6-11-1998

Meeting Notes 1998-06-11

Joint Policy Advisory Committee on Transportation

A G E N D A

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METRO

Meeting: **JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION**

Date: JUNE 11, 1998

Day: THURSDAY

Time: 7:30 a.m.

Place: METRO, CONFERENCE ROOM 370A-B

*1. MEETING REPORT OF MAY 14, 1997 - APPROVAL REQUESTED.

*2. MTIP CRITERIA - APPROVAL REQUESTED FOR PUBLIC REVIEW - Andy Cotugno.

*3. TRANSIT CHOICES FOR LIVABILITY UPDATE - INFORMATIONAL - Bob Stacey, Tri-Met.

#4. REQUEST FROM TUALATIN TRANSPORTATION MANAGEMENT ASSOCIATION - INFORMATIONAL - Andy Cotugno.

#5. REPORT FROM THE JPACT COMMUTER RAIL SUBCOMMITTEE - INFORMATIONAL - Richard Brandman.

*Material enclosed.
#Available at meeting.

PLEASE NOTE AND MARK YOUR CALENDAR ACCORDINGLY: The joint JPACT/MPAC meeting on the Regional Transportation Plan, initially scheduled for June 10, has been rescheduled for Wednesday, July 22, at 5:00 p.m. in the Metro Council Chamber.

MEETING REPORT

DATE OF MEETING: May 14, 1998

GROUP/SUBJECT: Joint Policy Advisory Committee on Transportation (JPACT)

PERSONS ATTENDING: Chair Ed Washington and Susan McLain, Metro Council; Roy Rogers, Washington County; Dean Lookingbill (alt.), Southwest Washington RTC; Mary Legry (alt.), WSDOT; Greg Green (alt.), DEQ; David Lohman (alt.), Port of Portland; Karl Rohde, Cities in Clackamas County; Bob Stacey (alt.), Tri-Met; Gary Hansen (alt.), Multnomah County; Charlie Hales, City of Portland; Rob Drake, Cities of Washington County; Ed Lindquist, Clackamas County; and Jim Kight, Cities of Multnomah County

Guests: Lou Ogden (JPACT alt.), Cities of Washington County, Rod Sandoz, Clackamas County; Ed Immel, ODOT - Rail Division; Kate Deane, ODOT - Region 1; G.B. Arrington and Laurie Garrett, Tri-Met; Kay Walker and Scott Rice, City of Cornelius; John Charles, Cascade Policy Institute; Ron Papsdorf, City of Gresham; Gary Katsion, Kittelson & Associates, Inc.; Elsa Coleman and Steve Dotterrer, City of Portland; Susie Lahsene, Port of Portland; and Howard Harris, DEQ

Staff: Andy Cotugno, Larry Shaw, Mike Hoglund, Chris Deffebach, Mike Morrissey, and Lois Kaplan, Secretary

SUMMARY:

The meeting was called to order and a quorum declared by Chair Ed Washington.

MEETING REPORT

Commissioner Rogers moved, seconded by Bob Stacey, to approve the April 9, 1998 JPACT meeting report as submitted. The motion PASSED unanimously.

RESOLUTION NO. 98-2648 - AMENDING THE MTIP TO AUTHORIZE CMAQ FUNDS FOR EUGENE TO PORTLAND HIGH-SPEED RAIL IMPROVEMENTS

Approval of this resolution would help ODOT implement standby power at Union Station and purchase two cab-cars in support of passenger rail service improvements. With this installation and

purchase, there would be a reduction in idling power and emissions and would allow for another round trip by rail between Portland and Seattle. This MTIP amendment involves the use of $1,082,000 of CMAQ funds and does not affect the allocation of any other CMAQ funds in the region.

Ed Immel explained the process under which the trains currently operate, reporting that the diesels would not be running during standby power. The objective behind use of the cab-cars on the corridor trains is to reduce the number of locomotives entering the Portland airshed, reduce emissions, shorten the idling process and dwell time at Union Station required for trains changing direction, and allow better times out of Portland and Eugene. It would take one-half hour off the travel time.

John Charles of the Cascade Policy Institute asked whether any analysis had been done of alternative use of those transportation dollars. He questioned whether there were congestion benefits and felt there were minimum air quality benefits. He commented that "above-average" income riders on AMTRAK don't need to be subsidized.

Discussion followed on the emissions raised from a diesel running over a 12-hour period. It was noted that the numbers are relatively large as it represents a large power source. Howard Harris commented that it was a worthwhile purchase and represented a considerable emission reduction. Greg Green noted that diesel smoke emits a known carcinogen and this action would lessen the toxins.

Mary Legry reported that WSDOT believes the high-speed train will relieve traffic congestion in the I-5 corridor, that traffic between Vancouver and Portland has increased, and that this action is appropriate.

Commissioner Lindquist felt that, by not adding a lane on I-5 each way, this project represents an alternative that results in cost savings for the economy.

Action Taken: Commissioner Hales moved, seconded by Commissioner Lindquist, to recommend approval of Resolution No. 98-2648, amending the Metropolitan Transportation Improvement Program to authorize $1,082,000 of Congestion Mitigation/Air Quality (CMAQ) funds in federal Fiscal Year 1998 for the purchase and installation of standby power at Union Station and purchase of two cab-cars for the Pacific Northwest Passenger Rail Program. The motion PASSED unanimously.

TRANSPORTATION PLANNING RULE

Mike Hoglund, Metro Transportation Planning Manager, explained that the Transportation Planning Rule is reviewed every five years for consistency with transportation/land use guidelines, and that process is currently underway. A consultant report prepared for the Department of Land Conservation and Development raised certain issues that DLCD staff has tried to address in a number of proposed rule revisions.

Mike distributed and reviewed a summary of the Portland Metro area comments on the proposed TPR revisions. The proposed revisions reflect changes that have occurred over the last seven years with respect to regional and local planning regulations.

Mike Hoglund also reviewed the proposed draft letter, dated May 21, 1998, on Portland Metro area comments for revisions to the TPR and submittal to LCDC. He noted that the proposed letter has received approval by MTAC/TPAC but that MPAC lacked time for adequate review of the materials and were uncomfortable in making their deliberation. They deferred to JPACT.

Commissioner Hales wanted to ensure their critique on Section 060(2) wouldn't cause a side effect. In response, Mike indicated that the issue is more related to how you define the term "significant" (Recommendation 9).

A discussion followed on how to make the land use/transportation connection work. It was noted that ODOT is struggling with that issue for the whole state. Before a bypass is built, an Intergovernmental Agreement would be signed requiring that they could not change their land use plan. Commissioner Hales didn't want to make the situation worse for ODOT.

Bob Stacey reported that DLCD staff have proposed some changes for plan amendments. Tri-Met is not comfortable with the mechanisms they're talking about. He felt that the TPR letter under consideration represents a responsible set of comments. Mike Hoglund noted that there is alternative language being proposed that staff could also support but it is not up for review at this time. Commissioner Hales emphasized the need for the land use/transportation connection to be sound.

Councilor McLain was uncomfortable with Recommendation 9. She cited the importance of the transportation/land use connection and indicated that MPAC wanted the language to be more emphatic. They didn't feel there was clarity in the language. They are supportive of wanting LCDC to continue to talk about the specifics of the connection between land use/transportation --

capacity, access, and the spin-off effect on land use. The issue was that the governments in our area felt they are adequately addressing the issue. There is a problem with the approach taken elsewhere in the state, resulting in ODOT needing to syphon off funds to fix those problems.

Chair Washington noted that LCDC will take testimony on proposed TPR changes on May 27-28. That testimony and the proposed new language will then be reviewed on July 16-17.

Commissioner Hales suggested that language capturing the JPACT discussion be incorporated into the letter. Text relating to the need for reinforcing the land use/transportation connection and not letting local governments off the hook should be included. Mayor Ogden raised questions relating to the existing language, suggesting that we not add the language at this time and let the process come back to JPACT.

Councilor McLain was not convinced that this letter would have any more effect. She felt the letter should also emphasize commitment and that this region would be backing away from its goal if the language offered something less.

Mayor Drake raised concerns about sending too big a "hammer" outside the tri-county area. He cited the existing split between urban/rural issues and didn't want to create a wider margin by telling people outside the Valley how to conduct their business.

Commissioner Hales felt that the existing language should be left as is, acknowledging that it doesn't solve the problem. Steve Dotterrer noted that the multi-use language doesn't work well for the region either. A discussion followed on DLCD staff and how they must respond to problems of development on state highways. Commissioner Lindquist indicated that Clackamas County has also tried to work with ODOT on this issue.

JPACT members agreed on the need to work on additional language for the LCDC letter on the Transportation Planning Rule that would incorporate JPACT discussion points. They suggested incorporating comments relating to the outstanding issue on mixed use, the need for commitment with regard to the transportation/ land use connection, and not to address any downstate issues.

Action Taken: Mayor Drake moved, seconded by Commissioner Lindquist, to forward the comment letter on the Transportation Planning Rule to LCDC after it has been further developed to reflect JPACT's comments. The motion PASSED unanimously. Mike Hoglund was asked to incorporate those comments.

STIP/MTIP CRITERIA

Andy Cotugno reviewed the historical actions relating to the STIP/MTIP allocation process and its criteria. The update of the STIP/MTIP takes place every two years. This year, there will be a single integrated process that reviews flexible funds for Metro along with funds available for ODOT's highway program. Investment criteria is based on safety, effectiveness, cost-effectiveness and 2040 considerations.

Andy explained that the upcoming process begins with establishing the criteria upon which projects are to be funded. He reviewed the criteria used in the past, explained how that criteria was applied, and pointed out the projects that resulted from that application.

