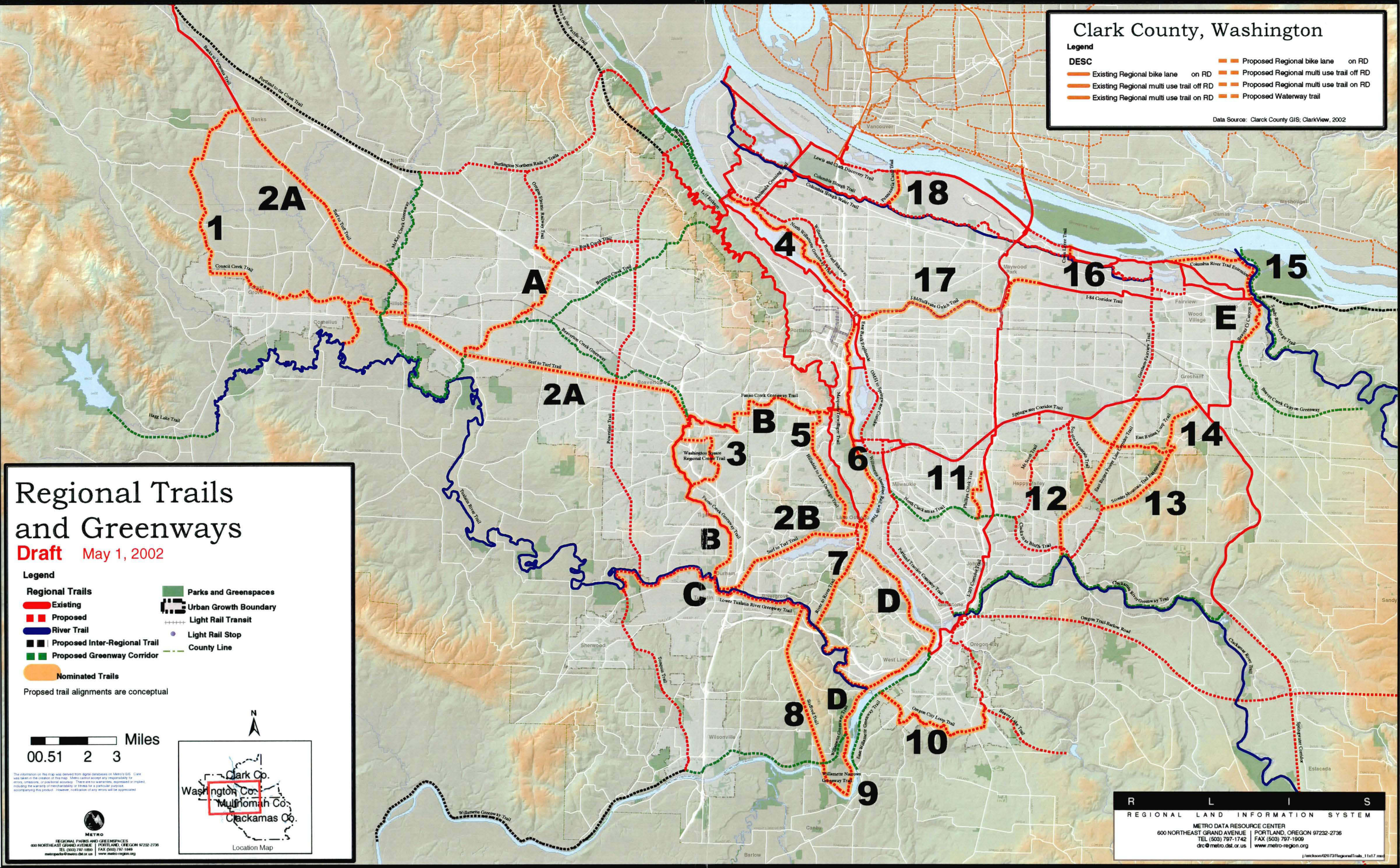
Printed on recycled-content paper.

Clark County, Washington

Legend

	Existing Regional bike lane on RD		Proposed Regional bike lane on RD
	Existing Regional multi use trail off RD		Proposed Regional multi use trail off RD
	Existing Regional multi use trail on RD		Proposed Regional multi use trail on RD
	Existing Regional multi use trail on RD		Proposed Waterway trail

Data Source: Clark County GIS, ClarkView, 2002



Regional Trails and Greenways

Draft May 1, 2002

Legend

	Existing Regional Trails		Parks and Greenspaces
	Proposed Regional Trails		Urban Growth Boundary
	River Trail		Light Rail Transit
	Proposed Inter-Regional Trail		Light Rail Stop
	Proposed Greenway Corridor		County Line
	Nominated Trails		

Proposed trail alignments are conceptual

Miles
00.51 2 3

Location Map
Clark Co.
Washington Co.
Multnomah Co.
Clackamas Co.

METRO
REGIONAL PARKS AND GREENSPACES
600 NORTHEAST GRAND AVENUE
PORTLAND, OREGON 97232-2736
TEL (503) 797-1742 FAX (503) 797-1909
metro@metro.or.us www.metro-region.org

R L I S
REGIONAL LAND INFORMATION SYSTEM

METRO DATA RESOURCE CENTER
600 NORTHEAST GRAND AVENUE
PORTLAND, OREGON 97232-2736
TEL (503) 797-1742 FAX (503) 797-1909
drc@metro.dsl.or.us www.metro-region.org

April 2002

MTIP stakeholder questionnaire

Third edition

For more information,
call Ted Leybold at
(503) 797-1759.

Please return completed
questionnaire no later
than May 29, 2002.



METRO

PEOPLE PLACES
OPEN SPACES

600 NE Grand Ave.
Portland, OR 97232

Metropolitan Transportation Improvement Program

Policy and process refinement

Another round of allocation of the regional flexible funds element of the Metropolitan Transportation Improvement Program (MTIP) will begin in fall 2002. The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council have directed staff to evaluate the program for effectiveness prior to the next allocation process.

This questionnaire is a first step in that evaluation. Along with research on transportation funding and public perspectives on transportation in the region, the results of this survey will be summarized in an MTIP issues report. The questionnaire is not a scientific survey; it is a tool to identify issues critical to improving the MTIP.

The issue report will inform a decision process that will adopt program objectives and policy direction for the federal funds under Metro Council and JPACT authority for allocation through the MTIP process. These funds include metro-area Surface Transportation Program (STP) funds, Congestion Management Air Quality (CMAQ) funds and Transportation Enhancement (TE) appropriations to the Portland metro region. This pool of funds is referred to as regional flexible funds.

