

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE ) RESOLUTION NO. 99-2791  
FY 2000 MTIP MODERNIZATION PROGRAM )  
DEVELOPED THROUGH THE PRIORITIES ) Introduced by  
2000 PROCESS ) Councilor Jon Kvistad  
 ) JPACT Chair

WHEREAS, ODOT initiated development of an FY 2000 State Transportation  
Improvement Program (STIP); and

WHEREAS, Metro, in its role as metropolitan planning organization for the urban  
portion of Region 1 receives sums of federal transportation funding for allocation in  
cooperation with ODOT; and

WHEREAS, under federal regulations, the Portland-area Metropolitan  
Transportation Improvement Program (MTIP) must be included without change in the  
STIP; and

WHEREAS, Metro and ODOT have agreed to cooperative development of an  
MTIP/STIP for the Portland-area referenced as the Priorities 2000 process; and

WHEREAS, Revenue estimates were agreed upon for Surface Transportation  
Program (STP), Congestion Mitigation/Air Quality (CMAQ) and Transportation  
Enhancement (TE) fund types for the period of TEA-21 (FY 1998 - FY 2003); and

WHEREAS, A sum of \$75.8 million of such funds is assumed available for  
allocation to a broad array of transportation projects and of which approximately \$33  
million of the regional funds can be used to construct general purpose roadway capacity;  
and

WHEREAS, Metro recognizes that the traditional federal "obligation limit" of  
approximately 90 percent may cause some project delays; and

WHEREAS, Metro and ODOT concur that approximately \$26 million of transportation modernization funds allocated to Region 1 are best used to implement the Phase 3 Sunset Highway/Sylvan Interchange project; and

WHEREAS, The region embarked on an extensive public involvement process including a comprehensive solicitation for project nominations that made note of these opportunities and limitations and which specifically targeted outreach to all regional parks agencies traditionally under-represented in the transportation programming process; and

WHEREAS, A comprehensive set of technical ranking criteria for multiple travel modes was developed and approved by JPACT and the Metro Council that address road improvement and preservation and system management; enhancement of systems for all non-auto travel modes including integrated management of distinct boulevard locations; improvement of critical freight facilities; and integration of land use, transportation system development and travel demand management; and

WHEREAS, Important non-technical “administrative” factors were approved for evaluation during project selection including regard for support of regional affordable housing goals, school safety, prior regional commitments, linkage to prior significant regional projects, local overmatch, multi-modal benefits, substantial agency and public support and regional equity; and

WHEREAS, Concern for recovery of salmonid species traversing urban waterways emerged as a priority concern in the course of the selection process due to their listing as an endangered species; and

WHEREAS, A separate transportation enhancement program solicitation process, that relied upon a portion of the same funds addressed in the Priorities 2000 process, was initiated by ODOT in the midst of the regional solicitation process; and

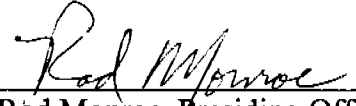
WHEREAS, Metro served on the ODOT Transportation Enhancement program evaluation committee; and

WHEREAS, the prioritized list of ODOT Enhancement program projects was integrated into the Priorities 2000 selection process; now, therefore,

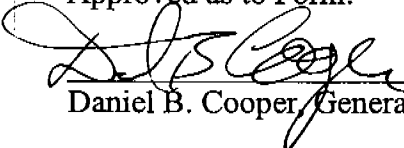
BE IT RESOLVED:

1. Funding is authorized for the list of projects included in Exhibit 1.
2. Conditions are imposed on certain of the approved projects as shown in Exhibit 2.
3. The Executive Officer is authorized to determine details of project phasing year, phase of work and fund type in coordination with ODOT staff.
4. This allocation is subject to meeting regional air quality conformity requirements .

ADOPTED by the Metro Council this 27<sup>th</sup> day of May, 1999.

  
Rod Monroe, Presiding Officer

Approved as to Form:

  
Daniel B. Cooper, General Counsel

99-2791.Res/TW/tw  
5/18/99

**EXHIBIT 1:**  
**JPACT RECOMMENDATION FOR PROJECT FUNDING**

**Planning Projects**

|                                   |                |
|-----------------------------------|----------------|
| Core Reg. Planning Program        | \$2.083        |
| I-5 Trade Corridor Study          | 0.250          |
| OPB Pilot                         | 0.100          |
| Regional Freight Program Analysis | 0.100          |
|                                   |                |
| <b>Proposed Total:</b>            | <b>\$2.533</b> |

**Freeway Projects**

|   |                 |
|---|-----------------|
| U.S. 26/Sylvan Interchange Reconstruction Ph. 3 | \$26.000        |
|   |                 |
| <b>Proposed Total:</b>                          | <b>\$26.000</b> |

**Road Modernization Projects**

|    |      |                                     |                 |
|----|------|-------------------------------------|-----------------|
| 1  | PM6  | MLK/Interstate ITS                  | \$0.550         |
| 3  | WM5  | Murray O'Xing: Milikan/Terman       | 1.000           |
| 4  | MM7  | Gresham/Mult. Co. ITS               | 0.500           |
| 5  | CM7  | Clack. Co. ITS/ATMS                 | 0.800           |
| 7  | WM4  | Wash. Co. ATMS                      | 0.370           |
| 8  | PM1  | Portland Arterial/Frwy. ITS         | 0.750           |
| 10 | WM1  | Farmington Rd: Hocken/Murray (PE)   | 0.932           |
| 11 | WM19 | SW Greenburg: Wash Sq/Tiedeman (PE) | 0.270           |
| 12 | MM3  | 223rd O'Xing (PE)                   | 0.251           |
| 13 | CM2  | Harmony/Linwood/Railroad Av (PE)    | 0.449           |
| 16 | WM17 | I-5/Nyberg Interchange (PE)         | 0.342           |
| 19 | WM13 | SE 10th: E Main/SE Baseline (PE)    | 0.090           |
| 20 | MM1  | 207th Connector: Halsey/Glisan      | 1.345           |
| 26 | CM5  | Sunnyside Rd/Mt. Scott Creek        | 1.400           |
| 28 | CM14 | Hwy 213/Beavercreek Rd.             | 3.000           |
| 34 | PM10 | SE Foster Rd/Kelly Creek            | 0.600           |
|    |      |                                     |                 |
|    |      | <b>Proposed Total:</b>              | <b>\$12.665</b> |

**Road Reconstruction**

|   |      |                             |                |
|---|------|-----------------------------|----------------|
| 1 | PR10 | Naito Parkway: Davis/Market | \$1.500        |
| 8 | CR2  | Johnson Crk Blvd: 36th/45th | 1.076          |
|   |      |                             |                |
|   |      | <b>Proposed Total:</b>      | <b>\$2.576</b> |

**Bridge**

|   |       |                        |                |
|---|-------|------------------------|----------------|
| 1 | PBr2b | Burnside Electrical    | \$0.500        |
| 3 | PBr2a | Morrison Electrical    | 0.800          |
|   |       |                        |                |
|   |       | <b>Proposed Total:</b> | <b>\$1.300</b> |

**Freight**

|   |     |                              |                |
|---|-----|------------------------------|----------------|
| 1 | PF2 | N. Marine Dr. Reconstruction | \$2.295        |
| 4 | PF1 | Lower Albina Overcrossing    | 4.000          |
|   |     |                              |                |
|   |     | <b>Proposed Total:</b>       | <b>\$6.295</b> |

**Boulevard**

|    |      |                                 |                |
|----|------|---------------------------------|----------------|
| 1  | MBL1 | Division: Wallula/Kelly         | \$2.500        |
| 2  | CBL3 | McLoughlin: Harrison/SPRR X'ing | 1.800          |
| 4  | PBL3 | W. Burnside: Brdg/NW 23rd       | 0.269          |
| 6  | PBL1 | Hawthorne: 20th/55th            | 1.500          |
| 7  | CBL1 | Harmony Rd: 82nd/Fuller         | 1.750          |
| 9  | WBL1 | Cornell: Trail Ave/Saltzman     | *              |
| 12 | CBL2 | Willamette Dr: A/McKillican     | 0.200          |
| 12 | WBL6 | Hall Blvd: Cedar Hills/Hocken   | *              |
| 15 | WBL2 | Main St: 10th/20th (Cornelius)  | 1.800          |
|    |      |                                 |                |
|    |      | <b>Proposed Total:</b>          | <b>\$9.819</b> |

\*Funding for Cornell R/W phase, up to \$0.540 million, and Hall Blvd PE, up to \$0.045 million will come from any leftover balance of the \$1.0 million allocated to the Murray Overcrossing road modernization project, in combination with funding for the Washington County Bus Stop Enhancements project, up to \$0.500 million.