JPACT will be asked to consider draft MTIP criteria at its June 11 meeting. Issues to be further discussed include where emphasis should be placed, how to incorporate ISTEA dollars, the proper mix of projects, whether to include the bike/pedestrian-to-school program, whether street design requirements should be tied to funding, and whether there should be a funding formula based on modes. In addition, there are administrative considerations that include geographical equity, whether there is a minimum first phase of the project, whether the project is tied to other projects, whether there is local or private overmatch, whether the project is supportive of 2040 objectives, whether it represents a multi-modal mix, whether a project supports regional affordable housing goals, and whether the project meets requirements for air quality conformity.

Following selection of MTIP criteria, projects will be solicited from local governments during the summer, will then be technically and administratively ranked, and a staff-recommended program developed. This program is reviewed and defined and gets adopted by JPACT and the Metro Council subject to air quality conformity.

Criteria were then reviewed in terms of points assigned in support of 2040, effectiveness, cost-effectiveness and safety. 2040 considerations were discussed reflecting affordable housing, accessibility, circulation, 2040 target densities and street design. Andy asked JPACT members for comments while staff is still in a development mode. A discussion followed on whether the high points are assigned because of the numbers of people involved. Andy noted that the most intensive requirements are placed on those reflecting the highest density, the most mixed use, and the strongest SOV targets as they are the most important to the economic base.

Commissioner Hales commented that he felt the MTIP criteria was headed in the right direction. He suggested a couple of case studies be undertaken to see whether they apply, citing conversion of farm-to-market roads to urban streets (some identified as Main Streets) and ODOT's struggle in the urban area on state facilities with respect to full boulevard treatment. Commissioner Hales wanted to know how such projects would fare under the proposed scenario.

Commissioner Rogers raised Washington County concerns about being penalized for efforts they have undertaken locally. He noted that growth has been phenomenal in Washington County and it is evident there is a lack of connectivity in their road system. A number of initiatives have successfully passed and $350 million has been spent on their road system. He noted that the City of Beaverton is also doing a number of projects out of their own funds.

Another issue raised by Commissioner Rogers concerned areas in the Sunset corridor that lie outside the town centers or a regional center but drive a lot of the economy of the region. Washington County is experiencing difficulties with traffic congestion in the area.

In addition, Washington County is also concerned about the major dollars invested in the system. Many recognize their local responsibility but others fail to understand, appreciate or agree to tax themselves. Washington County spends its dollars on immediate needs. Commissioner Rogers asked whether Washington County should not step in with local dollars. Regarding the issue of ranking projects by mode, he felt there should be further discussion on connectivity. He felt that the only way to get to that point is to support projects that don't get ranked at all.

Bob Stacey addressed the issue of the Washington County road network and its challenges. He noted there is a major expansion of bus service planned for Washington County to improve that situation. He hoped that the criteria would have cross-mode consideration and that the criteria would allow for opportunities having multiple reinforcement of RTP objectives. Bob felt the criteria should balance and weigh how we spend regional funds.

Bob further noted that there are strong arguments for not supporting Issue 3 (relating to a formula basis for making allocations between modes). Tri-Met is trying to define a 10-year strategy for transit's part of the 2040 Growth Concept. He felt it would be helpful to know what initial commitment there

would be to such a plan. He was supportive of appropriate considerations, as defined in the RTP.

Mayor Drake felt that the real issue is one of limited funds. He spoke of JPACT's responsibility to support legislative candidates that are committed to balancing the dollars, keeping the region livable and maintaining the infrastructure.

A discussion followed on whether or not the criteria should be revised and whether or not old projects will be revisited. Committee members agreed that the Highway 217/I-5 project has only been half solved. Commissioner Rogers pointed out the climbing issues on Sunset Highway, noting that Washington County is trying to understand how they should view that and whether they should back away from regional problems.

Issues to discuss further include whether the criteria is still legitimate, whether the committee understands how it's applied, whether the points fit, and whether there has been good use of the criteria.

Councilor McLain felt there were three issues at hand: what criteria should or should not be added to the existing criteria, how it affects commitments, and how the criteria is used. She concurred with Commissioner Hales' suggestion for case studies to be conducted as a test of the criteria being applied.

Dave Lohman noted that the Port of Portland has suggested some changes in the freight category, citing an example of points being given for housing built next to employment areas. He also spoke of special consideration being given in assigning points for projects that not only create connectivity but do it on portions of the regional freight network.

Commissioner Lindquist appreciated the proposals developed to date.

Chair Washington felt it would be helpful to have applicable case studies done for a large city, a medium city and a small city. Also, he asked that the text referencing "assisted housing" on the Expanded 2040 Consideration chart be changed to read "affordable housing."

Andy Cotugno wanted to underscore the "underfunded" discussion. He noted that ISTEA must first be adopted before the OTC decides how they will spend their funds, which already have been targeted toward preservation projects.

FHWA/FTA CERTIFICATION

Andy Cotugno explained the certification process that takes place every three years. The process involves FTA/FHWA review on how we are meeting planning requirements. Andy asked for JPACT volunteers to participate with their testimony during the planning review. Those volunteering included Commissioner Lindquist, Councilor Rohde, Commissioner Hales and Bob Stacey. (Commissioner Hales subsequently canceled due to a conflict.) Councilor Rohde felt it would be helpful if bulleted comments were provided. Andy indicated that a one-page summary on issues would be FAXed to those volunteers.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Mike Burton
JPACT Members

METRO

MEMORANDUM

June 3, 1998

TO: JPACT
FROM: Andrew C. Cotugno, Transportation Director

SUBJECT: Draft FY 2000 MTIP Development Process and Project Selection Criteria

Metro and ODOT are cooperating to prepare an FY 2000 update of the Transportation Improvement Program in the metropolitan region (ODOT Region 1). Attachment A of this memo is a public notice of the kick-off and an overview of the update process. Attachment B is a list of key dates. Attachment C is an overview of the draft project selection criteria and project selection process. Attachment D is a summary of the technical criteria used to evaluate projects. Attachment E is a breakdown of the "2040 points" used in the technical criteria to evaluate responsiveness of transportation projects to Metro's 2040 growth management objectives. Attachment F is the breakdown of the "2040 points" as they apply to the special needs of freight projects.

In preparation for this process, the TIP subcommittee has met twice over the past month to suggest appropriate revision of Metro's project selection criteria. TPAC has reviewed the materials and has posed several questions for review by JPACT. This "Draft" proposal for project selection criteria and process is recommended for approval to be released for public comment. The final approval is recommended for consideration at the July JPACT meeting.

The following questions were moved at the May TPAC meeting.

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

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

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

4. Should the freight criteria be amended to address "global competitiveness" and if so, what measures would be appropriate?

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

Notice

Metro

Notice of public meeting
MTIP/STIP

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

When: 2 p.m. July 23, 1998

Where: Metro Regional Center
600 NE Grand Ave.
Portland

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

Background

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

Four steps of completing the MTIP/STIP process

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

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

A public hearing on this criteria will be held at 3:30 p.m. June 23, 1998, by the Metro Council Transportation Committee at Metro Regional Center. JPACT will review and approve criteria at its regular meeting on at 7:30 a.m. July 9 in Room 370 at Metro Regional Center. A final public hearing on this criteria will be held at 3:30 p.m. July 21, 1998, by the Metro Council Transportation Committee.

The Metro Council will approve MTIP/STIP criteria and open the process for submission of local projects at 2 p.m. July 23 at its regular meeting at Metro Regional Center.

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

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

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

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

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

For more information

Call:

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

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

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Creating livable communities

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METRO

DRAFT

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

Milestones

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

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

Acronyms

MTIP – Metropolitan Transportation Improvement Program, a multi-year, intermodal program of transportation projects that is consistent with the metropolitan transportation program.

STIP – State Transportation Improvement Program, a federally required document that directs transportation funds to a statewide, multi-year, intermodal program of transportation projects.

JPACT – Joint Policy Advisory Committee on Transportation, a 17-member committee made up of local elected officials and transportation agency leaders that coordinates on regional transportation issues and advises the Metro Council.

OTC – Oregon Transportation Commission, a five-member board appointed by the governor to advise on statewide transportation policies.

ODOT – Oregon Department of Transportation

USDOT – United States Department of Transportation

FY 2000
Transportation Improvement Program
Allocation Process
and
Project Selection Criteria

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

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

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

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

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

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

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

- Minimum phase request (special emphasis on PE only requests)
- Tie to other projects
- Local or private overmatch provided
- Past state or regional commitments
- Affordable housing connection
- Exceptional multi-modal benefits
- Technical merits that are not adequately addressed in the technical ranking process.

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

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

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

DRAFT

Y 2000 MTIP CRITERIA

6/3/98

ΓRIAN	BICYCLE	TOD	TRANSIT	TDM
2040 Land 0 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)**
lobility at (15 points) in 2020.	**GOAL: Provide Mobility at Reasonable Cost (15 points)** Cost/(VMT · ratio of '94 to 2020 mode splits in priority land uses needed to achieve 10% VMT reduction)/by miles.	**GOAL: Reduce VMT at Reasonable Cost (15 points)** Cost/VMT reduced in 2020.	**GOAL: Increase Ridership at Reasonable Cost (25 points)** Determine cost per new transit patron.	**GOAL: Reduce VMT at Reasonable Cost (25 points)** Cost/VMT reduced.
Walk Mode to Trips (25 made by to transit) Use 2020 ucing VMT	**GOAL: Ridership (25 points)** Determine potential ridership increase based on travel shed, socio-economic data and travel behavior survey data. Current methods assume 2020 mode splits adjusted to reflect 10% VMT reduction.	**GOAL: Increase Non-Auto Mode Share (25 points)** Determine increase of transit, walk and bike trips that result from TOD program subsidy of market development.	**GOAL: Increase Modal Share (35 points)** Compute benefits in relation to 2020 ridership targets in areas proposed for service additions.	**GOAL: Increase Modal Share (35 points)** Compute non-SOV mode share increase and VMT reduction.
points) existing safety uch as traffic d width, and especially will be mining critical	**GOAL: Safety (20 points)** Factors include blind curves, high truck & auto volume, soft shoulders, high reported accident rate, high speeds and especially proximity to schools.	**GOAL: Increase Density (20 points)** Does the TOD project increase density within a one-quarter mile radius of transit above the level that would result without public subsidy from the TOD program?		