Regional flexible funds do not include Oregon Department of Transportation (ODOT) modernization funds, ODOT capital improvement bonding funds, Tri-Met funds or local cities and counties capital improvement funds. However, JPACT and Metro Council must agree that projects or programs from these sources meet federal planning requirements before including them in the MTIP. For an agency to access any federal transportation funds, the project or program must be included in the MTIP.

The metro-area STP funds are eligible for most projects included in the Regional Transportation Plan. Approximately \$32 million of STP funds were allocated to projects in the previous MITP.

CMAQ funds are intended to fund transportation projects that help implement federal air quality standards. Approximately \$18 million of CMAQ funds were allocated to projects in the previous MITP.

Transportation Enhancement funds are limited to 10 categories of projects, including bike or pedestrian projects, historic preservation, scenic easements, landscaping, rail corridor preservation, archaeology efforts and control of road run-off and outdoor advertising. No TE money was available for allocation in the last MTIP but some money may be available in the next allocation. Approximately \$3 million have been available in previous allocations.

In developing program objectives and policy guidance for the MTIP, it must be understood that projects selected for funding must ultimately meet the eligibility criteria of each federal funding source.

Please answer the following questions and provide specific examples of how the program can be improved. As this questionnaire will be given to policy makers, agency staff and advocacy groups, skip any questions not relevant to you.

I. Program objective

Consider the attached information on transportation funding in the metro region (Attachment 1) and rank the following statements on a scale of 0 (not important) to 5 (very important).

A. DEFINING OBJECTIVES

The objective of regional flexible funds allocated through the MTIP should be to:

1. ____ Assist planned development in priority 2040 land-use areas¹
2. ____ Increase access to and circulation within priority 2040 land-use areas¹
3. ____ Install intelligent transportation systems (ITS) that increase efficiency of existing facilities
4. ____ Provide funding to implement specific plans in corridors and centers
5. ____ Protect neighborhoods and rural areas from spillover traffic issues
6. ____ Increase the safety of transportation facilities
7. ____ Help mitigate negative environmental impacts of transportation facilities
8. ____ Further develop the rail transit system
9. ____ Develop capital projects on the regional bus system (shelters, signage, etc.)
10. ____ Rehabilitate deteriorated roads and bridges
11. ____ Assist economic development opportunities, particularly in key or targeted industries
12. ____ Other - please explain:

Address congestion by:

13. ____ Providing alternatives to motor vehicle travel (bike, pedestrian, rideshare)
14. ____ Supporting programs that reduce peak-hour transportation demand (TDM² and TOD³ programs)
15. ____ Optimizing operations of an existing facility (real-time sign boards, signal optimization, etc.)

¹ 2040 land-use areas are prioritized in three tiers: tier 1 includes the central city, regional centers and industrial areas (including inter-modal facilities); tier 2 includes town centers, main streets, station communities and corridors; and tier 3 includes inner and outer neighborhoods and employment areas (see attached map). Projects that are located in or provide access to higher priority land-use areas receive higher technical scores for implementing 2040 land-use objectives.

² TDM (transportation demand management) are programs that reduce the use of single-occupant vehicles during the peak hour (e.g., carpool matching).

³ TOD (transit-oriented development) is the use of funding to leverage transit supportive elements in a development that otherwise may not be built such as additional density, building orientation and pedestrian improvements.

Address congestion by (continued):

16. ____ Providing new connections of local streets to major collectors and arterials
17. ____ Fixing road capacity bottlenecks (intersections, gaps in number of travel lanes)
18. ____ Providing new or additional capacity on parallel roads
19. ____ Adding freeway or highway interchange capacity
20. ____ Adding freeway or highway general purpose travel lanes

B. SETTING LAND-USE PRIORITIES

Review the three tiers of 2040 land uses shown and described in attachments 2 and 4. Are these three tiers of land uses the preferred method of categorizing land uses for prioritizing transportation projects? Yes ____ No ____

If you chose no, how would you change the method of prioritizing land-use areas for evaluation of transportation projects?

C. ADMINISTRATIVE GOALS

Please rate the following statements from 0 (strongly disagree) to 5 (strongly agree).

1. ____ Allocation of regional flexible funds should be focused on a few targeted areas and land-uses in each funding cycle to maximize their impact and effectiveness.
2. ____ Allocation of regional flexible funds to local jurisdictions should be balanced across the region relative to population.

RTP policies emphasize building a multi-modal system. Recent allocations of regional flexible funds have spread resources across all program (mode) categories to reflect that policy.

3. ____ Allocation of regional flexible funds should be focused on a few targeted modes or programs in each funding cycle to maximize their impact and effectiveness or to address spending deficiencies for those projects or programs in the region.
4. ____ Allocation of regional flexible funds should focus on selecting projects and programs that are approximately \$1 million or larger to maximize funding impact and administrative efficiency.
5. ____ Allocation of regional flexible funds should focus on a selecting projects and programs that are smaller than \$1 million in order to maximize the number of projects given limited transportation resources.

D. OTHER TRANSPORTATION FUNDING IN THE REGION

The MTIP also coordinates and reports to the U.S. Department of Transportation on funds administered by other transportation agencies in the region; transit programs administered by the Tri-Met and SMART Board of Directors and motor vehicle programs administered by the Oregon Transportation Commission (OTC) and Oregon Department of Transportation (ODOT). While allocation of regional flexible funds is a major piece of each two-year update of the MTIP, the programming of these other funds must also be included in each MTIP update and approved by JPACT and the Metro Council as meeting federal planning requirements for the region. Local agencies and jurisdictions also spend their revenues on regionally significant transportation facilities within their jurisdictions.

1. In previous regional flexible fund allocation processes, has there been enough information about how the OTC and ODOT are allocating their transportation resources to know how to prioritize regional funds? Yes _____ No _____
2. In previous regional flexible fund allocation processes, has there been enough information about how Tri-Met, SMART and other public transit service providers are allocating their transportation resources to know how to prioritize regional funds? Yes _____ No _____
3. In previous regional flexible fund allocation processes, has there been enough information about how local agencies and jurisdictions are spending their transportation resources to know how to prioritize regional funds? Yes _____ No _____
4. Should the application process for regional flexible funds require information from the applying agency or jurisdiction regarding their transportation budget? Yes _____ No _____

II. Application process

In previous MTIP processes, local agencies and jurisdictions received applications and supporting material from Metro approximately two months prior to the application deadline.