**Pedestrian**

|    |     |   |                |
|----|-----|---|----------------|
| 2  | WP5 | SW 170th: Merlo/Elmonical LRT Stat'n      | 0.270          |
| 3  | WP7 | Cedar Hills: Walker/Butner                | 0.085          |
| 4  | WP4 | Sentinel Plaza: Cornell/Cedar Hills/113th | 0.180          |
| 5  | CP1 | Scott Crk Lane Pedestrian Path            | 0.080          |
| 14 | PP2 | Capitol Hwy: Bertha/BH Hwy                | 0.400          |
|    |     |   |                |
|    |     | <b>Proposed Total:</b>                    | <b>\$1.015</b> |

## Bike/Trail

|    |       |  |   |                |
|----|-------|--|---|----------------|
| 1  | PBi1  | Morrison Bridge Bikeway (PE)               | * | \$0.100        |
| 2  | CBi3  | Phillip Creek Greenway Trail (PE/RW)       |   | 0.202          |
| 3  | PBi6a | E. Bank Trail: OMSI/Springwater (Con)      |   | 0.720          |
| 4  | PBi9  | Greeley/Interstate                         |   | 0.144          |
| 5  | WBi5  | Cornell Rd: Elam Young/Ray                 |   | 0.540          |
| 6  | CBi2  | Fuller Rd: Harmony/King                    |   | 0.592          |
| 7  | WBi2  | Hall Blvd: 12th/Allen                      |   | 1.438          |
| 8  | WBi1  | Fanno Crk: Allen/Denny                     |   | 0.074          |
| 9  | CBi10 | Parkway/Town Center Prkwy Loop             |   | 0.040          |
| 10 | CBi9  | Town Cntr Park: Bike/Ped Conntection       |   | 0.200          |
| 11 | CBi7  | Clack. Reg. Ctr. Trail                     |   | 0.278          |
| 14 | WBi10 | Fanno Crk Trail Phase 2 (PE/RW)            |   | 0.235          |
| 15 | MBi1  | Gresham/Fairview Trail (RW)                |   | 0.224          |
| 25 | PP5   | Red Electric Line: Will Prk/Oleson (Study) |   | 0.135          |
| 27 | PBi6b | E. Bank Trail - Phase 2 (RW)               |   | 0.269          |
|    |       |  |   |                |
|    |       | <b>Proposed Total:</b>                     |   | <b>\$5.191</b> |

\*Regional funds are conditioned on joint allocation of another \$0.150 million from Multnomah County and City of Portland.

## Transportation Demand Management

|   |      |                               |  |                |
|---|------|-------------------------------|--|----------------|
| 1 | TDM1 | Regional TDM Program          |  | \$1.987        |
| 2 | TDM6 | SMART TDM Program             |  | 0.220          |
| 3 | TDM3 | ECO Information Clearinghouse |  | 0.188          |
| 4 | TDM2 | Portland Area Telecommuting   |  | 0.200          |
| 5 | TDM5 | TMA Assistance Program        |  | 1.000          |
| 6 | TDM4 | Region 2040 Initiatives       |  | 1.000          |
|   |      |                               |  |                |
|   |      | <b>Proposed Total:</b>        |  | <b>\$4.595</b> |

## Transit Oriented Development

|   |           |                        |  |                |
|---|-----------|------------------------|--|----------------|
| 1 | RTOD<br>1 | Metro TOD Program      |  | \$4.000        |
|   |           |                        |  |                |
|   |           | <b>Proposed Total:</b> |  | <b>\$4.000</b> |

**Transit**

|   |      |                                       |                 |
|---|------|---------------------------------------|-----------------|
| 1 | RTr1 | Reg. Contribution for Bus Acquisition | \$18.000        |
| 2 | WTr2 | Wash. Co. Bus Stop Enhancements       | *               |
| 3 | RTr2 | Service Increase for Reg/T.C. TCL     | 5.700           |
| 4 | CTr2 | Will. Shoreline Trestle/Track Repair  | 0.500           |
| 5 | WTR1 | Wash. Co. Commuter Rail               | 1.000           |
|   |      |                                       |                 |
|   |      | <b>Proposed Total:</b>                | <b>\$25.200</b> |

\*Funding for Washington County Bus Stop Enhancements, up to \$0.500 million, will come from the balance, if any, of the \$1.0 million for the Murray Overcrossing road modernization project, in combination with funding for the Hall Blvd PE and Cornell Blvd R/W phases.

**ODOT Transportation Enhancement Program Nominations**

|   |  |                                  |                |
|---|--|----------------------------------|----------------|
| 1 |  | Pioneer Crt House Renovation     | \$0.200        |
| 2 |  | Portland Bikeway Network Signage | 0.129          |
| 3 |  | NE 47th Environmental Renovation | 0.250          |
|   |  |                                  |                |
|   |  | <b>Proposed Total:</b>           | <b>\$0.579</b> |

**GRAND TOTAL: \$75.768**

## **EXHIBIT 2:**

### **CONDITIONS ATTACHED TO PRIORITIES 2000 PROJECT APPROVALS**

1. The Sunnyside Road @ Mount Scott Creek Bridge, Foster Rd @ Kelly Creek Bridge and Hwy 213/Beavercreek Road allocations, as they relate to restoration of salmon runs, are subject to more detailed review sessions on project scope.
2. The Capital Highway pedestrian improvement is subject to funding from the library.
3. I-5 Trade Corridor funds would be withdrawn if a federal discretionary grant is awarded.
4. Transit and 2040 Initiatives allocations are subject to review of Tri-Met's adopted annual service plan.
5. The bus acquisition allocation for \$18 million returns if the Airport Light Rail project is not built.
6. Washington County Commuter Rail allocation is subject to approval of a work program.
7. The \$1.7 million increase of funding for Tri-Met's Transit Choices for Livability program, which brings regional funding to \$5.7 million from \$4.0 million, is partially to assure implementation of rapid bus service within a broadly defined Barbur Corridor.
8. Any regional funds left after completion of the Murray Overcrossing project will be used to support PE for the Hall Boulevard project (WBL6), up to \$0.045, the Cornell Boulevard right of way phase (WBL1), up to \$0.540, and the Washington County Bus Stop Enhancements (WTr2), up to \$0.500.
9. Funds for the Washington County Bus Stop Enhancements, should they become available, will be jointly allocated to Tri-Met and Washington County; should consider city locations and should integrate with any TCL funded Barber/Hwy 99 rapid bus project.
10. Allocation of funds to the Wilsonville TDM program is subject to agreement by the TDM Subcommittee on coordination of services between SMART and Tri-Met.
11. The Interstate ITS project funding is authorized to transfer to the Barber Blvd. corridor (whose technical ranking tied that of the Interstate project) if Interstate MAX accomplishes the Interstate ITS improvement.
12. Multnomah County shall consider restoration of \$0.500 million to the joint Gresham/Multnomah County ITS program from state gas tax increases.
13. Multnomah County and the City of Portland will jointly provide \$0.150 million to match the regional commitment of \$0.100 for preliminary engineering of the Morrison Bridge Bikeway.
14. All allocations are subject to consistency with Metro's Street Design Guidelines.
15. All ITS allocations are subject to TPAC review of more detailed scopes.

## STAFF REPORT

### CONSIDERATION OF RESOLUTION NO. 99-2791 FOR THE PURPOSE OF APPROVING THE FY 2000 MTIP MODERNIZATION PROGRAM DEVELOPED THROUGH THE PRIORITIES 2000 PROCESS

Date: May13, 1999

Presented by: Andrew C. Cotugno

#### PROPOSED ACTION:

Approval of this resolution would allocate \$75.8 million of federal funds allocated in TEA-21 to a set of multi-modal transportation projects throughout the region (see Exhibit 1 of the Resolution). It would also approve the recommendation of ODOT Region 1 staff to allocate \$26 million of state gas tax funds to Phase 3 of the Sylvan Interchange Reconstruction project. This would complete the project and provide a continuous three-lane segment through Sylvan past Canyon Road. These actions would constitute adoption of the FY 2000 MTIP modernization element and would allocate all expected state and federal funds anticipated in the region through FY 2003. Additional action will be needed to approve the allocation of federal and state gas tax funds to the Operations, Maintenance and Preservation, Bridge, Safety and Transit funding categories.