ATTACHMENT D

DRAFT FY 2000 MTIP 2040 POINT ALLOCATION

		Points		
1. Access To:	**Is a high proportion of travel on the project link seeking access to:**	**Hi**	**Med**	**Lo**
	· Central City, Regional Centers, Industrial Sanctuaries, Intermodal Terminals	15	11	8
	· Station Areas, Town Centers, Main Streets, Corridors	11	8	4
	· Employment Areas, Inner and Outer Neighborhoods	4	0	0
	OR			
2. Circulation Within:	**Does a project improve mode appropriate circulation within:**			
	· Central City, Regional Centers, Industrial Sanctuaries, Intermodal Terminals	15	11	8
	· Station Areas, Town Centers, Main Streets, Inner Neighborhoods	11	8	4
	· Employment Areas, Inner and Outer Neighborhoods	4	0	0
	AND			
3. 2040 Target Density:	**Does the project serve an area projected in the 2040 Growth Concept to have a large increase of mixed use development between 1994 and 2020?**			
	Change in Mixed Use Density 1994 to 2020: High	15		
	Med	8		
	Low	0		
4. Street Design:	**Does the project provide substantial multi-modal Boulevard design elements**	10		

6/2/98

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ATTACHMENT E

DRAFT FY 2000 MTIP 2040 POINT ALLOCATION FOR FREIGHT

		Points		
1. Access To:	**Is the project located within Industrial Areas, Intermodal Facilities, Employment Areas:**	H	M	L
	· Intermodal rail yard, marine terminal, air cargo facility, truck terminal or distribution facility	20	15	10
	· Industrial Area	15	10	5
	· Employment Areas with other industrial activity	10	5	0
	· outside industrial area but providing access to	10	5	0
	OR			
2. Circulation Within:	**Does a project improve mode appropriate circulation within:**	H	M	L
	· Intermodal rail yard, marine terminal, air cargo facility, truck terminal or distribution facility	20	15	10
	· Industrial Area	15	10	5
	· Employment Areas with other industrial activity	10	5	0
3. 2040 Target Density:	**Does the project serve an area projected in the 2040 Growth Concept to have high growth of industrial employment between 1994 and 2020?**	High	20	
		Med	8	
		Low	0	

6/2/98

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ATTACHMENT F

WASHINGTON
COUNTY,
OREGON

June 2, 1998

RECEIVED
JUN 0 3 1998

Andy Cotugno
Transportation Director
Metro
600 NE Grand Avenue
Portland OR 97232-2736

Dear Andy:

RE: CRITERIA FOR STIP PROJECT SELECTION

The purpose of this letter is to follow up on my comments at JPACT on May 14th regarding the project selection criteria and my concerns as we enter into the next round of project selection.

As you know, Washington County's MSTIP Program continues to be a very successful local effort to improve the county and regional transportation system. As I mentioned, over $350 million of local property tax dollars will have gone into the major transportation system in Washington County since the program began in 1986, when the current list of projects are completed in 2006. As Washington County has assumed the local responsibility for improvements, this has decreased the regional need for highway improvements on a dollar for dollar basis. I believe it is appropriate that the criteria recognize local efforts such as MSTIP and grant extra consideration to projects in cities or counties that have made significant local financial contributions.

The proposed criteria seems to focus all new money in all categories to implementation of 2040. While this is an admirable goal, to an outside person it appears that all of the new money coming into the region is going to accommodate new growth in "centers" at the expense of resolving existing deficiencies, particularly in the suburban counties. It also seems to advantage projects in areas that have currently better than average transit service at the expense of those areas that have yet to receive transit service or whose service is at a very marginal level. All of the criteria are related to growth in some manner, which disadvantages projects designed to fix current problems in areas

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Phone: 503/648-8681

that may not be growing significantly. It may be entirely appropriate for some portion of the new funds in all categories be allocated to resolve existing deficiencies in areas outside of the city center, town centers and regional centers.

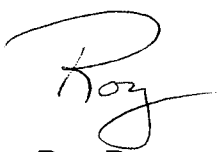
Public Safety also appears to be given less than desirable consideration in the criteria as currently proposed. That is troubling to me since it would appear that a "stand alone" public safety project that is not in a "center" will rank poorly under the criteria.

Finally, given your estimates that not a huge amount of money is going to be available for distribution this round, it is critical that past commitments by the region be honored. In particular, the completion of the westside light rail highway projects need to go to construction before new projects are identified. Also, the completion of phase two of the I-5/217 project needs to be funded for construction prior to selecting new projects, regardless of the funding categories.

I hope that the concerns I have raised on behalf of Washington County will be considered as we proceed in developing and adopting a set of criteria for the next round of STIP updates.

If you have any questions regarding my concerns or need additional information, please feel free to contact me or John Rosenberger at 648-8740.

Sincerely,



Roy Rogers
Commissioner

c: Board of County Commissioners
JPACT Representatives
TPAC
WCCC
LUT Division Managers

Objective: Develop a transportation improvement package to be considered for funding by the '99 Oregon Legislature

I. What's in the package?

- 5-year schedule of improvements
- focus on Modernization and managing growth
- multi-modal
- jurisdictionally blind
- build projects that can be implemented within the next 5 years
- include funding for development on projects for the following 5 years
- include freeways, freight projects, major arterials, projects to support Main Streets and Centers, transit capital improvements and transit service expansion
- complete past commitments (like Sunset Highway and I-5/Kruse Way) and start new programs/projects

II. Whose package is it?

- JPACT's

III. How is it developed?

A. Integrate with completion of the RTP update:
- Develop the components of the "Strategic RTP" into 5-year increments, with the first increment tied to the '99 Legislature
- Establish the overall framework for the long-term transportation need with the focus being on the short-term, first phase
- Establish the overall framework for transportation funding from growth-related sources, general transportation user fee sources and special transportation levies
- Integrate with the public outreach and adoption activities this fall; include in materials for Transportation Fair scheduled in conjunction with Westside opening day

B. Integrate with the STIP update

- Limited funding will be available in the next STIP for Modernization due to the state priority for Preservation.
- Due to limited funding, a significant number of applications will be made which will go unfunded.
- In the spring, significant public outreach will focus on the unfunded demand for projects in the STIP.
- Link the constituencies for unfunded projects to the '99 Legislative effort.

TRANSPORTATION EQUITY ACT
FOR THE 21ST CENTURY

PROJECT EARMARKS

Portland

. Pedestrian to MAX - Gresham	$ 1.0 m.
. Lovejoy Ramp	5.0
. Murray	3.75
. Columbia River Highway	2.0
. South Rivergate Overcrossing	11.0
. South Rivergate Overcrossing	2.0
. I-5/217/Kruse Way	5.25
. I-5/217/Kruse Way	1.75
. Tualatin-Sherwood Bypass	0.375
. Broadway Bridge	7.5
. Broadway Bridge	2.5
. I-205/Sunnybrook	17.2
. I-205/Sunnybrook	1.8
. Portland Transit Priorities	4.5
. Tri-Met Buses	3.5
. South/North	25.0
(plus authorization to sign a contract from $3 billion not earmarked)	

Outside Region

. Beltline Road Intchge. - Eugene	3.0 m.
. Highway 62 - Medford	15.625
. I-5 - Salem	3.0
. Rogue River Bridge	10.0
. 101/105 - Clatsop	1.2
. 101/202 - Clatsop	0.3
. Highway 58 Passing Lane	4.5
. Coos Bay Rail Bridge	5.5
. Willamette River Bikepath - Corvallis	0.8
. Port Orford	1.5
. Astoria Transit Center	0.225
. Eugene Bikepath	1.17
. Cottage Grove Bikepath	0.23
. Hood River Lift Span Repair	1.125
. Eugene Transit Center	0.2
. Albany Transit Center	10.0
. Astoria Rail	0.525
. 126 through Redmond	4.0
. US 30 - Pendleton	7.8
. Highway 62 - Medford	4.0
. Astoria Railroad	0.175
. Priority Highway Preservation	30.0

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TEA-21 - Transportation Equity Act for the 21st Century
Moving Americans into the 21st Century

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TEA-21

THE TRANSPORTATION EQUITY ACT FOR THE 21ST CENTURY

Summary

MAY 29, 1998

THE TRANSPORTATION EQUITY ACT FOR THE 21ST CENTURY: TEA-21

The landmark Transportation Equity Act for the 21st Century affirms President Clinton's key priorities: improving safety, protecting public health and the environment, and creating opportunity for all Americans. It provides record levels of investment to continue rebuilding America's highways and transit systems, doing so within a balanced budget and without cutting education, Social Security, and other vital Presidential priorities.

- **Rebuilding America**
  - Record, guaranteed $198 billion in surface transportation investment while protecting our commitment to a balanced budget and to President Clinton's other vital priorities.
  - Balanced investment in highways, transit, intermodal projects, and technologies such as Intelligent Transportation Systems; strong state and local flexibility in the use of funds.
- **Improving Safety**
  - Incentive grants to increase seat belt use and to fight drunk driving by encouraging states to adopt 0.08 blood alcohol concentration standards.
  - National "One Call" notification program for pipeline safety.
  - Strong programs to continue making roads and rail-highway grade crossings safer.
  - Improved truck safety program to get bad drivers and vehicles off the road.
- **Protecting the Environment**
  - Expanded Congestion Mitigation and Air Quality Improvement and Transportation Enhancements programs to help communities improve the environment.