A. TIME PERIOD

1. Is the two-month period adequate to prepare applications? Yes _____ No _____
2. Have the application materials been understandable and helpful? Yes _____ No _____

B. IMPROVEMENTS TO SELECTION PROCESS

Consider the following questions and provide any comments you may have regarding how the solicitation period could be improved:

1. Does your agency have all of the information it needs to apply for project funding in a timely and competitive manner? Yes _____ No _____
2. Does your agency have a good understanding of Metro's program objectives and technical ranking criteria when considering which projects to nominate for funding? Yes _____ No _____
3. Do you receive timely response from program staff to your questions during the solicitation period? Yes _____ No _____
4. What could be done to make the application materials easier to understand or more helpful?

III. Project categories

Following are the project categories for ranking projects and a description of other funding sources used to build them. Please indicate whether MTIP funding should continue to be used to fund these types of projects with a "yes" or "no" response.

A. EXISTING PROJECT CATEGORIES

1. **Road modernization** – State trust fund monies distributed to local jurisdictions and ODOT Region 1 are dedicated to road maintenance, reconstruction or modernization. Local funds (local gas tax, Washington County MSTIP) are also used for road modernization. Currently, approximately 55 percent of all money spent on transportation capital projects in the region exclusive of regional flexible funds (about \$83 million) are dedicated to road modernization or road reconstruction projects. The road modernization and reconstruction projects included in the RTP Priority system will cost \$1.58 billion to complete.

Should regional flexible funds be used for road modernization? Yes ____ No ____

2. **Road reconstruction** – State trust fund monies distributed to local jurisdictions and ODOT Region 1 are dedicated to road maintenance, reconstruction or modernization. Local funds (local gas tax, Washington County MSTIP) are also used for road modernization. Currently, approximately 55 percent of all money spent on transportation capital projects in the region exclusive of regional flexible funds (about \$83 million) are dedicated to road modernization or road reconstruction projects. The road modernization and reconstruction projects included in the RTP Priority system will cost \$1.58 billion to complete.

Should regional flexible funds be used for road reconstruction? Yes ____ No ____

3. **Freeways** – State trust fund monies distributed to ODOT Region 1 are dedicated to road maintenance, reconstruction or modernization, including freeways. Approximately \$26 million per year of these monies are dedicated to capital projects. If maintenance and preservation are adequately funded, additional state trust fund monies may be used for freeway projects. Additionally, some federal grant programs are dedicated to or eligible for freeway capital projects that the region intends to pursue for funding. Finally, the state Legislature recently enacted a bonding program that included funds for freeway projects and may implement similar programs in the future. The freeway projects included in the RTP Priority system will cost \$2.1 billion to complete.

Should regional flexible funds be used for freeway projects? Yes ____ No ____

4. **Bridges** – Federal sources allocate approximately \$4.6 million per year to bridge projects in the region. Additionally, local gas taxes contribute about \$0.6 million annually to bridges. The state Legislature recently enacted a bonding program that included funds for bridge projects and may implement similar programs in the future. The bridge projects included in the RTP Priority system will cost \$252 million to complete. Bridge projects have not been ranked relative to one another within the regional flexible fund process but are ranked by Multnomah County and ODOT using bridge deficiency information related to structural and functional considerations.

Should regional flexible funds be used for bridge projects? Yes ____ No ____

5. **Freight** – Freight projects may be any type of project that improves access to or circulation within industrial areas or inter-modal facilities. The Port of Portland and some local jurisdictions provide funding to freight transportation projects but funding for these projects compete with other operational and capital needs of the Port and local jurisdictions.

Should regional flexible funds be used for freight projects? Yes _____ No _____

6. **Boulevards** – Boulevards retrofit streets in 2040 centers that were built without adequate pedestrian, bicycle and transit components. The retrofit projects are located to assist development in areas prioritized to accommodate most of the region's growth. Although local sources are sometimes spent on street reconstruction in these areas, no dedicated source of revenue exists to implement boulevard projects. The boulevard projects included in the RTP Priority system will cost \$166 million to complete.

Should regional flexible funds be used for boulevard projects? Yes _____ No _____

7. **Pedestrian** – One percent of all state trust fund money distributed to local jurisdictions and ODOT Region 1 must be used to construct or maintain on-street bicycle or pedestrian facilities (approximately \$2 million to \$3 million per year for all agencies in the region). New construction of streets must include pedestrian facilities at urban standards. Reconstruction of state road facilities typically reconstruct or replace associated pedestrian facilities but not always to modern standards. The pedestrian and bicycle projects included in the RTP Priority system will cost \$237 million to complete.

Should regional flexible funds be used for pedestrian projects? Yes _____ No _____

8. **Bicycle** – One percent of all state trust fund money distributed to local jurisdictions and ODOT Region 1 must be used to construct or maintain on-street bicycle or pedestrian facilities (approximately \$2 million to \$3 million per year for all agencies in the region). No dedicated revenue exists for off-street bicycle or multi-use paths. The bicycle and pedestrian projects included in the RTP Priority system will cost \$237 million to complete.

Should regional flexible funds be used for bicycle projects? Yes _____ No _____

9. **Transit-Oriented Development** – TOD programs assist development in 2040 centers; areas prioritized to accommodate most of the region's growth. TOD programs compliment regulatory direction by using incentives to ensure development is done in a manner that meets regional growth goals, achieves mode split targets and supports transit ridership. There are no dedicated sources of funding for TOD programs.

Should regional flexible funds be used for TOD projects? Yes _____ No _____

10. **Transportation Demand Management** – TDM programs develop alternatives to the use of single-occupancy vehicles during peak commute hours. There are no dedicated sources of revenue for TDM programs.

Should regional flexible funds be used for TDM projects? Yes _____ No _____

11. **Planning** – Planning functions are required to ensure transportation projects meet various federal, state and regional laws and regulations so that the projects may become eligible for funding and are supportive of land-use policies. Regional planning, the largest component of MTIP planning allocations, was previously, but is no longer supported by voluntary dues from local jurisdictions.