#### BACKGROUND AND ANALYSIS

##### **JPACT Action**

At its regular May meeting, JPACT approved allocation of \$75.768 million to the list of projects now shown in Exhibit 1 of the Resolution. Thirteen motions were proposed during discussion of the Resolution but only four motions, affecting 10 projects, were approved. JPACT recommended approval of the TPAC recommended 100 percent program with the following changes (\$ millions):

| <u>PROJECT</u>  |                                 | <u>TPAC<br/>100% FUNDS</u> | <u>JPACT<br/>APPROVAL</u> |
|---|---------------------------------|----------------------------|---------------------------|
| CM7   | Clackamas County ITS            | \$1.000                    | \$0.800                   |
| CBL2  | Willamette Drive: A/McKillican  | \$0.000                    | \$0.200                   |
| MM7   | Gresham/Mult. Co. ITS           | \$1.000                    | \$0.500                   |
| Condition A: Multnomah County pledges to consider restoration of \$0.500 million for the Multnomah County/Gresham ITS project from state gas tax increases. |                                 |                            |                           |
| MBL1  | Division Blvd: Wallula/Kelly    | \$2.000                    | \$2.500                   |
| PBi1  | Morrison Bridge Bikeway PE      | \$0.000                    | \$0.100                   |
| Condition B: Multnomah County and the City of Portland agree to match regional allocation with an additional total of \$0.150 million.                      |                                 |                            |                           |
| WTr2  | Wash. Co. Bus Stop Enhancements | \$0.500                    | \$0.000                   |

|      |                                   |  |         |
|------|-----------------------------------|--|---------|
| WM5  | Murray Overcrossing               | \$1.000  | \$1.000 |
|      | Condition A:                      | First commitment of funds is completion of Murray Overcrossing project.  |         |
|      | Condition B:                      | Remaining funds to be committed to WBL6 Hall Blvd PE of \$0.045 million (previously unfunded).   |         |
|      | Condition C:                      | Remaining funds to be committed to WBL1 Cornell Blvd R/W of \$0.540 million (previously unfunded).   |         |
|      | Condition D:                      | Remaining funds to be committed to WTr2 Washington County Bus Stop Enhancement project up to \$0.500 million (previously funded at \$0.500 million). |         |
| TE1  | Pioneer Courthouse Visitor Center | \$0.500  | \$0.200 |
| PF2  | Marine Dr. Reconstruction         | \$1.795  | \$2.295 |
| RTr2 | Transit Choices For Livability    | \$4.000  | \$5.700 |
|      | Condition:                        | Funding increase is to assure implementation of Barbur Corridor Rapid Bus program.   |         |

#### **FY 2000 MTIP/STIP**

The Transportation Improvement Program (TIP) currently recognized by the FHWA and FTA is the FY 98 State TIP (STIP). The ODOT Region 1 element of the STIP is the Portland-area Metropolitan TIP (MTIP). In January 1998, Metro and ODOT staff began cooperative development of the FY 2000 STIP. The STIP is routinely updated every two years. However, an important function of this update is to address a variety of funding issues that resulted from delayed adoption by Congress of the Transportation Efficiency Act for the 21<sup>st</sup> Century (TEA-21).

The FY 98 STIP was adopted before TEA-21 authorization levels were known. As a result, the Oregon Transportation Commission, JPACT and the Metro Council concurred in adopting conservative funding assumptions for FY 1998 – 2001. TEA-21 provided higher funding than that programmed in the FY 98 STIP. It also authorized funding for two additional years, i.e., FY 2002 and FY 2003. The result is that approximately \$75.8 million of federal transportation funding is available for programming. The FY 2000 STIP allocates these funds to modernization projects across all modes of travel.

Additionally, state gas tax revenues of about \$26 million are available for programming of modernization projects in FY 2002 and 2003. This update addresses programming of these funds. This Resolution does not address programming of federal and state Operations, Maintenance and Preservation funds, or the funding categories related to Bridge, Safety and Transit. Programming of these projects is driven by technical considerations addressed in ODOT management systems for pavement condition, safety and bridge structural integrity and the Tri-Met five-year capital program.. These funds will be adopted by separate resolution.

## **Revenue Forecasts**

The first step in updating the MTIP/STIP involved ODOT and Metro staff development of revenue forecasts. These are shown in Attachment A. Prior funding commitments were accounted for, including \$25.5 million during this period for support of South/North light rail or its successor. The current proposal leaves this funding stream intact, but delays draw down of funds until a regional consensus is established for a replacement to the South/North project or another use is approved by Resolution action.

Metro assumed congressional appropriation of the average level of Transportation Enhancement (TE) funds received under ISTEA and obligation of 100 percent of appropriated sums. Any TE balance greater than the ISTEA average will be reserved to a statewide program to be managed by ODOT. The region will program all other fund types at a 100 percent level, with the understanding that federal regulations typically restrict annual obligation rates to 90 percent of appropriated sums. This means that the region will likely need, at some point, to delay some approved projects to later years. (The next update --the FY 2002 STIP -- offers an opportunity to make this adjustment.)

The region's projected revenue generates a significant restriction on project solicitation: less than half the funds assumed for allocation (\$33.156 million) are federal Surface Transportation Program (STP) category of funds which are the only type allocated to the region eligible for construction of general-purpose travel lanes. Slightly over half of the funds (\$42.631 million) are Congestion Mitigation/Air Quality (CMAQ) and Transportation Enhancement (Enhancement) funds, which are essentially limited to expansion of alternative mode infrastructure. These issues were identified in the kick-off notice mailed throughout the region on May 22, 1998 and in the project solicitation mailed September 2.

## **Project Technical and Administrative Ranking Criteria**

Upon approval of the revenue assumption and obligation strategy, Metro staff developed draft multi-modal technical ranking criteria and administrative factors to shape final project selection. The TIP Subcommittee was convened on several occasions to review staff proposals and one public workshop was held on June 23, 1998 to solicit public comment. JPACT and the Metro Council approved both the technical and administrative criteria and the overall selection process, which are summarized in Attachment B. Technical ranking criteria were adopted for the following modes:

1. Road Reconstruction
2. Road Modernization
3. Freight
4. Bridge
5. Bike
6. Pedestrian
7. Boulevards
8. Transit Oriented Development
9. Transit
10. Transportation Demand Management

Planning projects are also eligible for funding but no specific criteria have been developed for this class of projects.

Several policy issues were debated at some length during the criteria development process:

- Whether and how to link project ranking with support of regional affordable housing goals;
- How to link project ranking with safety of school children
- Whether adherence of locally proposed project's to Metro's Street Design Guidelines should be used as a minimum eligibility standard for receipt of federal funds.
- Whether separate criteria are needed to adequately account for and rank benefits of Boulevard projects.

Affordable housing and school access and safety were approved as administrative criteria for candidate projects but no technical ranking method was developed, nor were points assigned for these benefits. Project adherence to Metro's Street Design Guidelines was adopted as an initial screening criteria. Metro staff will monitor approved projects through the design phase as a condition for release of construction funds. Separate boulevard technical criteria were eventually fashioned and adopted for evaluation of this new modal category.

Other administrative criteria endorsed by JPACT and the Metro Council included prior regional commitments, link to previous significant projects, local/private overmatch, strong public/agency support, significant multi-modal benefits and regional equity.

### **Project Solicitation**

After JPACT and Metro Council approval of the technical and administrative criteria and the overall selection process, Metro solicited project nominations from public agencies including Tri-Met, the Port of Portland, and county and city transportation and parks agencies throughout the region. The solicitation was mailed September 2 and closed October 16, 1998. Approximately \$330 million of project nominations were received, or about four times the funding available.

About one month after the solicitation closed, ODOT Salem staff mailed a statewide Transportation Enhancement solicitation. The mailing was primarily directed to agencies and private groups in ODOT Regions 2-5. However, in addition to Region 1 rural agencies, Salem staff also solicited Region 1 urban agencies and private, non-profit groups to nominate a very limited category of projects whose eligibility was established by TEA-21 and which were not specifically addressed by Metro's solicitation. Eligibility was established for transportation museums, visitor centers and reduction of vehicle caused wildlife mortality (but not mitigation of indirect impacts of roadways on salmonid species).