- Advanced Vehicle Program to develop clean, fuel-efficient trucks.
- Continued programs for National Scenic Byways, bicycle and pedestrian paths, recreational trails, and roadside wildflower plantings.
- Increased tax-free transit benefits to encourage transit ridership.

- **Creating Opportunity**
  - Innovative jobs access program to help those moving from welfare to work.
  - Continued, effective Disadvantaged Business Enterprise program.
  - Strong labor protections for transportation workers.

IMPROVING SAFETY

More than 40,000 Americans die and three million are injured in highway crashes each year, inflicting a tragic toll and costing our economy $150 billion annually. The fatality rate is at an historic low under President Clinton's leadership, and our challenge is to continue this progress even as traffic increases.

- **Protecting Drivers and Passengers:** $583 million in incentives to promote seat belt and child safety seat use. An ambitious timetable to develop and implement advanced air bag technologies that protect children and smaller adults while preserving the lifesaving benefits for everyone else.
- **Fighting Drunk Driving:** $500 million incentive program to encourage states to adopt tough 0.08 blood alcohol concentration standards for drunk driving. $219 million in grants to encourage graduated licensing and other alternative strategies.
- **Improving Road and Rail-Highway Grade Crossing Safety:** $3 billion for safety construction, including road hazard reduction and improved safety at rail-highway grade crossings.
- **Motor Carrier Safety:** Restructures the National Motor Carrier Safety Program to give states the ability to tailor solutions to their own needs. Continues the Motor Carrier Safety Assistance Program to improve trucking and hazardous materials safety.
- **One Call:** Establishes incentives for states to establish or improve "One Call" notification systems to prevent excavation damage to pipelines and other underground facilities.

PROTECTING OUR ENVIRONMENT

The quality of our nation's environment continues to improve under President Clinton's stewardship. TEA-21, this year's most significant environmental legislation, reaffirms the President's commitment to protecting and enhancing our environment.

- **Congestion Mitigation and Air Quality Improvement Program:** Continues this as an independent program, with funding increased by about 35 percent to $8.1 billion. Helps communities meet national standards for healthy air.
- **Transportation Enhancements:** $3 billion for transportation projects to improve communities' cultural, aesthetic, and environmental qualities.
- **Transit Benefits:** Increases tax-free employer-paid transit benefits from $65 to $100 per month, promoting transit ridership.

- **Advanced Vehicle Program:** $250 million, matched by private funding, to develop clean, fuel-efficient trucks and other heavy vehicles.
- **Clean Fuels:** $500 million to buy or lease buses using low-polluting fuels.
- **Sustainable Communities:** Establishes a pilot program to help state and local governments plan environmentally-friendly development.
- **National Scenic Byways:** $148 million for improvements to roads of scenic or historic value.
- **Bicycle and Pedestrian Paths:** Expands provisions to make bicycling and walking safer and more viable ways of travel.
- **Recreational Trails:** $270 million to create and maintain recreational trails.
- **Environmental Streamlining:** Reduces red tape and paperwork in project reviews without compromising environmental protections.

EXPANDING OPPORTUNITY

President Clinton believes that transportation is about more than concrete, asphalt, and steel: it is about people, and about providing them with the opportunity to lead more fulfilling lives. TEA-21 expands opportunity for all Americans.

- **Access to Jobs:** Creates a $750 million Job Access and Reverse Commute program to help lower-income workers and those making the transition from welfare rolls to payrolls get to jobs.
- **Disadvantaged Business Enterprise Program:** Ensures that minority- and women-owned businesses have continued opportunity to participate in transportation projects.
- **Protecting American Workers:** Continues vital labor protections for transportation workers, such as Davis-Bacon and 13 (c).
- **Training the Workforce of the Future:** Allows states to reserve highway training positions specifically for welfare recipients.
- **University Transportation Centers:** $228 million to support university-level education and research programs, a 93 percent increase.
- **Accessibility:** Provides incentive grants to make intercity buses accessible, and enables Surface Transportation Program funds to be used to make sidewalks accessible. Continues the 90 percent federal share for projects to meet Americans with Disabilities Act requirements.

REBUILDING AMERICA

President Clinton has made good on his pledge to rebuild America: the conditions and performance of our transportation system have been steadily improving. The Transportation Equity Act for the 21st Century furthers the President's legacy of rebuilding America by providing record, balanced transportation investment.

- **Record Investment:** Guarantees $198 billion of investment from FY 1998-2003 while protecting our commitment to a balanced budget and to President Clinton's other vital priorities, such as education, child care, and Social Security.
- **Expanded Highway Programs:** Expands core highway programs, including the National Highway System ($28.6 billion); Interstate Highway Maintenance ($23.8 billion); Surface Transportation Program ($33.3 billion); Bridges ($20.4 billion); Congestion Mitigation and Air Quality Improvement ($8.1 billion); and Federal Lands Highways ($4.1 billion).

- **Balanced Investment:** Invests not only in highways and bridges but also in transit systems and intermodal projects. $42 billion authorized for transit.
- **More Flexible Use of Funds:** Gives states and localities greater flexibility in the use of federal funds. Publicly-owned bus terminals and Intelligent Transportation Systems are among the possible uses.
- **Intelligent Transportation Systems:** $1.3 billion to develop and deploy advanced ITS technologies to improve safety, mobility, and freight shipping. Expanded ability to use other major program funds for ITS.
- **Research and Technology:** $592 million for transportation research, $250 million for technology deployment. $1 billion to develop magnetic levitation trains.
- **Streamlined Planning:** Streamlines the metropolitan and statewide transportation planning processes and includes freight shippers and transit riders as stakeholders. Strengthens the role of local officials and improves public involvement in the planning processes.

PROMOTING ECONOMIC GROWTH AND TRADE

Under President Clinton's leadership, America is once again the most economically-competitive nation in the world, and this is due in great measure to our transportation system's low costs and reliability. In an increasingly-global economy, keeping transportation efficient is crucial to our continued competitiveness.

- **Border Crossings and Trade Corridors:** $700 million to support trade and improve security at borders and to design and construct corridors of national significance.
- **Intermodalism:** Promotes balanced, integrated, and efficient transportation to advance America's economic competitiveness. Examples include funding for projects to connect highways with intermodal transportation facilities.
- **Innovative Financing:** Creates a $530 million credit assistance program to leverage $10.6 billion for construction projects. Gives states and others greater flexibility in meeting the matching requirements for federal grants.
- **Freight Involvement:** Ensures that freight shippers can participate in the metropolitan and statewide transportation planning processes, so that their interests will be properly considered.
- **Bureau of Transportation Statistics:** $186 million to support such activities as commodity flow studies and analyses of transportation's role in supporting trade.

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United States Department of Transportation

TEA 21
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- Appalachian Development Highway System
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- Ferry Boats
- High Priority Projects
- Woodrow Wilson Memorial Bridge
- Program Administration
- Congressional Reports

PROTECTING OUR ENVIRONMENT

Congestion Mitigation and Air Quality Improvement
Transportation Enhancements
Bicycle Transportation and Pedestrian Walkways
Recreational Trails Program
National Scenic Byways Program
Transportation and Community and System Preservation Pilot
Planning
Streamlining
Ozone and Particulate Matter Standards

ADVANCING RESEARCH AND TECHNOLOGY

Research and Technology
- Highways
- Transit
- Bureau of Transportation Statistics
- University Transportation Centers

Intelligent Transportation Systems

AUTHORIZATION TABLE

Secretary's Message

Message by
U.S. Department of Transportation Secretary Rodney E. Slater

Summary of
The Transportation Equity Act for the 21st Century

<Picture: Photo: Rodney E. Slater>

The Transportation Equity Act for the 21st Century reaffirms President Clinton's commitment to rebuilding America by providing a record, balanced investment in our highways, transit systems, and intermodal facilities. It does so in a fiscally responsible manner which protects last year's landmark balanced budget agreement and the President's other vital priorities, such as education, child care, and Social Security.

This historic legislation also reflects President Clinton's view that transportation is about more than concrete, asphalt, and steel: it is about people, and about providing them with the opportunity to lead safer, healthier, and more fulfilling lives.

The bill protects Americans' health and safety through programs to increase seat belt use, improve truck safety, reduce crashes at rail-highway crossings, and prevent pipeline explosions. It also fights drunk driving through incentives to encourage States to adopt tough 0.08 percent blood alcohol concentration standards.

This legislation strengthens proven strategies to safeguard public health and the environment, such as the Congestion Mitigation and Air Quality Improvement Program to help communities clean their air, Transportation Enhancements to help them improve their quality of life, and new technologies, such as less polluting vehicles and intelligent transportation systems.

Finally, the bill expands opportunity for all Americans through a new Access to Jobs program to help those making the transition from welfare rolls to payrolls; a continued, effective Disadvantaged Business Enterprise program; and strong labor protections for workers on transportation projects.

The Transportation Equity Act for the 21st Century embodies President Clinton's vision of an integrated transportation system helping to ensure Americans' prosperity and quality of life into the new century. I look forward to working with Congress and our partners in State and local government and the private sector to make our joint vision a reality.

Rodney E. Slater

A SUMMARY
An Overview

On May 22, 1998, the Congress passed H.R. 2400, the Transportation Equity Act for the 21st Century (TEA-21) authorizing highway, highway safety, transit and other surface transportation programs for the next 6 years.

TEA-21 builds on the initiatives established in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), which was the last major authorizing legislation for surface transportation. This new Act combines the continuation and improvement of current programs with new initiatives to meet the challenges of improving safety as traffic continues to increase at record levels, protecting and enhancing communities and the natural environment as we provide transportation, and advancing America's economic growth and competitiveness domestically and internationally through efficient and flexible transportation.

Significant features of TEA-21 include:

•Assurance of a guaranteed level of Federal funds for surface transportation through FY 2003. The annual floor for highway funding is keyed to receipts of the Highway Account of the Highway Trust Fund (HTF). Transit funding is guaranteed at a selected fixed amount. All highway user taxes are extended at the same rates when the legislation was enacted.