Should regional flexible funds be used for planning? Yes _____ No _____

12. Transit – Payroll taxes, transit fares and some state and federal grant fund monies pay for operation of the transit systems in the region. Federal grants pay for most of the new capital facility expansion in the region. Regional flexible funds have been used to provide required local match to secure federal grants for transit capital facility expansion - particularly light rail. Beginning in 2000, bus service was expanded on particular routes under agreements that dedicated some regional flexible funds, matched by fare increases, to the purchase of buses. The 2002-05 MTIP set aside an allotment of regional flexible funds to be allocated upon completion of a transit capital improvement plan. The MTIP stated that regional flexible funds should be used for capital projects and new start-up service only - that any new service funded with regional flexible funds should have a financial strategy for finding new funding sources by the next regional flexible funding allocation.

Should regional flexible funds be used for transit capital projects? Yes _____ No _____

Should regional flexible funds be used for transit service? Yes _____ No _____

If regional flexible funds are used for transit service, should a financial plan be required that demonstrates how that service would be funded by other sources by the next regional flexible funding allocation? Yes _____ No _____

B. POTENTIAL NEW CATEGORIES

1. Green Streets – Demonstration projects to implement the design elements consistent with the Green Streets handbook could be funded to test the effectiveness of these designs in the metropolitan region. National Marine Fisheries Service supports the use of green street design practices in the development of projects in the RTP that may lead to safe harbor from ESA lawsuits if implemented. Green street designs mimic the hydrology of the landscape prior to development to protect stream corridors and the endangered species that rely on them for habitat. They also reduce the amount of stormwater needing to be treated at wastewater facilities. No other source of funding is dedicated to constructing green street design elements.

Should these projects be eligible for regional flexible funding? Yes _____ No _____

2. Culvert Repair – More than 150 culverts on the regional road system are significant barriers to fish passage. The Endangered Species Act requires the region to demonstrate how it will address recovery of endangered species and their habitat. No sources of revenue are dedicated to culvert repair. However some local jurisdictions are spending local funds and applying for limited grant funds to repair fish barrier culverts. The cost to repair a problem culvert range from \$25,000 to \$2 million, depending on the complexity of the site and the type of solution needed.

Should these projects be eligible for regional flexible funding? Yes _____ No _____

3. UGB Expansion Areas – Periodic review of the land needed for expected growth in the region has recently led (and may soon lead again) to a significant expansion of the urban growth boundary into areas without adequate transportation facilities to accommodate that growth. Significant investment in regional transportation facilities will be needed to adequately serve expected new development.

Should these projects be eligible for regional flexible funding? Yes _____ No _____

4. **Regional Corridors and 2040 Center Plan Implementation** – Many 2040 center plans have been completed or are under way as are three regional corridor studies. While there may be sources of funding for some of the proposed strategies adopted by these studies, some needs do or will not have dedicated sources of revenue that could lead to fragmented implementation of the corridor or center strategy. Funding the implementation of a corridor or center study would allow the MTIP process to proactively identify projects for funding rather than strictly responding to applications for project funding. Furthermore, allowing a group of projects that result from a study to be funded as a package may lead to more efficient administration of MTIP funds.

Should corridor and center plan implementation be eligible for regional flex funding?

Yes _____ No _____

C. PROJECT CATEGORIES: GENERAL QUESTIONS

Consider the following questions and provide any comments you may have.

1. Are the existing categories of projects the best method of organization to ensure project applications that will implement the MTIP program objectives you described in section I? Yes _____ No _____
2. Are there too many categories? Yes _____ No _____
3. Are there project types that are not being fairly considered or considered at all? Yes _____ No _____
4. Metro is considering combining some of the project categories. What suggestions do you have regarding the combining of project categories?

Additional comments:

IV. Technical ranking criteria

Attached are the technical ranking criteria for each project category (attachment 3).

A. TECHNICAL RANKING: GENERAL QUESTIONS

1. Are these the criteria and proper scoring weight that should be used to rank the project applications in each project category? Yes _____ No _____
2. Please explain any different technical criteria or scoring weight for ranking projects that you would suggest.
3. If you suggested a different method of organizing and rating project applications or new project categories, what project prioritization criteria should be used?

4. The 2040 growth concept is an agreement on where the region's jurisdictions and agencies have committed to implement different growth management strategies based on land-use designations. Regional flexible funding criteria support the 2040 growth concept by directing transportation improvements to support those areas where growth is planned to occur. How should the regional flexible funding criteria address the technical ranking of a project that is supportive of 2040 policies but is located outside of an existing 2040 priority land-use area (e.g., Boeckman Road extension to the Dammasch urban village site)?

5. In previous MTIP allocations, jurisdictions would seek funding for preliminary engineering (PE) as a means of getting a project in line for future allocations for construction. However, there has never been a policy discussion regarding any prioritization a PE-funded project would receive in future allocations. (Projects that have recently received PE allocations have total construction costs greater than upcoming resources.) How should the MTIP approach this issue in future allocations?
 - a. Limit the percentage of funds eligible to spend on PE? Yes _____ No _____

 - b. Limit the percentage of project construction costs eligible for funds?
Yes _____ No _____

 - c. Do not provide any technical or administrative benefit for projects seeking construction funding that have previously received PE funding?
Yes _____ No _____

6. After the technical ranking, a list of projects and programs proposed for funding is prepared that blends the technical score with other "administrative" factors. These factors include public support, over-match, relationship to other regional goals such as affordable housing, protection of endangered species, finishing a critical or key gap in a network and other considerations that make the project unique.

Do you support the concept of administrative criteria? Yes _____ No _____

Do you support the current list of administrative criteria? Yes _____ No _____

Please explain any ideas you may have for other administrative criteria.

Additional comments:

V. Process to select projects for allocation of funding

After receiving project applications, the MTIP selection process proceeds through the following steps:

- Metro program staff rank project applications by category based on technical criteria and review these findings with TPAC. Administrative issues that are outside the technical criteria but of interest to decision makers are also noted for each project.
- Options are recommended to JPACT/Metro Council on an initial cut of projects, narrowing total project costs to approximately one and a half times the available funding.
- Options are then recommended to JPACT/Metro Council on a final list of projects within the allocation budget.

A. SELECTION PROCESS

1. Is this the preferred method for selecting projects for funding?
Yes _____ No _____

B. PROJECT SELECTION: GENERAL QUESTIONS

1. Are project summaries and technical rankings clear and concise? Yes _____ No _____
2. Have materials been distributed in a timely manner? Yes _____ No _____
3. Is there specific information not provided in the past that would help you during the selection process? Yes _____ No _____
4. What, if anything, would you change about Metro's project selection process?
5. Please describe ways in which the technical material could be improved to better help you prioritize projects for funding.