Some 12 projects totaling about \$8.5 million were received by ODOT staff from the Portland urban area in response to the TE solicitation. An ODOT selection committee, including a citizen representative and staff from ODOT, Metro and DEQ prioritized the Enhancement nominations. The top three ranked projects, totaling \$879,000 are included in the recommended program.

### **Project Ranking**

Technical ranking was conducted between October 16, 1998 and February 8, 1999 and was refined through March. Public comment on the technical ranking and administrative considerations began February 8 and concluded on March 22. Three public workshops were held during the comment period at which testimony was received. Comments have also been received in e-mail, writing and voice mail. Letters of comment, testimony transcripts and other communication, together with staff commentary on materials received during the ranking process have been previously distributed to TPAC, JPACT and the Metro Council. Letters and other communication received late in the process will be distributed at the May 13 JPACT and will be available for public review at Metro Headquarters. A complete summary of the Priorities 2000 public comment and adoption schedule is included in Attachment C.

A draft 150 percent "cut list" was released for TPAC approval on March 26 and was the subject of a formal joint hearing of JPACT and the Metro Council Transportation Planning Committee. JPACT and the Metro Council approved the 150 percent list on April 8. TPAC approved a "100 percent" program on April 30 recommending allocation of \$74.268 of the available funds and identifying \$9.828 million of possible "add-backs" for the unallocated \$1.532 million. This was the subject of a final joint public hearing of JPACT and the Metro Council Transportation Planning Committee on May 4 (see below for details of the hearing).

### **TPAC "Base Program" Recommendation**

TPAC recommended a Base Program of \$74.268 of regional flexible funds and \$26 million of ODOT freeway improvement funds for JPACT review. As discussed above, JPACT left the bulk of the recommendation intact but modified funding levels and imposed conditions affecting some 10 projects. The JPACT approved program is shown in Exhibit 1 of the Resolution. Attachment D shows these projects in relation to the entire 150 percent list previously approved by JPACT and the Metro Council.

### **Approval Conditions and Considerations**

As a companion to the Base Program TPAC approved 11 conditions relating to a variety of the recommended projects. These are identified in Exhibit 2 of the Resolution.

Several of the Base Program projects had technical ranks much lower than some projects that were not recommended for funding. This was especially true of three modernization projects: 1) Foster Road @ Kelly Creek Bridge; 2) Hwy 213/Beavercreek Road Intersection; and 3) Sunnyside Road @ Scott Creek Bridge. There are three primary reasons this occurred.

First, each of the projects significantly aid salmon recovery in streams adversely affected by adjacent road facilities. Additionally, both the Foster Road and Hwy 213 projects address significant safety hazards. Finally, the Hwy 213 project enjoys a local contribution of over \$3 million which amounts to just over a 50 percent local match ratio.

These same factors: environmental benefits, safety issues and significant local match, are also associated with other instances where lower ranked projects have been recommended for funding over higher ranked projects. Other factors include significant public and agency support and the need to address geographic equity in distribution of regional funds.

### **“Add Back” Recommendation**

The TPAC recommendation left an unallocated balance of \$1.512 million. TPAC identified nine projects from the remnant of all the projects that were cut from the JPACT /Metro Council approved 150% list (see Attachment D). The nine projects shown below are those which TPAC suggested should be considered to receive the final \$1.5 million of unallocated regional funds.

|       | <u>PROJECT</u>                                | <u>PHASE</u> | <u>AMOUNT</u>  | <u>AGENCY</u>        |
|-------|---|--------------|----------------|----------------------|
| Plng5 | Regional Freight Program Analysis             | StdY         | \$0.050        | Metro                |
| MM3   | 223 <sup>rd</sup> Overcrossing Reconstruction | RW           | \$0.125        | Mult. Co.            |
| PF2   | N. Marine Dr. Reconstruction                  | Con          | \$1.794        | Port                 |
| MBL1  | Division: Kelly/Wallula                       | Con          | \$0.789        | Gresham              |
| WBL1  | Cornell: Trail/Saltzman                       | Con          | \$1.800        | Wash Co.             |
| CBL2  | Willamette Dr: A/McKillican                   | PE           | \$0.200        | W. Linn              |
| PBi1  | Morrison Br Bike/Ped Access                   | PE/Con       | \$1.570        | Mult. Co.; <i>or</i> |
| PBi1  | Morrison Br Bike/Ped Access                   | PE           | \$0.250        | Mult. Co             |
| RTr2  | Transit Choices For Livability                | Ops          | <u>\$3.500</u> | Tri-Met              |
|       |   | <b>TOTAL</b> | <b>\$9.828</b> |                      |

### **Final Public Hearing**

A public hearing was held Tuesday, May 4 before a joint session of the Metro Council Transportation Planning Committee and JPACT. Significant support was expressed for the following “add back” projects:

| <u>PROJECT</u>                              | <u>REQUEST</u>                   | <u>COST</u> |
|---|----------------------------------|-------------|
| Division: Wallula/Kelly Boulevard           | Supplement with additional       | \$789,000   |
| Stark Street Boulevard Project              | Supplement TEA-21 award w/ added | \$800,000   |
| 223 <sup>rd</sup> Railroad Overcrossing R/W | Supplement PE with R/W award of  | \$125,000   |
| Morrison Bridge Bikeway                     | Restore full funding             | \$1,570,000 |
| Gresham Fairview Trail                      | Restore full funding             | \$776,000   |
| Fanno Creek Trail, Ph. 2                    | Restore Construction funds of    | \$852,000   |

|                                   |                                 |                       |
|-----------------------------------|---------------------------------|-----------------------|
| Will. Shoreline Bike Path Study   | Restore funding of              | \$150,000             |
| Peninsula Trail Crossing Ph. 2    | Restore full funding            | \$359,000             |
| Marine Drive Overcrossing Constr. | Supplement with additional      | \$1,795,000           |
| I-5 Trade Corridor                | Supplement with additional      | \$250,000             |
| Transit Oriented Develop. Program | Supplement with additional      | \$3,500,000           |
| Transit Choices for Livability    | Supplement with additional      | \$3,500,000 <i>or</i> |
| Transit Choices for Livability    | Fund at full request of         | \$16,000,000          |
| Washington Co. Bus Stops          | Restore additional funding      | \$175,000             |
| I-405 Landscaping Proposal        | Restore full funding            | \$300,000             |
| Gateway Traffic Mngt Plan         | Change scope from blvd and fund | \$1,000,000           |

In addition to support for the above projects and programs, comments were also received that the following projects should be deleted from the recommendation list:

|                     |   |              |
|---------------------|---|--------------|
| Murray Overcrossing | Delete supplement to TEA-21 funds               | -\$1,000,000 |
| All Road Projects   | Delete all PE and/or R/W and Construction funds |              |

### **Regional Air Quality Conformity**

All allocations are subject to Metro preparation and joint FHWA, FTA and EPA approval of a regional air quality conformity determination. In the event modeled emissions are found to exceed permitted levels, revisions to this program, or other elements of the approved 20-year Regional Transportation Plan will be needed.