•Extension of the Disadvantaged Business Enterprises (DBE) program, providing a flexible national 10 percent goal for the participation of disadvantaged business enterprises, including small firms owned and controlled by women and minorities, in highway and transit contracting undertaken with Federal funding.

•Strengthening of safety programs across the Department of Transportation (DOT). New incentive programs, with great potential for savings to life and property, are aimed at increasing the use of safety belts and promoting the enactment and enforcement of 0.08 percent blood alcohol concentration standards for drunk driving. These new incentive funds also offer added flexibility to States since the grants can be used for any Title 23 U.S.C. activity.

•Continuation of the proven and effective program structure established for highways and transit under the landmark ISTEA legislation. Flexibility in the use of funds, emphasis on measures to improve the environment, focus on a strong planning process as the foundation of good transportation decisions-all ISTEA hallmarks-are continued and enhanced by TEA-21. New programs such as Border Infrastructure, Transportation Infrastructure Finance and Innovation, and Access to Jobs target special areas of national interest and concern.

•Investing in research and its application to maximize the performance of the transportation system. Special emphasis is placed on deployment of Intelligent Transportation Systems to help improve operations and management of transportation systems and vehicle safety.

A SUMMARY
Investing in Our Future

Funding Level

Guaranteed spending levels. In a major change to Federal budget rules, highway (including most highway safety programs) and transit programs are now guaranteed a minimum level of spending under TEA-21. Prior to enactment of TEA-21, funding for surface transportation programs was one item among many on a list of priorities for Federal program spending in the budget. Under the new budget rules, highway guaranteed amounts are keyed to actual Highway Trust Fund (Highway Account) receipts and can only be used to support Federal highway and highway safety programs. Transit funding is guaranteed at a selected fixed amount over the TEA-21 period and can be used only to support transit programs.

Authorizations and spending. The amount guaranteed for surface transportation, as explained above, is estimated to be $198 billion. In essence, the guaranteed amount is a floor; it defines the least amount of the authorizations that may be spent. The authorizations for the highway (including highway safety) and transit programs in TEA-21 total just over $217 billion. (See authorization table.)

For highways and highway safety, the spending floor may be increased in two ways. First, to the extent that HTF receipts increase beyond current projections each year, the obligation limitation (as described below), as well as the authorizations, will automatically increase. The difference between the two would remain constant. Second, the Congress, through the annual budget process, could choose to raise the floor by dedicating a part of the general budget allocation for other Federal programs to highways and highway safety. This action would decrease the difference between authorized amounts and the obligation limitation.

For transit, the spending floor will be based on the guaranteed amount specified in TEA-21. The guaranteed funding level assumes that 80 percent of transit spending will derive from the Transit Account of the HTF and the remaining 20 percent will derive from the General Fund. Congress, through the annual budget process, could choose to raise the floor by dedicating a part of the general budget allocation for other Federal programs to transit.

Highway obligation limitations. In addition to defining the floor for highway spending (described above), TEA-21 specifies how the highway obligation limitation will operate. The obligation limitation is the mechanism for limiting highway spending each year. Under TEA-21 the highway obligation limitation applies to all programs within the overall Federal-aid highway program except (1) Emergency Relief, (2) part of the Minimum Guarantee program, and (3) remaining balances from the repealed Minimum Allocation program and demonstration projects authorized in previous legislation. A portion of each year's limitation is reserved, or set aside, for administrative expenses and certain allocated programs, with the balance of the limitation being distributed to the States.

A new feature in this Act is that the limitation set aside each year for certain programs-High Priority (demonstration) projects authorized in TEA-21, the Appalachian Development Highway System, the Woodrow Wilson Memorial Bridge, and an additional portion of the Minimum Guarantee program-does not expire if not used by the end of the fiscal year, but instead is carried over into future years.

Highway Funding Equity - Minimum Guarantee

Federal-aid highway funds for individual programs are apportioned by formula using factors relevant to the particular program. After those computations are made, additional funds are distributed to ensure that each State receives an amount based on equity considerations. This provision is called the Minimum Guarantee and ensures that each State will have a guaranteed return on its contributions to the Highway Account of the Highway Trust Fund. An open-ended authorization is provided, ensuring that there will be sufficient funds to meet the objectives of the Guarantee.

Specific share. For each State, the Act specifies a certain share of the overall funding for the following programs: Interstate Maintenance (IM), National Highway System (NHS), Bridge, Congestion Mitigation and Air Quality (CMAQ) Improvement, Surface Transportation Program (STP), Metropolitan Planning, High Priority Projects, Appalachian Development Highway System, Recreational Trails, and the Minimum Guarantee funding itself. The shares specified were pegged to meet the objective of a 90.5 return (described below) based on the data available at the time of enactment.

Adjustments to the share to guarantee a 90.5 return. The shares described above will be adjusted each year to ensure that each State's share of apportionments for the specified programs is at least 90.5 percent of its percentage share of contributions to the Highway Account based on the latest data available at the time of the apportionment. The shares of States falling below that minimum return will be increased and the shares of the remaining States will be decreased.

Administration of funds. Of the Minimum Guarantee Funds made available, $2.8 billion plus one-half of the amount above $2.8 billion is administered as though it were Surface Transportation Program funding except that the STP provisions requiring setaside of funds for safety and transportation enhancements and sub-State allocation of funds do not apply. Within each State, the remainder of the funds (half of the amount above $2.8 billion) is divided among certain programs-Interstate Maintenance, National Highway System, Bridge, Congestion Mitigation and Air Quality Improvement, and Surface Transportation-based on the share the State received for each program under the program formula.

Highway Trust Fund

Operation of the Highway Trust Fund. The Highway Trust Fund is the source of funding for most of the programs in the Act. The HTF is composed of the Highway Account, which funds highway and intermodal programs, and the Mass Transit Account. Federal motor fuel taxes are the major source of income into the HTF. As part of the changing budgetary treatment of the surface transportation programs, the HTF will no longer earn interest after September 30, 1998. At that time, any excess (amounts more than $8 billion) cash balance in the Highway Account will be transferred to the General Fund. The Transit Account balance will not be adjusted.

Federal law regulates not only the imposition of the taxes, but also their deposit into and expenditure from the HTF.

TEA-21 extends the imposition of the highway-user taxes, at the rates that were in place when the legislation was enacted, through September 30, 2005. The truck taxes and all but the permanent 4.3 cents per gallon of the motor fuel tax were scheduled to expire on October 1, 1999. Provisions for full or partial exemption from highway-user taxes were also extended. The partial exemption from the fuel tax for alcohol fuels is extended through

September 30, 2007 and the related income tax credit is extended through December 31, 2007. Both the exemption and the credit are phased down slightly beginning in 2001.

Provision for deposit of almost all of the highway-user taxes into the Highway Trust Fund is extended through September 30, 2005. The Transit Account share of the fuel taxes is changed to 2.86 cents (from 2.85 cents) per gallon retroactively to October 1, 1997 to correct an error in previous legislation.

Authority to expend from the Highway Trust Fund for programs under the Act and previous authorization acts is provided through September 30, 2003. After that date, expenditures may be made only to liquidate obligations made before that date.

Highway tax compliance. The highway programs of the Federal government and most States depend on highway-user tax receipts as the principal source of funding. The Act continues the Highway Use Tax Evasion program to halt motor fuel tax evasion. Because of the high rate of return on investment for compliance efforts, TEA-21 provides both a separate authorization for these initiatives and allows States to use up to one-fourth of 1 percent of their STP funds for this purpose. Funds authorized for this program will be used by the Internal Revenue Service to develop, operate, and maintain an excise fuel reporting system and may also be used by State and Federal tax agencies to augment fuel tax enforcement.

Other Revenue Provisions

The transfer of receipts from boat gasoline and small engine fuel taxes to the Aquatic Resources Trust Fund is extended, as is the authority to expend the funds for boat safety programs. The portion of the boat gasoline tax that is dedicated to the Aquatic Fund is increased to 13 cents per gallon (from 11.5 cents) on October 1, 2001, and to 13.5 cents on October 1, 2003.

The deficit reduction tax on rail diesel is reduced from 5.55 cents per gallon to 4.3 cents, effective October 1, 1998.

A SUMMARY - Improving Safety

Driver and Vehicle Safety Programs

A total of $2.7 billion is authorized for non-construction highway safety programs. The major programs are discussed below. A full listing of authorized programs can be found in the authorization table on pages 44-49.

Alcohol Programs

Incentives to prevent operation of motor vehicles by intoxicated persons. The Act provides $500 million for incentive grants for FYs 1998-2003 to States that have enacted and are enforcing a law providing that any person with a blood alcohol concentration of 0.08 percent or greater while operating a motor vehicle in the State shall be deemed to have committed a per se offense of driving while intoxicated. Grants are based on the amount a State receives under the Section 402 Highway Safety program and may be used for any project eligible for assistance under Title 23 U.S.C.

Alcohol-impaired driving countermeasures. The Act revises the existing Section 410 alcohol-impaired driving countermeasures incentive grant program to deter drunk driving. Under this $219.5 million, 6-year program, the Secretary of Transportation will make basic grants to States that adopt and demonstrate specific programs, such as prompt suspension of the driver's license of an alcohol-impaired driver or graduated licensing systems for new drivers (Basic Grant A); or meet performance criteria showing reductions in fatalities involving impaired drivers (Basic Grant B). States receiving basic grants may be considered for up to six types of supplemental grants. States are eligible to receive grants for each of 6 fiscal years.

Seat Belt and Occupant Protection Programs

Seat belt incentive grants. The Act authorizes $500 million over FYs 1999-2003 for a new program of incentive grants to encourage States to increase seat belt use rates. The amount of funds States receive will be based on calculations by the Secretary of the annual savings to the Federal Government in medical costs, which result from the State's improvement of its seat belt use rate. A State may use these awards for any project eligible for assistance under Title 23 U.S.C.