VI. Public participation

PUBLIC PARTICIPATION: GENERAL QUESTIONS

Metro holds several public comment opportunities at key points in the MTIP process:

- deciding process and selection criteria
- technical and administrative ranking of projects
- final project selection and recommendations
- air quality conformity determination.

The process involves announcing a kick off for the process, providing announced public comment periods before key decision points, holding meetings or other opportunities to solicit oral and written public comments, compiling compendiums of comments to assist in the decision-making process and maintaining a 24-hour hotline and web pages to supplement information availability.

For the past few MTIP selection processes, Metro has hosted an informal time-certain public comment exchange. Interested persons/agencies/organizations sign up to make comments before JPACT and Metro Council members to detail preferences, issues, concerns etc., regarding the list of projects identified for possible funding. Comments also can be submitted during the comment period in writing by mail, fax, e-mail and can be left on the 24-hour transportation hotline.

1. Overall, do the methods above meet your needs for providing timely input into the MTIP process? Yes _____ No _____
2. Is the time-certain meeting with elected officials an effective method of soliciting and considering public opinion for the MTIP process? Yes _____ No _____

If not, how can public input most effectively be compiled and presented to JPACT and the Metro Council for decision-making? Please explain.

3. In addition to public testimony, do government staff members and/or elected officials need a separate opportunity to present project proposals to JPACT/Metro Council? Yes _____ No _____
4. Metro expects local governments to obtain public comments on proposed projects prior to submission for funding consideration. Is this process effective and reasonable? Yes _____ No _____

Additional comments:

VII. Post-allocation follow up

POST ALLOCATION: GENERAL QUESTIONS

1. Should a jurisdiction or agency awarded funding be expected to provide follow up project information to demonstrate consistency with the original project application? Yes _____ No _____
2. Should jurisdictions awarded funding for a project help educate the general public about the MTIP program by including funding information on project material such as site signage and public notice letters? Yes _____ No _____
3. Should testing of project or program performance be completed such as bicycle counts on new bike facilities, crash data on road modernization projects or value of freight vehicle delay avoided on freight projects? Yes _____ No _____
4. Should a commitment to provide information described in 1, 2 or 3 be incorporated into the technical ranking process? Yes _____ No _____

Additional comments:

VII. Comments

Are there any other comments or concerns you would like to share about the MTIP process? Attach additional pages if necessary.

Name _____

Organization _____

Attachment 1

QUICK SUMMARY OF TRANSPORTATION FUNDING IN THE METRO REGION

Introduction

Amounts vary by year but the regional flexible fund element of the MTIP typically represents about 15 percent of the capital spending on regional transportation projects or about 4 percent of total annual spending on the regional transportation system (including operations and maintenance). Without additional resources for capital projects, the region will only construct about one-third of the new capital facilities it needs to adequately serve the 2040 growth concept.

Regional Transportation System Needs

To fully fund the RTP Priority system, each year for 20 years the region would need to spend (in 1998 \$):

\$105 million on freeway and highway projects

\$79 million on road projects

\$12.6 million on bridge projects

\$8.3 million on boulevard projects

\$11.9 million on bike and pedestrian projects

\$157 million on transit projects.

Other Expenditures on the Regional Transportation System

A recent forecast of transportation expenditures in the region showed that of approximately \$155 million per year of capital spending from other sources, more than 55 percent (\$79 million) is dedicated to roads, highways and bridges, more than 30 percent (\$47 million) is dedicated to transit capital, with the rest (\$25 million) flexible to any category of project but limited to projects within specific locations (such as within a particular county or urban renewal district).

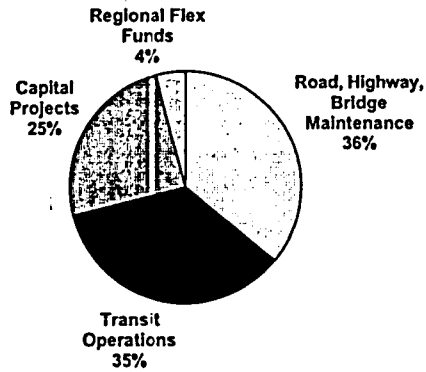
Regional Flexible Fund Allocations

From 1992 through 2005, regional flexible funds have been allocated as follows:

- 34 percent to transit (average of \$8.1 million per year)
- 29 percent to road, highway or bridge projects (average of \$7.2 million per year)
- 12 percent to pedestrian and bicycle projects (average of \$3.1 million per year)
- 11 percent to freight projects (average of \$2.8 million per year)
- 6 percent to TOD and TDM (average of \$1.5 million per year)
- 4 percent to planning (average of \$1.1 million per year)
- 4 percent to boulevard projects (average of \$1.0 million per year).

Attachment 1 (continued)

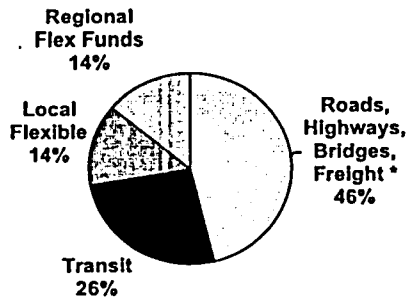
Regional Transportation Spending



Capital projects do not include OTIA revenues.

Metro 2002

Yearly Regional Transportation Capital Spending

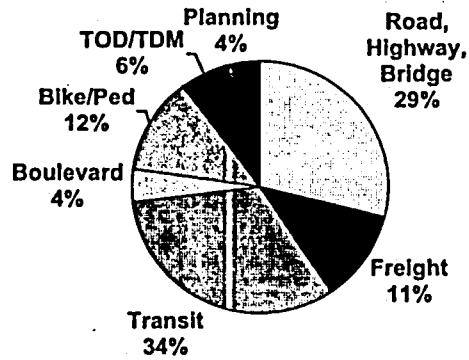


* Does not include OTIA revenues

Metro 2002

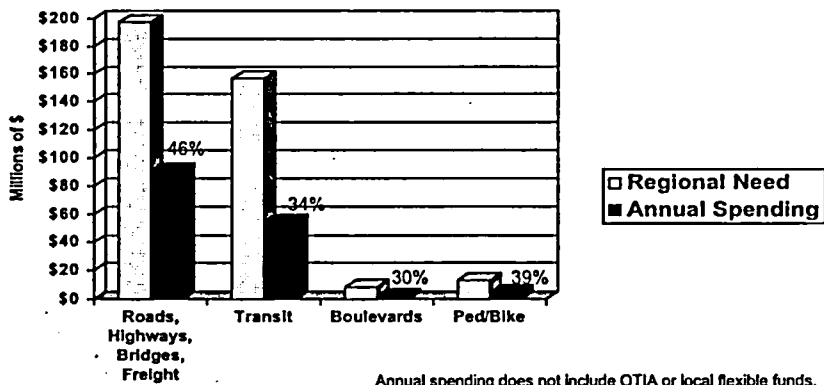
Attachment 1 (continued)