## ATTACHMENT A: MTIP/STIP UPDATE 2000

### OLD AND NEW FUNDING ESTIMATES, PROGRAM COMMITMENTS & NET AVAILABLE FUNDS

|   | 98            | 99            | 00            | 01            | 02            | 03            | TOTAL          |
|---|---------------|---------------|---------------|---------------|---------------|---------------|----------------|
| <b>Programming of Old Estimate</b>        |               |               |               |               |               |               |                |
| Estimated STP Funds                       | 8.254         | 7.972         | 7.690         | 7.407         | 0.000         | 0.000         | 31.323         |
| (South/North)                             | 0.000         | -1.500        | -6.000        | -6.000        | 0.000         | 0.000         | -13.500        |
| (Other STP Programming)                   | -7.638        | -5.384        | -3.634        | -7.801        | 0.000         | 0.000         | -24.457        |
| <b>Subtotal STP</b>                       | <b>0.616</b>  | <b>1.088</b>  | <b>-1.944</b> | <b>-6.394</b> | <b>0.000</b>  | <b>0.000</b>  | <b>-6.634</b>  |
| Estimated CMAQ                            | 3.174         | 3.055         | 2.936         | 2.816         | 0.000         | 0.000         | 11.981         |
| Programmed CMAQ                           | -2.619        | -3.963        | -2.062        | -2.180        |               |               | -10.824        |
| <b>Subtotal CMAQ</b>                      | <b>0.555</b>  | <b>-0.908</b> | <b>0.874</b>  | <b>0.636</b>  | <b>0.000</b>  | <b>0.000</b>  | <b>1.157</b>   |
| Estimated Enhancement                     | 1.166         | 1.166         | 1.166         | 1.166         | 0.000         | 0.000         | 4.666          |
| Programmed Enhancement                    | -1.223        | -2.276        | 0.000         | 0.000         |               |               | -3.499         |
| <b>Subtotal Enhancement</b>               | <b>-0.057</b> | <b>-1.110</b> | <b>1.166</b>  | <b>1.166</b>  | <b>0.000</b>  | <b>0.000</b>  | <b>1.167</b>   |
| <b>Total Estimated Regional Funds</b>     | <b>12.595</b> | <b>12.193</b> | <b>11.792</b> | <b>11.390</b> | <b>0.000</b>  | <b>0.000</b>  | <b>47.970</b>  |
| Approved Programming                      | -11.480       | -13.123       | -11.696       | -15.981       | 0.000         | 0.000         | -52.280        |
| <b>Overprogramming of Reg. Flex Funds</b> | <b>1.115</b>  | <b>-0.930</b> | <b>0.096</b>  | <b>-4.591</b> | <b>0.000</b>  | <b>0.000</b>  | <b>-4.310</b>  |
| ODOT Mod Estimate and Program             | 23.051        | 21.734        | 35.247        | 0.122         | 0.000         | 0.000         | 80.154         |
| <b>Current Funding Estimate</b>           |               |               |               |               |               |               |                |
| Regional STP                              | 11.941        | 13.811        | 13.917        | 14.221        | 14.461        | 14.762        | 83.113         |
| CMAQ                                      | 6.739         | 7.669         | 7.570         | 7.824         | 9.272         | 9.471         | 48.545         |
| Enhancement                               | 1.400         | 1.400         | 1.400         | 1.400         | 1.400         | 1.400         | 8.400          |
| ODOT Modernization                        | 23.051        | 21.734        | 35.247        | 0.122         | 8.560         | 8.560         | 97.274         |
| <b>Total Current Funding Estimate</b>     | <b>43.131</b> | <b>44.614</b> | <b>58.134</b> | <b>23.567</b> | <b>33.693</b> | <b>34.193</b> | <b>237.332</b> |
| S/N Commitment                            |               | -1.500        | -6.000        | -6.000        | -6.000        | -6.000        | -25.500        |
| Other Prior Programming                   | -34.531       | -33.357       | -40.943       | -10.103       | 0.000         | 0.000         | -118.934       |
| <b>UNPROGRAMMED FUNDS</b>                 | <b>8.600</b>  | <b>9.757</b>  | <b>11.191</b> | <b>7.464</b>  | <b>27.693</b> | <b>28.193</b> | <b>92.898</b>  |

### INCREASE BY FUND TYPE TO ALLOCATE

|  |              |              |               |              |               |               |               |
|--|--------------|--------------|---------------|--------------|---------------|---------------|---------------|
| Regional STP                             | 4.303        | 6.927        | 4.283         | 0.420        | 8.461         | 8.762         | 33.156        |
| CMAQ                                     | 4.120        | 3.706        | 5.508         | 5.644        | 9.272         | 9.471         | 37.721        |
| Enhancement                              | 0.177        | -0.876       | 1.400         | 1.400        | 1.400         | 1.400         | 4.901         |
| <b>Total Flex Funds To Allocate</b>      | <b>8.600</b> | <b>9.757</b> | <b>11.191</b> | <b>7.464</b> | <b>19.133</b> | <b>19.633</b> | <b>75.778</b> |
| ODOT Modernization                       | 0.000        | 0.000        | 0.000         | 0.000        | 8.560         | 8.560         | 17.120        |
| <b>GRAND TOTAL TO ALLOCATE</b>           | <b>8.600</b> | <b>9.757</b> | <b>11.191</b> | <b>7.464</b> | <b>27.693</b> | <b>28.193</b> | <b>92.898</b> |
| TEA-21 High Priority "Ear-Mark" Projects | 7.384        | 10.069       | 12.083        | 12.083       | 12.754        | 12.754        | 67.125        |

## **TRANSPORTATION PLANNING COMMITTEE REPORT**

### **CONSIDERATION OF RESOLUTION NO. 99-2791, FOR THE PURPOSE OF APPROVING THE FY 2000 MTIP MODERNIZATION PROGRAM DEVELOPED THROUGH THE PRIORITIES 2000 PROCESS**

Date: May 19, 1999

Presented by: Councilor Kvistad

**Committee Recommendation:** At its May 18 meeting, the Committee considered Resolution No. 99-2791 and voted unanimously to send the resolution to the Council with a do pass recommendation. Voting in favor: Councilors Atherton and Bragdon and Chair Kvistad.

**Committee Issues/Discussion:** Andy Cotugno, Transportation Planning Director presented the staff report. He explained that the purpose of the resolution was to authorize the allocation of flexible federal funds for a wide range for road, bike, pedestrian, transit, freight and other transportation-related projects. He noted that the Priorities 2000 MTIP allocation process was initiated in July 1998 and that proposals for projects totaling \$325 million had been reviewed. He indicated that JPACT had reviewed the revised that TPAC with the result that the full amount of available funding (\$75.8) was allocated. The JPACT recommendations were presented in a revised staff report that was presented to the committee. Cotugno also called the committee's attention to a list of conditions that have been attached to several projects. He noted that JPACT unanimously approved that changes to the TPAC recommendations and the final list of funded projects.

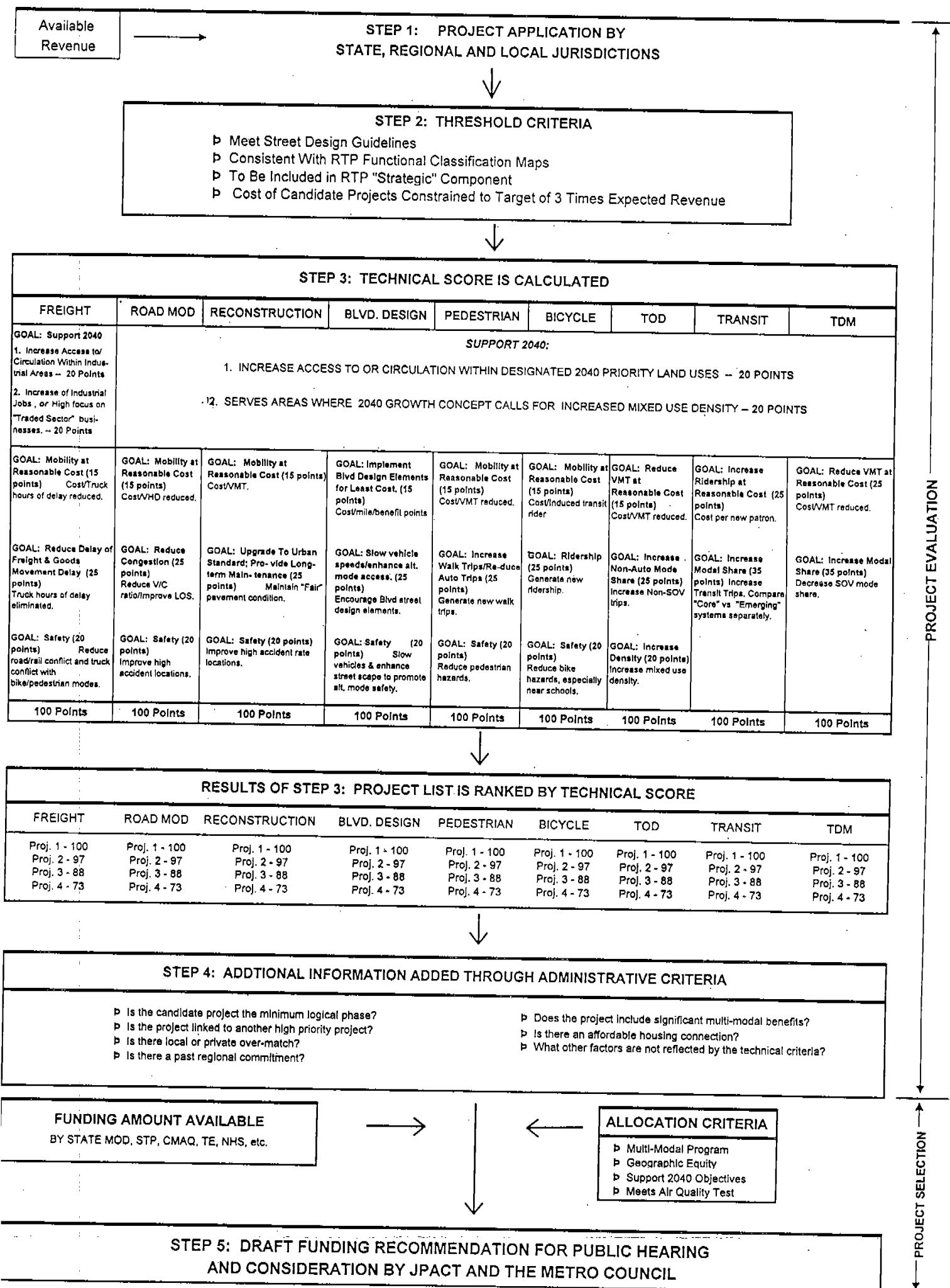
Chair Kvistad expressed concern that the documentation showed that the \$18 million allocated to Tri-Met was for the Airport LRT. He noted that the funding was actually for the purchase of buses which would free up a portion of Tri-Met's general revenue which could be allocated to the Airport LRT. Cotugno proposed language changes to modify how the project was identified and defined in the resolution documentation. These were adopted by the committee.