Occupant protection incentive grants. The Act authorizes $83 million over FYs 1999-2003 for a new, two-part Section 405 occupant protection incentive grant program to target specific laws and programs that will help States increase seat belt and child safety seat use. Under part one of this program, the Secretary will make grants to States that adopt or demonstrate specific programs, such as primary safety belt use laws and special traffic enforcement programs. States are eligible for each of 5 fiscal years under part one. Under part two of the program, the Secretary may make grants to States that carry out specific child passenger protection and education activities. States are eligible for each of 2 fiscal years under part two.

State and Community Grants

The Act authorizes a consolidated behavioral and roadway State and community highway safety formula grant program under Title 23 U.S.C. Section 402, increasing the apportionment to Indians from 1/2 of 1 percent to 3/4 of 1 percent of the total Section 402 apportionment. Funding of $932.5 million is provided over 6 years. At least 40 percent of these funds are to be used by States and communities to address local traffic safety problems. The Act also revises the periodic Section 402 rulemaking process, from one requiring States to direct resources to fixed areas identified by the rulemaking, to one directing that the States consider such highly effective programs when developing their State highway safety program plans.

State Highway Safety Data Improvement Incentive Grants

The Act provides $32 million for the period FYs 1999-2002 for a new State highway safety data improvement incentive grant program to encourage States to take effective actions to improve the timeliness, accuracy, completeness, uniformity, and accessibility of their highway safety data. States are eligible for grants each fiscal year. Under this program the Secretary will make three types of grants:

1.First-year grants for States that either (a) have initiated specific programs such as a data coordinating committee and development of a multi-year data plan, or, (b) have provided certification that they have already established specific programs such as a data coordinating committee and developed a multi-year plan.

2.Succeeding-year grants for States that, among other requirements, submit or update a multi-year data plan that meets the requirements for a first-year grant.

3.$25,000 grants to States that do not meet the criteria for first-year grants.

Highway Safety Research and Development
The Act continues the Section 403 Highway Safety Research and Development Program and specifies several new categories of research under Section 403, including training in work zone safety management; measures that may deter drugged driving; and programs to train law enforcement officers on motor vehicle pursuits.

Out of the funds provided for Section 403, the Act specifies allocations for the following:

1. Measures to deter drugged driving.

2. Vehicle pursuit training for police.

3. Public education on sharing the road safely with commercial motor vehicles.

4. Safety studies on blowout resistant tires and school bus occupant safety.

National Driver Register
The National Driver Register (NDR) is reauthorized with several changes to its provisions. The Act eliminates a deficiency in the NDR statute by extending participation to Federal departments or agencies, like the State Department, that both issue motor vehicle operator's licenses and transmit reports on individuals to the NDR. The Act also reduces a burden on the States and strengthens the NDR's efficiency by allowing Federal agencies authorized to receive NDR information to make their requests to and receive information directly from the NDR, instead of through a State. The Secretary is authorized to enter into an agreement with an organization that represents the interests of the States to manage the NDR's computer timeshare and user assistance functions.

The Act directs the Secretary to:

1.Evaluate the implementation of the NDR and the commercial driver's license information system to identify ways to improve the exchange of information about unsafe drivers and drivers with multiple licenses.

2.Assess electronic technologies that may improve the exchange of driving records.

Automobile Safety and Information
The Act reauthorizes the motor vehicle safety provisions of Chapter 301 of Title 49 U.S.C., and the information, standards, and requirements provisions of Chapters 32 (General), 323 (Consumer Information), 325 (Bumper Standards), 327 (Odometers), 329 (Automobile Fuel Economy), and 331 (Theft Prevention) of Title 49 U.S.C.

The Act adopts a number of motor vehicle safety and information provisions, including:

•Rulemaking directions for improving air bag crash protection systems.

•A restriction on the use of funds appropriated to the Secretary for any activity specifically designed to urge a State or local legislator to favor or oppose the adoption of a specific legislative proposal pending before any State or local legislative body.

•Exemptions from the odometer requirements for classes or categories of vehicles the Secretary deems appropriate.

•Adjustments to the automobile domestic content labeling requirements.

Railway-Highway Crossings- Behavioral
The annual funding for Operation Lifesaver-a program that works to eliminate railway-highway crossing and railroad trespasser accidents, fatalities, and injuries-is increased from $300,000 to $500,000 per year.

Infrastructure Safety

Reflecting the importance of safety throughout all surface transportation programs, TEA-21 designates "the safety and security of the transportation system for motorized and non-motorized users" as one of the seven newly established areas to be considered in the overall planning process, both at the metropolitan and statewide level.

TEA-21 continues the requirement that 10 percent of each State's STP apportionment be set aside for safety construction activities. Project eligibility is broadened to include off-roadway and bicycle safety improvements. The Railway-Highway Crossing program remains essentially unchanged from ISTEA except language is added that a State must consider bicycle safety in carrying out projects. In contrast, the Hazard Elimination program is opened to Interstates (previously excluded), any public transportation facility, and any public bicycle or pedestrian pathway or trail. Traffic calming projects are specifically mentioned. States must now include danger to bicyclists in surveys of hazardous locations.

The Act continues a program initiated in ISTEA for eliminating hazards of railway-highway crossings in certain designated high speed rail corridors. The program is funded by a setaside from STP funds of $5.25 million per year in contract authority from the HTF and an additional $15 million per year authorized to be appropriated from the General Fund. The funds will be expended on improvements in five existing corridors and six new corridors (three specified in the Act and three to be selected by the Secretary in accordance with specific criteria). A portion of the funds will also be set aside for improvements in an extension of the Chicago-Milwaukee corridor to Minneapolis-St. Paul.

Motor Carrier Safety

Under the provisions of TEA-21, the National Motor Carrier Safety Program (NMCSP) is restructured to promote performance-based activities, provide flexibility for State grantees by allowing them to invest in areas providing the greatest potential for crash reduction based on their own circumstances, strengthen Federal and State enforcement tools, and provide innovative approaches to improving motor carrier compliance. The Act also enhances the information systems that support all national motor carrier safety activities and provide the analytical foundation for future safety improvements.

Motor Carrier Safety Assistance Program (MCSAP)
MCSAP provides funds for State enforcement of commercial motor vehicle safety and hazardous materials regulations. Uniform roadside driver and vehicle safety inspections, traffic enforcement, compliance reviews, and other complementary activities are eligible. Under the Act, States must adopt and implement a performance-based program by the year 2000. Setasides of up to 5 percent for national safety priorities and up to 5 percent for border safety enforcement are established. The Act authorizes a total of $579 million over the 6 years.

Information Systems
The Act includes a total of $65 million for motor carrier information systems and analysis. Funds may be used for improvements to information systems containing carrier, vehicle, and driver safety records and development of new data bases; analysis of motor carrier information and program effectiveness; implementation of Performance and Registration Information System Management (PRISM); and improvements to commercial driver programs. Funds can be used for grants, cooperative agreements, or contracts.

Strengthening Safety Enforcement and New Approaches to Compliance
The Act augments the basic motor carrier grant program by expanding the toolbox of enforcement techniques, closing loopholes that permit unsafe practices, and allowing development of innovative approaches to regulations.

Specifically, the Act:

1.Imposes mandatory shutdown on all unfit carriers, strengthening the authority of the Secretary to order unsafe motor carriers to cease operations.

2.Requires the Secretary to develop an implementation plan to identify the procedures that would be followed (if Congress subsequently provided authority) to enforce safety regulations when violated by shippers and others.

3.Removes barriers to effective application of penalties and establishes a $10,000 maximum penalty for all non-recordkeeping violations of the safety regulations.

4.Amends the definition of commercial motor vehicle to reflect the actual gross vehicle weight rather than just the gross vehicle weight rating.

5.Revises the authority of the Secretary to issue waivers and exemptions from safety regulations and Commercial Drivers' License requirements and establishes procedures for exemption pilot programs. Safety prerequisites for exemptions and pilot programs are established.

Recreational Boating Safety

The Recreational Boating Safety Program is funded from recreational boat gasoline and special fuel taxes deposited in the Boat Safety Account of the Aquatic Resources Trust Fund. TEA-21 establishes new elements in the program for the improvement of boating infrastructure for transient nontrailerable recreational vessels and for outreach and communication. It also directs a portion of the Coast Guard's administrative funds to allow more vigorous enforcement of existing provisions designed to prevent boating defects.

One-call Notification

This new program seeks to reduce unintentional damage to underground facilities, along with the attendant risks to the public and the environment, during excavation. It encourages States to establish or improve existing one-call notification systems. Such systems receive notification from excavators of their intent to excavate in a certain area and notify underground facility operators so that they may mark their lines to prevent damage. The Act establishes a 2-year program under which States may apply for grants upon a showing that the State's one-call notification system meets minimum standards. The grants are for the enhancement of the one-call system; and authorizations are provided, subject to appropriation, for grants in FYs 2000 and 2001.

A SUMMARY - Rebuilding America's Infrastructure

Disadvantaged Business Enterprises

TEA-21 maintains the Disadvantaged Business Enterprises program, which is designed to ensure equal opportunity in transportation contracting markets and to address the effects of discrimination in transportation contracting. The program establishes a flexible 10 percent national goal for the participation of disadvantaged business enterprises, including small firms owned and controlled by women and minorities. As in the past, recipients will be responsible for setting their own goals based on local market conditions and the availability of qualified disadvantaged business enterprises. The use of quotas will not be permitted.

A new provision has been added to the DBE program, which seeks to reassure recipients that their eligibilty for funding will not be affected by the final order of a Federal court finding the DBE program unconstitutional.