Regional Flexible Fund Allocations Years 1992 - 2005



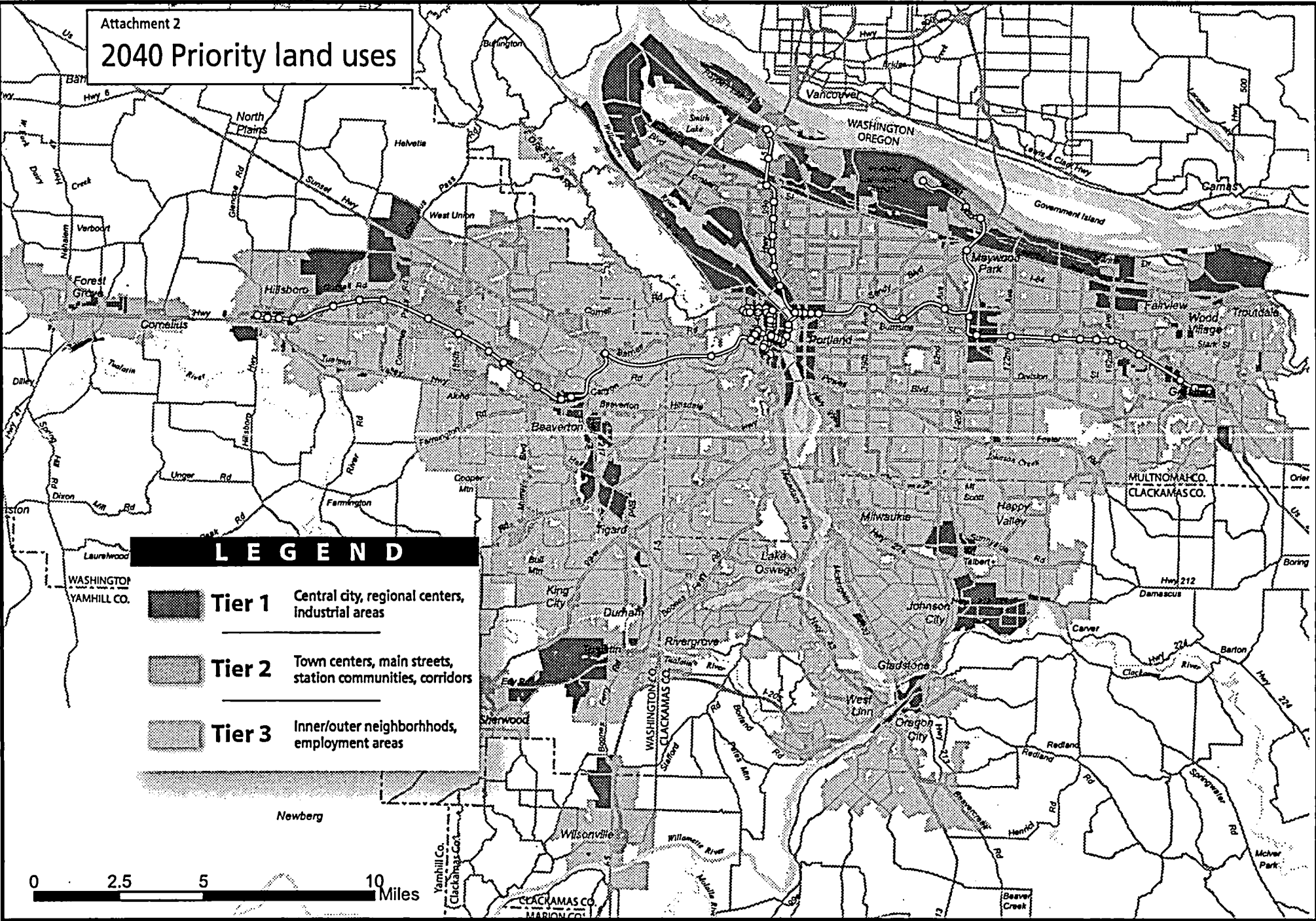
Metro 2002

Regional Need vs. Annual Spending



Metro 2002

2040 Priority land uses



LEGEND

- Tier 1** Central city, regional centers, industrial areas
- Tier 2** Town centers, main streets, station communities, corridors
- Tier 3** Inner/outer neighborhoods, employment areas



Attachment 3

ROAD MODERNIZATION	ROAD RECONSTRUCTION	BLVD. DESIGN	FREIGHT	
GOAL: Address 2040 Land Use Objectives (40 points)	GOAL: Address 2040 Land Use Objectives (40 points)	GOAL: Address 2040 Land Use Objectives (40 points)	GOAL: Address 2040 Land Use Objectives (40 points)	
GOAL: Provide Mobility at Reasonable Cost (15 points)	GOAL: Provide Mobility at Reasonable Cost (15 points)	GOAL: Implement Blvd Design Elements for Least Cost. (15 points)	GOAL: Provide Mobility at Reasonable Cost (15 points)	
GOAL: Reduce Congestion (25 points)	GOAL: Bring Facility To Current Urban Standard Or Provide Long-term Maintenance (25 points)	GOAL: Slow vehicle speeds/enhance alt. mode access. (25 points)	GOAL: Reduce Delay of Freight & Goods Movement In/Thru the Region (25 points)	
GOAL: Safety (20 points)	GOAL: Safety (20 points)	GOAL: Safety (20 points)	GOAL: Safety (20 points)	
PEDESTRIAN	BICYCLE	TOD	TRANSIT	TDM
GOAL: Address 2040 Land Use Objectives (40 points)	GOAL: Address 2040 Land Use Objectives (40 points)	GOAL: Address 2040 Land Use Objectives (40 points)	GOAL: Address 2040 Land Use Objectives (40 points)	GOAL: Address 2040 Land Use Objectives (40 points)
GOAL: Provide Mobility at Reasonable Cost (15 points)	GOAL: Provide Mobility at Reasonable Cost (15 points)	GOAL: Reduce VMT at Reasonable Cost (15 points)	GOAL: Increase Ridership at Reasonable Cost (25 points)	GOAL: Reduce VMT at Reasonable Cost (25 points)
GOAL: Increase Walk Mode Share/Reduce Auto Trips (25 points)	GOAL: Ridership (25 points)	GOAL: Increase Non-Auto Mode Share (25 points)	GOAL: Increase Modal Share (35 points)	GOAL: Increase Modal Share (35 points)
GOAL: Safety (20 points)	GOAL: Safety (20 points)	GOAL: Increase Density (20 points)		