Councilor Bragdon suggested that certain acronyms be spelled out and that the exhibit table header be revised to indicate that the council was considering the "JPACT" recommendation and not the TPAC recommendation. The committee adopted these changes.

Councilor Bragdon raised an additional issue related to the identification of Metro as the allocator of the funds provided for these projects. He noted that a TPAC representative had suggested that that Metro should be identified on any project-related signage concerning the projects funded through the Priorities 2000 process. Committee members agreed with Councilor Bragdon's suggestion. Cotugno noted that he would check with the federal transportation agencies that provided the federal funds being allocated to make sure that the identification of Metro on signage was legal. It was agreed that the committee would address this issue at its next meeting and that it would be reviewed by JPACT.

Councilor Atherton asked what the effect of any additional funding sources (either federal state, or local) would be on the allocation of these flexible funds. Cotugno responded that, depending on the nature and source of the funds, Metro and JPACT were free to revisit and revise the allocation of funds at any time.

## FY 2000 MTIP/STIP PROJECT SELECTION PROCESS



## JPACT APPROVED PRIORITIES 2000 MTIP PROGRAM (COMMITTED, NEWLY APPROVED AND UNFUNDED REQUESTS)

| A. Planning                                |  | B. Road Modernization  |   | C. Road Reconstruction   |                                       | D. Bridge  |   | E. Freight  |  | F. Boulevard   |  |
|--|--|--|---|--|---------------------------------------|--|---|---|--|--|--|
| Committed                                  |  | Committed  |   | Committed  |                                       | Committed  |   | Committed   |  | Committed  |  |
| Metro Core Program \$0.659                 |  | Murray O'Xing - TEA-21 \$3.750<br>Sunnyside Road 8.400<br>Sunnybrook Rd Extens'n - TEA-21 13.050<br>Lovejoy Ramp Reconstruction 5.050<br>FY 00-03 Committed Total \$28.200 |   | Johnson Crk Blvd Ph. II \$0.800<br>Front Ave. Reconstruction 1.870<br>FY 00-03 Committed Total \$2.670 |                                       | Broadway Bridge - TEA-21 \$10.000<br>FY 00-03 Committed Total \$10.000 |   | So. Rivergate O'Xing - TEA-21 \$13.000<br>FY 00-03 Committed Total \$13.000 |  | Ped to MAX (Stark St) - TEA-21 \$1.000<br>FY 00-03 Committed Total \$1.000 |  |
| JPACT APPROVED 100% PROGRAM                |  | JPACT APPROVED 100% PROGRAM  |   | JPACT APPROVED 100% PROGRAM  |                                       | JPACT APPROVED 100% PROGRAM  |   | JPACT APPROVED 100% PROGRAM   |  | JPACT APPROVED 100% PROGRAM  |  |
| 1 Core Reg. Planning Program \$2.083       |  | 1 PM4 MLK/Interstate ITS \$0.550   | 12 MM3 223rd O'Xing (PE) 0.267                        | 1 PR10 Nette Parkway; Davis/Market \$1.500   | 1 PB26 Burnside Electrical \$0.500    | 1 PF2 N. Marine Dr. Reconstruction \$2.295                             | 1 MBL1 Division: Wallula/Kelly \$2.500  |   |  |  |  |
| NA I-5 Trade Corridor Study 0.250          |  | 3 WM5 Murray O'Xing: Milikan/Terman* 1.000   | 13 CM2 Harmony/Linwood/Railroad Av (PE) 0.449         | 8 CR2 Johnson Crk Blvd: 36th/45th 1.076  | 3 PB24 Morrison Electrical 0.800      | 4 PF1 Lower Albina Overcrossing 4.000                                  | 2 CBL3 McLoughlin: Harrison/SPRR Xing 1.800   |   |  |  |  |
| NA OPB Pilot 0.100                         |  | 4 WM7 Gresham/Mult. Co. ITS 0.500  | 16 WM17 I-5/Nyberg Interchange (PE) 0.342             |  |                                       |  | 4 PBL3 W. Burnside: Brdg/NW 23rd 0.269  |   |  |  |  |
| NA Regional Freight Program Analysis 0.100 |  | 5 CM7 Clack Co. ITS/ATMS 0.800   | 19 WM13 SE 10th: E Main/SE Baseline (PE) 0.090        |  |                                       |  | 6 PBL1 Hawthorne: 20th/55th 1.500   |   |  |  |  |
|  |  | 7 WM4 Wash. Co. ATMS 0.370   | 20 MM1 207th Connector: Halsey/Olson 1.345            |  |                                       |  | 7 CBL1 Harmony Rd: 62nd/Fuller 1.750  |   |  |  |  |
|  |  | 8 PM1 Portland Arterial/Fwy. ITS 0.750   | 25 CM5 Sunnyside Rd/Mt. Scott Creek 1.400             |  |                                       |  | 9 WBL1 Cornell: Trail Av/Saltman Rd *   |   |  |  |  |
|  |  | 10 WM1 Farmington Rd: Hocken/Murray (PE) 0.632   | 28 CM14 Hwy 213/Seavercreek Rd. 3.000                 |  |                                       |  | 12 CBL2 Willamette Dr. - "A" SW/McKillican 0.200  |   |  |  |  |
|  |  | 11 WM16 SW Greenburg: Wash Sq/Tiedeman (PE) 0.270  | 34 PM10 SE Foster Rd/Kelly Creek 0.600                |  |                                       |  | 14 WBL6 Hall Blvd: Cedar Hills/Hocken 2.000   |   |  |  |  |
|  |  |  |   |  |                                       |  | 15 WBL2 Main St: 10th/20th (Cornelius) 1.800  |   |  |  |  |
|  |  | *First priority to complete Murray O-Xing; balance to fund Blvd, Ped and Transit projects noted herein.  |   |  |                                       |  | *Cornell R/W phase, up to \$0.540 and Hall PE phase, up to \$0.045, to be funded by balance of Murray O'Xing, if any. |   |  |  |  |
| Proposed Total: \$2.533                    |  | Proposed Total: \$12.665   |   | Proposed Total: \$2.576  |                                       | Proposed Total: \$1.300  |   | Proposed Total: \$6.295   |  | Proposed Total: \$9.819  |  |
| Residual Unfunded Requests                 |  | Residual Unfunded Requests   |   | Residual Unfunded Requests   |                                       | Residual Unfunded Requests   |   | Residual Unfunded Requests  |  | Residual Unfunded Requests   |  |
| NA Green Streets Handbook 0.090            |  | 4 MM7 Gresham/Mult. Co. ITS 1.000  | 12 MM3 223rd O'Xing (RW) 0.149                        | 2 PR3 NW 23rd: Burnside/Lovejoy 0.825  | 2 PBL3 Broadway Brdg Deck Rehab 3.551 | 2 PF7 Marine Dr: BNSF O'Xing (PE) 1.294                                | 1 MBL1 Division: Cleveland/Birdsdales \$0.269   |   |  |  |  |
| NA I-5 Trade Corridor Study 0.250          |  | 5 CM7 Clack Co. ITS/ATMS 0.825   | 16 WM17 I-5/Nyberg Interchange (RW/Partial Con) 0.783 | 5 PR5 SE Holgate: 42nd/52nd 0.797  |                                       |  | 3 MBL2 Stark St 0.800   |   |  |  |  |
| NA Regional Freight Program Analysis 0.050 |  | 11 WM19 Greenburg Rd: Wash Sq/Tiedeman (RW/Partial Con) 0.774  | 19 WM13 SE 10th: E Main/SE Baseline RW 0.495          |  |                                       |  | 5 PBL2 Gateway Reg. Cntr 1.000  |   |  |  |  |
|  |  | 4 MM7 Gresham/Mult. Co. ITS 0.500  | 43 WM2 Murray Ext: Scholls/Walnut PE/RW 1.707         |  |                                       |  | 9 WBL1 Cornell: Trail Av/Saltman Rd 1.800   |   |  |  |  |
| Proposed Total: \$0.390                    |  | Proposed Total: \$6.033  |   | Proposed Total: \$1.622  |                                       | Proposed Total: \$3.651  |   | Proposed Total: \$1.294   |  | Proposed Total: \$9.969  |  |