Highway Construction Programs

National Highway System (NHS)

The National Highway System is composed of 163,000 miles of rural and urban roads serving major population centers, international border crossings, intermodal transportation facilities, and major travel destinations, and includes connections to terminals designated by this Act. It includes the Interstate System, other urban and rural principal arterials, highways that provide motor vehicle access between the NHS and major intermodal transportation facilities, the defense strategic highway network, and strategic highway network connectors.

The NHS funding level is $28.6 billion for the 6 years of the Act. These funds will be distributed based on a formula which has been revised to include each State's lane-miles of principal arterials (excluding Interstate), vehicle-miles traveled on those arterials, diesel fuel used on the State's highways, and per capita principal arterial lane-miles. The Act expands and clarifies eligibility of NHS funding for certain types of improvements, such as publicly owned bus terminals, infrastructure-based intelligent transportation system capital improvements, and natural habitat mitigation.

Interstate System/Interstate Maintenance (IM)

The 46,000 mile Dwight D. Eisenhower National System of Interstate and Defense Highways retains a separate identity within the NHS. The IM program established under ISTEA is retained, and authorizations totaling $23.8 billion are provided for FYs 1998-2003. These funds are to be distributed based on each State's lane-miles of Interstate routes open to traffic, vehicle-miles traveled on certain Interstate routes, and contributions to the Highway Account of the Highway Trust Fund attributable to commercial vehicles. Under this Act, reconstruction is now an eligible activity for IM funds. Eligibility is also expanded for certain additions to the Interstate system. A total of $550 million of authorized funds is available at the discretion of the Secretary for high-cost, ready-to-go IM projects.

All remaining work to complete the Interstate System has been fully funded through previous highway legislation. TEA-21 provides flexibility to the States to fully utilize remaining unobligated balances of these prior Interstate Construction authorizations. States with no remaining work to complete the Interstate System may transfer surplus Interstate Construction funds to their IM fund account. States with remaining completion work on Interstate gaps or open-to-traffic segments may relinquish Interstate Construction fund eligibility for the work and transfer the Federal share of the cost to their IM program.

Surface Transportation Program (STP)

The STP provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and public bus terminals and facilities. A new provision permits a portion of funds reserved for rural areas to be spent on rural minor collectors. The Act expands and clarifies STP eligibilities, such as environmental provisions (natural habitat mitigation, stormwater retrofit, and anti-icing and de-icing), programs to reduce extreme cold starts, modification of

sidewalks to meet Americans with Disabilities Act (ADA) requirements, infrastructure-based intelligent transportation systems capital improvements, and privately owned intercity bus terminals and facilities.

Total funding provided for the STP over the 6 years is $33.3 billion. These funds are to be distributed among the States based on each State's lane-miles of Federal-aid highways, total vehicle-miles traveled on those Federal-aid highways, and estimated contributions to the Highway Account of the HTF. A State may augment its STP funds by transferring funds from other programs. In addition, a portion of the Minimum Guarantee funds are administered as if they were STP funds.

Once the funds are distributed to the States, 10 percent is set aside for safety construction activities (i.e., hazard elimination and railway-highway crossing improvements), and 10 percent is set aside for transportation enhancements, which encompass a broad range of environmentally related activities. State suballocations, including a special rule for areas with less than 5,000 population are continued; of amounts reserved for rural areas, 15 percent may be spent on rural minor collectors.

Bridge Replacement and Rehabilitation
Continuing as a separate program with its own funding is the Bridge Replacement and Rehabilitation program. A total of $20.4 billion is authorized for this program for FYs 1998-2003 to provide assistance for eligible bridges located on any public road. The distribution formula and program requirements remain basically unchanged from previous years, except for an expansion of eligibility to cover the application of anti-icing and de-icing compositions and the installation of scour countermeasures. The program retains the setaside for off-system bridges, but eliminates the setaside for timber bridges. A total of $525 million is set aside for high-cost bridge projects with special provision to use a portion of these funds for the seismic retrofit of bridges. While a State may continue to transfer up to 50 percent of its bridge funds to NHS or STP apportionments, the amount transferred is deducted from national bridge needs for calculating apportionments in the following fiscal year.

Federal Lands Highways
The Federal Lands Highways (FLH) program authorizations total $4.1 billion for FYs 1998-2003. Funding is provided for the three existing categories of Federal Lands highways-Indian Reservation Roads (IRR), Park Roads and Parkways, and Public Lands Highways (discretionary and Forest Highways)-and for a new category called Refuge Roads, which are federally owned public roads providing access to or within the National Wildlife Refuge System.

FLH funds can be used for transit facilities within public lands, national parks, and Indian reservations and can also be used as the State/local match for most types of Federal-aid highway funded projects. Procedures and a fund allocation formula for the IRR program shall be developed through negotiated rulemaking with Indian tribal governments.

A nationwide priority program for improving deficient bridges on Indian Reservation Roads is established; a minimum of $13 million per year of IRR funds is reserved for this purpose.

Emergency Relief
The Emergency Relief (ER) program assists State and local governments with the expense of repairing serious damage to Federal-aid and Federal Lands highways resulting from natural disasters or catastrophic failures. TEA-21 restates the program eligibility, specifying that ER funds can be used only for emergency repairs to restore essential highway traffic, to minimize damage resulting from a natural disaster or catastrophic failure, or to protect the remaining facility and make permanent repairs. If ER funds are exhausted, the Secretary may borrow funds from other highway programs. Unlike other highway programs, the ER program has a permanent authorization of $100 million annually.

Transit Programs

The basic structure of the Federal transit programs remains essentially the same, but several new programs and activities have been added and new features have been incorporated. The funding flexibility features first incorporated in the ISTEA and similar matching ratios to the highway programs have been retained. The definition of a capital project has been revised to include preventive maintenance, the provision of nonfixed route paratransit

service, the leasing of equipment or facilities, safety equipment and facilities, facilities that incorporate community services such as daycare and health care, and transit enhancements.

TEA-21 provides $42.0 billion over the 6 years for transit programs. Of this amount, $29.34 billion (70 percent) is to come from the Mass Transit Account of the Highway Trust Fund while $12.65 billion (30 percent) is authorized, subject to appropriation, from the General Fund.

Formula Grants
The various Formula Grants programs are authorized at $19.97 billion for FYs 1998-2003. After setasides for the Rural Transportation Accessibility Incentive Program, the Clean Fuels program, and the Alaska Railroad (see "Rail" programs), the remaining funding is apportioned using three statutory formulas for urbanized areas, nonurbanized areas, and special needs of the elderly and persons with disabilities.

Rural transportation accessibility incentive program. This program provides $44.7 million for the 5-year period of FYs 1999-2003 for over-the-road bus service. The purpose of the funding is to help operators finance the incremental capital and training costs of complying with the DOT's final rule on accessibility of over-the-road buses. Funding may be used for intercity fixed-route over-the-road bus service and other over-the-road service such as local fixed route, commuter, charter, and tour service. The Secretary will allocate available funding through a competitive grant selection process.

Clean fuels formula grant program. This new program supports the global warming initiative by providing an opportunity to accelerate the introduction of advanced bus propulsion technologies into the mainstream of the Nation's transit fleets. When the authorization in this formula grants account is combined with the authorization in the Discretionary Grants account, a total of $1 billion is authorized for the Clean Fuels Formula Grant Program. Eligible projects include the purchasing or leasing of clean fuel buses and facilities, and the improvement of existing facilities to accommodate clean fuel buses. Clean fuel buses include those powered by compressed natural gas, liquefied natural gas, biodiesel fuels, batteries, alcohol-based fuels, hybrid electric, fuel cell, certain clean diesel, and other low or zero emissions technology. Available funds will be allocated among the eligible grant applications using a formula based on an area's nonattainment rating, number of buses, and bus passenger-miles.

Urbanized area formula grant program. Authorizations totaling $18.02 billion for the 6-year period are provided for the Urbanized Area Formula Grant Program (Title 49 U.S.C. Section 5307). Under this program, 91.23 percent of the funding is made available to all urbanized areas with a population of 50,000 or more. For urbanized areas with populations less than 200,000, funding may be used for either capital or operating costs at local option and without limitation. For urbanized areas with populations of 200,000 or more, the definition of "capital" has been revised to include preventive maintenance. Operating assistance for these larger areas is no longer an eligible expense. Also, for these larger areas, at least 1 percent of the funding apportioned to each area must be used for transit enhancement activities such as historic preservation, landscaping, public art, pedestrian access, bicycle access, and enhanced access for persons with disabilities.

Formula grant program for other than urbanized areas. This program receives 6.37 percent ($1.18 billion over 6 years) of the funding available for apportionment in proportion to each State's nonurbanized population. Funding may continue to be used for capital, operating, State administration, and project administration expenses.

Formula grant program and loans for special needs of elderly individuals and individuals with disabilities. This program receives 2.4 percent ($456 million over 6 years) of formula funding available and is apportioned based on each State's share of population for these groups of people.

Capital Investment Grants
TEA-21 continues the current program structure of three major programs:

New starts. Total funding of $9.18 billion is authorized for FYs 1998-2003. Not less than 92 percent is to be applied to projects for final design and construction. The Secretary is to evaluate and rate New Starts projects as "highly recommended," "recommended," and "not recommended." In addition to the current report each February by the Secretary on funding recommendations, a supplemental report is now required to be submitted to Congress each August. This report is to describe the Secretary's evaluation and rating of each project that has completed

alternatives analyses or preliminary engineering since the last report. In evaluating projects, the Secretary is to consider the following new factors: population density and current transit ridership in the corridor; the technical capability of the grant recipient to construct the project; and factors that reflect differences in local land, construction, and operating costs. A number of projects are identified for funding during the reauthorization period.