Attachment 4

GLOSSARY AND ACRONYMS

2040 land-use areas – Land uses defined and conceptually mapped in the 2040 Growth Concept. Land uses are prioritized into three tiers to reflect importance in absorbing expected growth and meeting the goals and objectives of the growth concept. Tier 1 areas include the central city, regional centers and employment areas (including inter-modal facilities). Tier 2 areas include town centers, main streets, station communities and corridors. Tier 3 areas include inner and outer neighborhoods. Local plans will precisely define the boundaries of these land-use areas.

MTIP, Metropolitan Transportation Improvement Program – A biennial allocation of federal transportation money to projects and programs of regional significance. Administered by Metro.

Preferred Transportation System – Transportation projects needed to fully implement the 2040 Growth Concept through 2020; defined in the 2000 RTP.

Priority Transportation System – Most critical transportation projects needed to implement the 2040 Growth Concept through 2020; defined in the 2000 RTP.

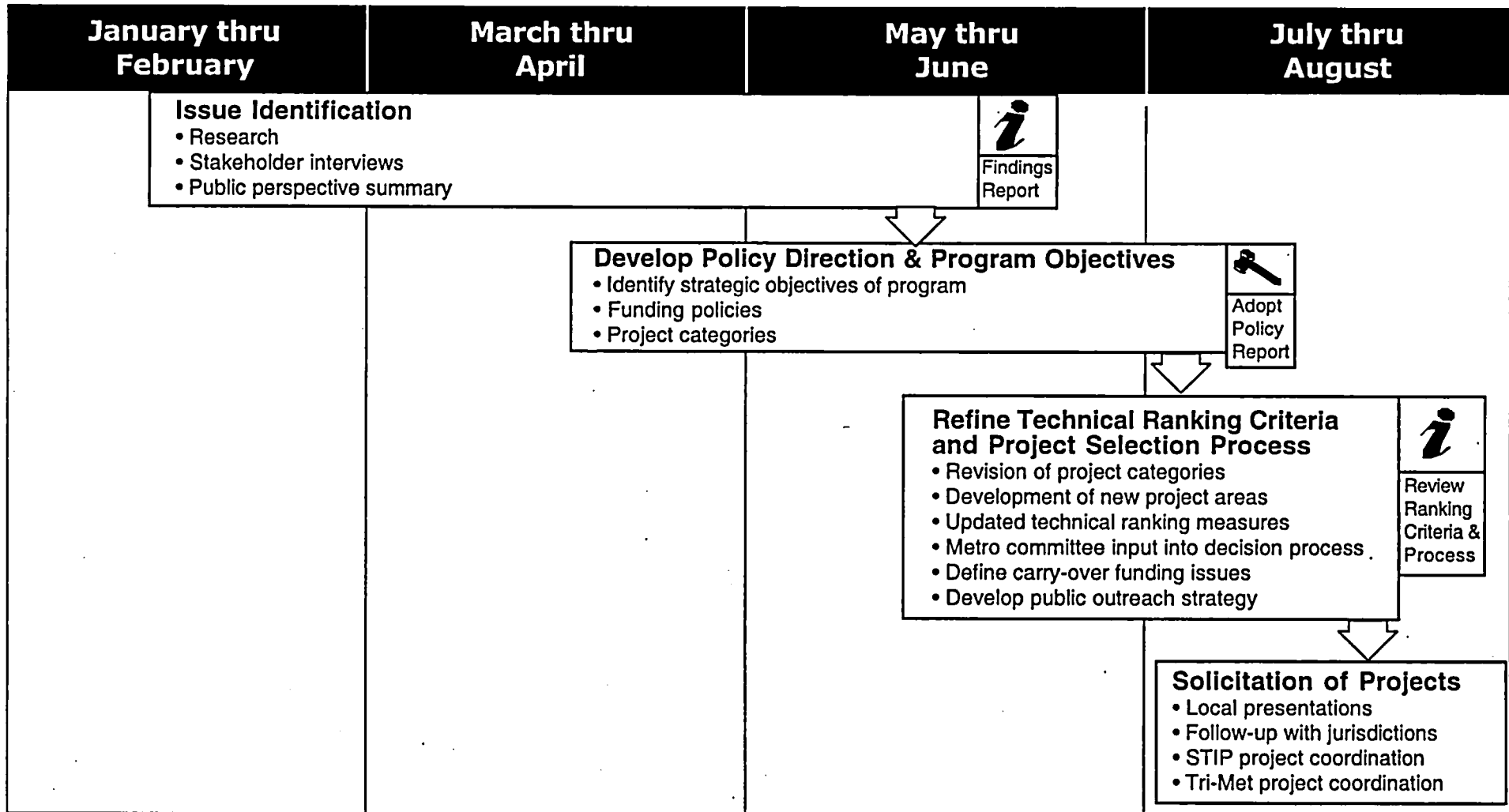
RTP, Regional Transportation Plan – Planning document that lists adopted transportation policies for the region. The RTP implements regional elements of State transportation policies and administrative rules, and guides development of city and county transportation plans.

STIP, State Transportation Improvement Program – A biennial allocation of federal and state transportation money to projects and programs of state-wide significance, many of which are located in the metro area. Administered by the Oregon Department of Transportation.



DRAFT

MTIP Policy & Process Refinement 2002



April 11, 2002

Lia Waiwaiole - GTAC response to MTIP questionnaire

From: <cieckoc@metro.dst.or.us>
To: <waiwaiolel@metro.dst.or.us>
Date: 5/24/2002 3:51 PM
Subject: GTAC response to MTIP questionnaire

Below is a copy of the GTAC response to the MTIP Questionnaire submitted to Andy Cotugno, JPACT Chair and Director of Metro Planning Director on May 24, 2002.