| G. Pedestrian   |  | H. Bike/Trail  |   | I. TDM   |                                      | J. TOD   |  | K. Transit  |  | L. 100% of ODOT Transportation  |  |
|---|--|--|---|--|--------------------------------------|--|--|---|--|---|--|
| Committed   |  | Committed  |   | Committed  |                                      | Committed  |  | Committed   |  | Committed   |  |
| Portland Ped. to Transit \$2.400<br>Reg. Ped to MAX/Transit 0.150<br>Woodstock District 0.200<br>Lovejoy Ramp Reconstruction - TEA-21 5.000<br>FY 00-03 Committed Total \$7.750 |  | Steel Bridge \$1.360<br>Halsey Bike Lane 0.808<br>Eastbank Esplanade 1.590<br>Cedar Hills Blvd.: Walker/Butner 0.590<br>FY 00-03 Committed Total \$4.348           |   | Hill Blvd.: SPRR/Ridgecrest 0.340<br>Fanno Creek Trail 0.300<br>Cedar Creek Trail 0.080<br>Front: Harrison/Everett 0.500<br>Rock Creek Trail 0.270<br>FY 00-03 Committed Total \$4.348 |                                      | Regional TDM Program \$0.813<br>FY 00-03 Committed Total \$0.813 |  | TOD Reserve \$0.150<br>FY 00-03 Committed Total \$0.150 |  | SN STP Commitment \$25.500<br>Tri-Met Buses - TEA-21 3.500<br>Pld Transit Signal Priority - TEA-21 4.500<br>FY 00-03 Committed Total \$33.500 |  |
| JPACT APPROVED 100% PROGRAM   |  | JPACT APPROVED 100% PROGRAM  |   | JPACT APPROVED 100% PROGRAM  |                                      | JPACT APPROVED 100% PROGRAM                                      |  | JPACT APPROVED 100% PROGRAM                             |  | JPACT APPROVED 100% PROGRAM   |  |
| 3 WPS SW 170th: Merlo/Elmwood LRT Sta'n 0.270   |  | 1 PM1 Morrison Br. Ped/Bike Access (PE)* \$0.100   | 8 CM10 Parkway/Town Center Pkwy Loop 0.040            | 1 TDM1 Regional TDM Program \$1.987  | 1 RTOD1 Metro TOD Program \$4.000    | 1 RT1 Reg. Contrib'n for Bus Purchase \$18.000                   | 1 Pioneer Crt House Renovation \$0.200       |   |  |   |  |
| 3 WPT Cedar Hills: Walker/Butner 0.085  |  | 2 CB3 Philip Creek Greenway Trail (PE/RW) 0.202  | 10 CB6 Town Cntr Park: Bike/Ped Connection 0.200      | 2 TDM6 SMART TDM Program 0.220   |                                      | 2 WTR2 Wash. Co. Bus Stop Enhancements *                         | 2 Portland Bikeway Network Signage 0.129     |   |  |   |  |
| 4 WPA Sentinel Plaza: Cornell/Cedar Hills/113th 0.180   |  | 3 PM6 E. Bank Trail: OMS/Springwater (Con) 0.720   | 11 CM7 Clack Reg. Ctr. Trail 0.278                    | 3 TDM3 ECO Information Clearinghouse 0.166   |                                      | 3 RT2 Service Increase for Reg/T.C. TCL 5.700                    | 3 NE 47th Environmental Renovation 0.250     |   |  |   |  |
| 8 CP1 Scott Crk Lane Pedestrian Path 0.080  |  | 4 PM9 Greeley/Interstate 0.144   | 14 WM10 Fanno Crk Trail Phase 2 (PE/RW) 0.235         | 4 TDM2 Portland Area Telecommuting 0.200   |                                      | 4 CTR2 Will. Shoreline Trestle/Track Repair 0.500                |  |   |  |   |  |
| 14 PP2 Capitol Hwy: Bertha/BH Hwy 0.400   |  | 5 WPS Cornell Rd: Elam Young/Ray 0.540   | 15 MB1 Gresham/Fairview Trail (RW) 0.224              | 5 TDM5 TMA Assistance Program 1.000  |                                      | 5 WTR1 Wash. Co. Commuter Rail 1.000                             |  |   |  |   |  |
|   |  | 6 CB2 Fuller Rd: Harmony/King 0.592  | 25 PP5 Red Electric Line: Will Pk/Olson (Stud) 0.135  | 6 TDM4 Region 2040 Initiatives 1.000   |                                      |  |  |   |  |   |  |
|   |  | 7 WBL2 Hall Blvd: 12th/Allen 1.438   | 27 PM6 E. Bank Trail - Phase 2 (RW) 0.269             |  |                                      |  |  |   |  |   |  |
|   |  | 8 WBL1 Fanno Crk: Allen/Denny 0.074  |   |  |                                      |  |  |   |  |   |  |
|   |  | *City of Portland and Mult. Co. agree to combined match of \$0.150 as condition of regional allocation of \$0.100 of PE funds for Morrison Bridge bikeway project. |   |  |                                      |  |  |   |  |   |  |
| Proposed Total: \$1.015   |  | Proposed Total: \$5.191  |   | Proposed Total: \$4.595  |                                      | Proposed Total: \$4.000  |  | Proposed Total: \$25.200                                |  | Proposed Total: \$0.579   |  |
| Residual Unfunded Requests  |  | Residual Unfunded Requests   |   | Residual Unfunded Requests   |                                      | Residual Unfunded Requests                                       |  | Residual Unfunded Requests                              |  | Residual Unfunded Requests  |  |
| 1 WP2 Milikan Way: Murray/Hocken \$0.224  |  | 1 PM1 Morrison Br. Ped/Bike Access \$1.470   | 1 PM1 Morrison Br. Ped/Bike Access \$1.470            | 5 TDM5 TMA Assistance Program 0.166  | 1 RTOD1 Metro TOD Program \$3.500    | 2 WTR2 Wash. Co. Bus Stop Enhancements 0.675                     | 1 Pioneer Crt House Renovation \$0.300       |   |  |   |  |
| 7 PM7 E. Bank Riverfront Access 0.340   |  | 2 CB3 Philip Creek Greenway Trail (Con) 0.266  | 2 CB3 Philip Creek Greenway Trail (Con) 0.266         | 8 TDM4 Region 2040 Initiatives 0.166   | 2 PRD2 N. Macadam Dist Streets 1.500 | 3 RT2 Service Increase for Reg/T.C. TCL 5.625                    | Will Shoreline R/R Improvements-Ph 2 0.898   |   |  |   |  |
|   |  | 12 PM3 Marine Dr. Multi-Use Trail Segments (Co) 0.500  | 12 PM3 Marine Dr. Multi-Use Trail Segments (Co) 0.500 |  |                                      | 4 CTR2 Will. Shoreline Trestle/Track Repair 0.397                | I-5 Corridor Enhancements 0.200              |   |  |   |  |
|   |  | 14 WM10 Fanno Crk Trail Phase 2 (Con) 0.652  | 14 WM10 Fanno Crk Trail Phase 2 (Con) 0.652           |  |                                      | 6 CTR1 SMART (Wilson/V) Transit Cntr/P&R 1.172                   | Troyer Crk Bkls Trail Renovation 0.244       |   |  |   |  |
|   |  | 15 MB1 Gresham/Fairview Trail (Con) 0.652  | 15 MB1 Gresham/Fairview Trail (Con) 0.652             |  |                                      |  | Union Station Improvement 0.350              |   |  |   |  |
|   |  | 16 PM2 Peninsula Crossing Trail-Ph 2 0.359   | 16 PM2 Peninsula Crossing Trail-Ph 2 0.359            |  |                                      |  | Rocky Butte Restoration 0.411                |   |  |   |  |
|   |  | 18 CB12 Will. Shoreline Bike Study 0.150   | 18 CB12 Will. Shoreline Bike Study 0.150              |  |                                      |  | Kenton Hist. District Revitalization 2.197   |   |  |   |  |
|   |  | 27 PM6 E. Bank Trail - Phase 2 (Con) 0.471   | 27 PM6 E. Bank Trail - Phase 2 (Con) 0.471            |  |                                      |  | Springwater Trt: Boring/Palmblad/D St. 0.590 |   |  |   |  |
| Proposed Total: \$0.564   |  | Proposed Total: \$4.820  |   | Proposed Total: \$0.338  |                                      | Proposed Total: \$5.000  |  | Proposed Total: \$6.869                                 |  | Proposed Total: \$9.048   |  |

\$102,090

Total Allocated:

\$75,768

Unallocated:

\$0.032

Total Civil:

\$42,668

## Priorities 2000 Project Selection Schedule

|           |  |
|-----------|--|
| 22-May-98 | Public notification to kick-off process  |
| 23-Jun-98 | Public hearing on draft criteria   |
| 16-Oct-98 | Deadline for local governments to submit projects  |
| Oct – Feb | Technical ranking of projects  |
| 8-Feb-99  | Public comment period begins   |
| 23-Feb-99 | Public workshop with ODOT (in Portland): Comment on technical and administrative factors   |
| 27-Feb-99 | Open house (in Hillsboro) – distribute information to public   |
| 17-Mar-99 | Public workshop with ODOT (in Oregon City) – Comment on technical and administrative factors   |
| 22-Mar-99 | Public comment period ends   |
| 26-Mar-99 | TPAC: review/approve 150% cut list   |
| 6-Apr-99  | JPACT/Transportation Planning Committee public hearing on 150% cut list<br>5:30 p.m., Council Chamber, Metro Regional Center,<br>600 NE Grand, Portland            |
| 8-Apr-99  | JPACT/Metro Council Review/Approve 150% cut list   |
| 20-Apr-99 | Transportation Planning Committee review   |
| 30-Apr-99 | TPAC Approval of Program Recommendation  |
| 4-May-99  | JPACT/Transportation Planning Committee public hearing on program<br>recommendation – 5:30 p.m., Council Chamber, Metro Regional Center, 600<br>NE Grand, Portland |
| 13-May-99 | JPACT consideration of program approval  |
| 27-May-99 | Metro Council consideration of program approval  |

# JPACT APPROVED PRIORITIES 2000 MTIP PROGRAM (COMMITTED, NEWLY APPROVED AND UNFUNDED REQUESTS)

| Freeway                           | Amount           |        |
|-----------------------------------|------------------|--------|
| <b>Committed</b>                  |                  |        |
| I-5/217\Kruse Way                 | 14.57            |        |
| I-5/217\Kruse Way                 | <u>7.00</u>      | TEA-21 |
| SUBTOTAL I-5/217\Kruse Way        | <b>21.57</b>     |        |
| I-205/Sunnybrook Intrchn          | 22.27            |        |
| I-205/Sunnybrook Intrchn          | <u>6.00</u>      | TEA-21 |
| SUBTOTAL I-205/Sunnybrook Intrchr | <b>28.27</b>     |        |
| Tualatin/Sherwood Bypass          | 0.38             |        |
| US 26: Camelot/Sylvan Interchn    | <u>21.90</u>     |        |
| <b>FY 00-03 Committed Total</b>   | <b>\$ 72.112</b> |        |
| <b>Proposed</b>                   |                  |        |
| US 26: Sylvan Interchange Ph. 3   | <u>\$ 26.513</u> | ODOT   |
| <b>Proposed Total:</b>            | <b>\$ 26.513</b> |        |

# ATTACHMENT E

| Modal Share of Committed Transportation Funds: 1992-2003<br>(\$ millions) |                  |             |                      |             |                                   |   | Priorities 2000 Modal Share Influence<br>(\$ millions) |                     |  |   |
|---|------------------|-------------|----------------------|-------------|-----------------------------------|---|--|---------------------|--|---|
| PROJECT MODE  | Built            |             | Funded but Not Built |             | SUBTOTAL OF<br>COMMITTED<br>FUNDS | MODAL % OF<br>COMMITTED<br>FUNDS:<br>NON-FRWY | TPAC<br>ENDORSED<br>PRIORITIES 2000<br>ALLOCATIONS     | % OF<br>\$75.8 MIL. | PRIORITIES<br>2000 + PRIOR<br>COMMITTED<br>FUNDS | % DISTRI-<br>BUTION OF<br>ALL<br>ALLOCA-<br>TIONS |
|   | Amount           | Percent     | Amount               | Percent     | Amount                            | Percent                                       |  |                     |  |   |
| Planning  | \$5.400          | 5%          | \$0.659              | 1%          | \$6.059                           | 3%  | \$2.533  | 3%                  | \$8.592  | 3%  |
| Road Modernization  | 30.120           | 28%         | 28.200               | 27%         | 58.320                            | 26%   | 12.865   | 17%                 | 71.185   | 24%   |
| Road Reconstruction   |                  | 0%          | 2.670                | 3%          | 2.670                             | 1%  | 2.826  | 4%                  | 5.496  | 2% *  |
| Bridge  | 3.130            | 3%          | 10.000               | 10%         | 13.130                            | 6%  | 1.300  | 2%                  | 14.430   | 5%  |
| Freight   | 18.350           | 16%         | 13.000               | 13%         | 31.350                            | 14%   | 6.295  | 8%                  | 37.645   | 13%   |
| Boulevard   |                  | 0%          | 1.000                | 1%          | 1.000                             | 0.5%  | 9.619  | 13%                 | 10.619   | 4%  |
| Pedestrian  | 5.950            | 5%          | 7.750                | 7%          | 13.700                            | 6%  | 1.015  | 1%                  | 14.715   | 5%  |
| Bike  | 8.800            | 8%          | 5.838                | 6%          | 14.638                            | 7%  | 5.320  | 7%                  | 19.958   | 7% *  |
| TDM   | 3.260            | 3%          | 0.813                | 1%          | 4.931                             | 2%  | 4.795  | 6%                  | 9.726  | 3% *  |
| TOD   | 4.900            | 4%          | 0.150                | 0%          | 5.050                             | 2%  | 4.000  | 5%                  | 9.050  | 3%  |
| Transit   | 36.870           | 32%         | 33.500               | 32%         | 70.370                            | 32%   | 25.200   | 33%                 | 95.570   | 32%   |
| <b>Non-Freeway Subtotal</b>   | <b>\$116.780</b> | <b>100%</b> | <b>\$103.580</b>     | <b>100%</b> | <b>\$221.218</b>                  | <b>100%</b>                                   | <b>\$75.768</b>  | <b>100%</b>         | <b>\$296.986</b>                                 | <b>100.0%</b>                                     |
| Freeway   | 160.896          |             | 72.112               |             | 233.008                           |   | 26.513   |                     | 259.521  |   |
| <b>GRAND TOTAL</b>  | <b>\$277.676</b> |             | <b>\$175.692</b>     |             | <b>\$453.368</b>                  |   | <b>\$102.281</b>                                       |                     | <b>\$556.507</b>                                 |   |

\*Incorporates ODOT Transportation Enhancement recommendation into applicable modal category: \$0.250 to Reconstruction (47th Ave); \$0.250 to Bike (Ptld Bike Signs) and \$0.200 to TDM (Pioneer Sq.).