May 24, 2002

Andy Cotugno, Chair, JPACT
 600 NE Grand Ave.
 Portland, OR 97232

RE: GTAC response to MTIP questionnaire

Dear Mr. Cotugno:

I am writing this letter on behalf of the local and regional park providers, natural resources agencies, non-profit conservation and trail advocate groups that are represented on the Greenspaces Technical Advisory Committee (GTAC). We have reviewed the MTIP Questionnaire and offer these comments regarding the policy issues that we believe to be relevant to implementation of the Regional Trails Plan component of the Regional Transportation Plan.

A regional system of trails and greenways is an important element of the Metropolitan Greenspaces Master Plan. The Master Plan was adopted by the Metro Council in 1992 and supported by all 24 local cities and 3 counties. In the 2000 RTP update, many regional trails were included as important transportation facilities that provide the region's residents alternatives to their cars and help improve air quality. These are both important objectives of the federal funds provided to the region and administered through the MTIP process.

A defining program objective for the MTIP funding allocation should be to increase the use of non-auto alternatives for transportation. As one GTAC member put it "people in the region should have the basic right to walk". This means improving accessibility, increasing safety and ease of use for citizens in all of our transportation system improvements. This objective should be given a higher priority than it currently receives as it also contributes to improving the livability of the region.

An additional important objective noted by GTAC members is to continue to develop criteria that address transportation improvements as systems, not just as projects. Specifically, the Regional Trails and Greenways Plan needs to be considered as a system, and the commitment to that system should be better articulated in the Regional Transportation Plan and through the MTIP allocation process. Completing gaps in existing systems, such as the Regional Trails Plan, should rank as a high priority in the MTIP process. This policy objective was reflected in the last round of MTIP funding with the priority given to completion of a gap in the Springwater Trail Corridor. To build on this policy direction from the Metro Council and JPACT, it should be incorporated in the criteria and program objectives.

GTAC recommends that MTIP funds continue to be used for Pedestrian and Bicycle Projects. We considered the addition of a separate "Regional Trails" category, but have mixed opinions about how it might be reflected in the allocation process. It may be that Regional Trails are better represented under the existing pedestrian and bicycle categories or there may be a need for a combined category for bike, ped and trails projects. Overall, GTAC believes that bike, ped and trails projects should become higher priorities for MTIP funding in particular and for the region's transportation investments in general. There is a proven connection between improving alternative modes and decreasing the use of vehicular travel.

Even though Transportation Enhancement funds were not available last year during the MTIP process, it is GTAC's understanding that those funds will again become available in subsequent years. It does not appear that a number of the categories for which those funds are targeted are addressed by any of the MTIP criteria. In particular we would point to "historic preservation", "scenic easements", "landscaping", and "rail corridor preservation." Many Regional Trails projects would meet a number of these criteria and these aspects should be included in the future -- If not in the technical ranking then in the administrative review whenever these funds are included. Metro should coordinate with ODOT to implement projects that can meet these other criteria.

Below is a summary of GTAC member comments taken directly from the questionnaire. There was not agreement by all members on all questions so I am including only the high points where there tended to be the most agreement among the members.

Program Objectives

Overall agreement that (#10) "Providing alternative travel options to vehicular congestion" was a top priority for GTAC members.

Application Process

Overall members thought that staff were responsive to requests for assistance and information but that the schedule for applying for these flexible funds has not always been well known outside of transportation circles and that the application process can be difficult to understand by trail planners. The need for more time to complete applications was indicated by some smaller jurisdictions.

Existing Project Categories

Overall members agreed that the MTIP funding should be used within the existing project categories. Possible exceptions to this were freeways and freight. A number of our members did not feel that these projects were appropriate for this funding.

Potential New Categories

In general members agreed that a limited number of new categories were appropriate. A new "Green Streets" category was generally supported. In addition, some supported "Culvert Repair" and "Regional Corridors".

A new category "Regional Trails" was recommended for addition. As an alternative, this specific project type could be combined with the existing Bike and Pedestrian Improvement projects as a single category.

In general there was a concern that there may be too many categories and that certain types of projects (such as regional trails and fish and wildlife passage issues) were not being adequately considered and given high enough priority in the criteria and ranking.

Technical Ranking Criteria

The technical ranking criteria that were important to GTAC members included:

-  Safety issues, particularly on road, boulevard and freight projects
-  Level of use such as increasing mode share for walking, reducing auto trips, and increasing transit ridership.

Additional technical criteria were suggested by GTAC members, including:

-  More emphasis on alternative (non-motorized) transportation projects
-  Consideration of environmental (fish and wildlife habitat and passage and water quality) impacts
-  Citizen support and involvement
-  Partnerships between agencies and citizens or private funding sources.

Focusing projects in existing "2040 areas" (e.g., regional and town centers, main streets, etc.) is generally seen as a higher priority.

Selection Process and Public Participation

In general it was agreed that the current selection process was adequate. It is important to continue to improve public participation and to strive to make the selection process as accessible to the public as possible.

Additional Comments

There were several GTAC members that were complimentary of the effort that has been made by the transportation planning staff to make the MTIP process more accessible and easier to understand for other stakeholders.

Thank you for this opportunity to comment.

Sincerely,

Charles Clecko
Chair, Greenspaces Technical Advisory Committee

cc: GTAC, via email

--- End of message ---

06:47:40PM;24-May-2002;00441;006128

GREENSPACES TECHNICAL ADVISORY COMMITTEE

please sign in . . .

name	organization
<i>Burana Wicker</i>	<i>40-mile loop</i>
<i>Cartney Dlee</i>	<i>pd of</i>
<i>Darlene Maddux</i>	<i>ODOT</i>

GREENSPACES TECHNICAL ADVISORY COMMITTEE

please sign in . . .

name	organization
Lisa Hamerlyack	Lake Oswego
Chris Wayland	Washington County
Ric Cutron	City of Gresham
Bern Park	North Clack. Parks + Rec District
MIKE HENLEY	WCPD
Sean Loughran	OPRD
Bob Bohman	40-Mile
John Sewell	Portland Parks
Heather Kent	Metro

GREENSPACES TECHNICAL ADVISORY COMMITTEE

please sign in . . .

name	organization
Jayne Cronlund	Three Rivers Land Conservancy
D BARKER	SWTRAC
KELLY PUNTERNEY	VANCOUVER / CLARK COUNTY