Fixed guideway modernization. Authorizations total $6.59 billion for this program over the 6-year period. The allocation of funding under the first four tiers has been modified slightly, but will continue to be apportioned using system-wide mileage based on data used to apportion the funding in FY 1997. Also, the number of tiers has been increased from four to seven. The funding in these three additional tiers will be apportioned based on actual route-miles and revenue vehicle-miles on segments at least 7 years old.

Bus. A total of $3.55 billion is authorized for bus and bus-related facilities over the 6-year period. A takedown of $3 million per year is authorized for the Federal Transit Administration's Bus Testing Facility in Pennsylvania for each of the 6 years of the reauthorization period. A number of bus projects are identified for funding in FYs 1999 and 2000.

Transit Benefits
The Act changes the Internal Revenue Code to help level the playing field between parking benefits and transit/vanpool benefits. The limit on nontaxable transit and vanpool benefits is increased from $65 to $100 per month for taxable years beginning after December 31, 2001. In addition, the bill allows transit and vanpool benefits to be offered in lieu of compensation payable to an employee for taxable years beginning after December 31, 1998, giving transit and vanpool benefits the same tax treatment given to parking benefits under the Taxpayer Relief Act of 1997.

Rail Programs

Magnetic Levitation Transportation Technology Deployment Program (MAGLEV)
Contract authority totaling $60 million is authorized for FYs 1999-2001 to fund nationally significant projects that will demonstrate the feasibility and safety of transportation systems employing magnetic levitation. An additional $950 million in budget authority is authorized, but must first be appropriated by Congress. STP and Congestion Mitigation and Air Quality funding may also be used. After soliciting applications for eligible projects from the States, the Secretary will select one or more projects to receive assistance for preconstruction planning activities. Upon completion of preconstruction planning activities for all selected projects, the Secretary will select one project to receive financial assistance for final design, engineering, and construction activities.

High Speed Rail Development
The existing high speed rail development program authorized by the Swift Rail Development Act is reauthorized for FYs 1998-2001 at $10 million per year for corridor planning and $25 million per year for technology improvements. These authorizations are out of the General Fund and appropriations will be necessary to fund the program. This program has supported the incremental development of high speed rail in corridors around the country.

Light Density Rail Line Pilot
A new program is created to fund light density rail line pilot projects. It provides funding for capital improvements and rehabilitation of publicly and privately owned rail line structures. The program is authorized at $17.5 million per year for FYs 1998-2003 and these funds must be appropriated out of the General Fund. The Secretary is required to submit a report by March 31, 2003 on the importance of light density railroad networks in the States and their contribution to a multi-modal transportation system.

Alaska Railroad
TEA-21 authorizes a total of $31.5 million for FYs 1998-2003 for grants for capital rehabilitation and improvements to passenger services of the Alaska Railroad. Congress must first appropriate these funds from the General Fund. In addition, transit formula grant funding of $4.85 million per year is available for capital improvements to the Alaska Railroad's passenger operations.

Special Programs

Welfare to Work
Access to jobs. The Act creates a new program for Job Access and Reverse Commute Grants. The program is funded for FYs 1999-2003 with $400 million from the Transit Account of the HTF and $350 million from the General Fund of the Treasury. The twofold purpose of the program is (1) to develop transportation services designed to transport welfare recipients and low-income individuals to and from jobs, and (2) to develop transportation services for residents of urban centers and rural and suburban areas to suburban employment opportunities. Emphasis is placed on projects that use mass transportation services.

Training. To provide job opportunities through training, a new provision in TEA-21 allows States the opportunity to reserve slots for welfare recipients in On-the-Job Training programs which lead to full journey level in skilled highway construction trades. As trainees, the welfare recipients also have access to supportive services programs that provide pre-employment counseling, orientation to the requirements of the highway construction industry, basic skills improvement, assistance with transportation, child care or other special needs, jobsite mentoring, and post-graduation follow-up.

On-the-Job Training/Supportive Services (OJT/SS)
TEA-21 significantly broadens the approved scope of OJT/SS assistance and training programs. Training which leads to transportation technology careers may now be funded under OJT/SS to prepare for rapidly expanding transportation employment opportunities in the 21st century. In addition, the Act authorizes the use of OJT/SS funds for Summer Transportation Institutes, including the American Association of State Highway and Transportation Officials (AASHTO) Transportation and Civil Engineering (TRAC) program, to encourage high school students to consider careers in a variety of transportation disciplines.

Innovative Finance
TEA-21 builds on the innovative financing initiatives begun under ISTEA to leverage Federal resources by encouraging private participation in the delivery of surface transportation infrastructure. These initiatives are intended to supplement the traditional Federal-aid grant assistance by increasing funding flexibility and program effectiveness. They establish pilot programs to test new finance mechanisms, and they extend or make permanent some of the tools already tested.

Direct Federal credit. The Act establishes a new program, under the Transportation Infrastructure Finance and Innovation Act (TIFIA), through which DOT can provide credit assistance on flexible terms directly to public-private sponsors of major surface transportation projects to assist them in gaining access to the capital markets. TIFIA provides a total of $530 million of contract authority over

FYs 1999-2003, and authorizes the Secretary to collect fees from borrowers, to fund up to $10.6 billion of direct loans, loan guarantees, and lines of credit to support up to 33 percent of project costs. Eligible projects include highway and capital transit projects under Titles 23 and 49, international bridges and tunnels, intercity passenger bus and rail proj-ects (including Amtrak and MAGLEV systems), and publicly owned intermodal freight transfer facilities on or adjacent to the NHS. Projects must cost at least $100 million or 50 percent of a State's annual apportionments (except $30 million for ITS projects) and be supported by user charges or other dedicated revenue streams. The Secretary will evaluate and select eligible projects based on a variety of factors, including national significance, credit-worthiness, and private participation.

The Act also authorizes a new Railroad Rehabilitation and Improvement Financing program to provide credit assistance, in the form of direct loans and loan guarantees, to public or private sponsors of intermodal and rail projects. The Act does not provide budget authority, but authorizes future appropriations and contributions from potential borrowers and other non-Federal sources to fund the credit assistance. The aggregate amount of outstanding loans and guarantees made under this program is limited to $3.5 billion, with $1 billion reserved for projects primarily benefiting freight railroads other than Class I carriers. Eligible projects include the acquisition, development, improvement, or rehabilitation of intermodal or rail equipment or facilities, including track, bridges, yards, buildings, and shops.

State infrastructure banks. The Act establishes a new pilot program for State infrastructure banks (SIBs) in which four States-California, Florida, Missouri, and Rhode Island-may participate. In a manner similar to the original pilot program established under the NHS Designation Act, the Secretary may enter cooperative agreements with these States allowing them to capitalize their banks with Federal-aid funds authorized and apportioned in FYs 1998-2003. Unlike the initial pilot, however, the new program:

1. Removes the 10 percent limit on capitalization with eligible program categories.

2. Does not require separate Highway and Transit accounts, but does require separate accounting for Interstate and Rail projects.

3. Applies Title 23 Federal requirements to all SIB assistance, including those repayments financed from non-Federal sources.

4. Institutes a 5-year disbursement constraint for capitalization grants. The 35 other States approved for participation in the original NHS Act pilot may continue in that program under current guidelines.

Federal matching flexibility. Several provisions are included in the Act that provide greater flexibility to States, MPOs, and local governments in satisfying the non-Federal matching requirements of a project. The Act removes a former requirement that Federal match be applied to each progress payment to the State, thereby providing the Secretary with discretion in developing policies to allow the Federal match to be adjusted during the life of the project. The Act establishes an annual program-wide approval process for STP projects-in place of the quarterly project-by-project approval process-which provides the Secretary with discretion to apply the match requirement to the annual program as opposed to individual projects. The Act also provides more flexibility to States and local governments in meeting the non-Federal matching requirement by:

1. Allowing the fair market value of land lawfully obtained by the State or local government to be applied to the non-Federal share of project costs.

2. Allowing funds from other Federal agencies to be applied to the non-Federal share of recreational trails or transportation enhancement projects.

3. Allowing funds appropriated to Federal land management agencies or to the Federal lands highway program to be applied to the non-Federal share of certain projects.

Tolls. For the first time, reconstruction or rehabilitation of a free Interstate highway segment and its conversion to a toll highway is allowed for three pilot projects. The purpose is to provide for the reconstruction or rehabilitation of Interstate highway corridors where improvement costs exceed available funding sources, and work cannot be advanced without the collection of tolls.

National Corridor Planning and Border Infrastructure Programs
The new National Corridor Planning and Development program will provide funds for the coordinated planning, design, and construction of corridors of national significance, economic growth, and international or interregional trade. Allocations may be made to corridors identified in Section 1105(c) of ISTEA and to other corridors using specified considerations.

The Coordinated Border Infrastructure program is established to improve the safe and efficient movement of people and goods at or across the U.S./Canadian and U.S./Mexican borders.

A total of $700 million is provided for these efforts for FYs 1999-2003, of which up to $30 million may be made available for the construction of transportation infrastructure necessary for law enforcement in border States.

Appalachian Development Highway System
This program provides funding for the construction of the highways and access roads that make up the Appalachian Development Highway System to promote economic development and establish a State-Federal framework to meet

the needs of the 13-State region. A total of $2.25 billion is authorized for FYs 1999-2003, to be distributed based on the latest available cost-to-complete estimate.

Value Pricing
To promote economic efficiency in the use of highways and support congestion reduction, air quality, energy conservation, and transit productivity goals, the Act provides authorizations for the Value Pricing Pilot program. This program replaces the Congestion Pricing Pilot program authorized by ISTEA, and provides funding to support the costs of implementing value pricing projects included in up to 15 new State and local value pricing programs. Funding to support implementation projects can be provided for no longer than 3 years from the time a project is implemented. Funds are also provided to support pre-implementation costs, including public participation costs, pre-project planning, and others for a maximum of 3 years.

Any value pricing project under this program may involve the use of tolls on the Interstate System. The Act provides that a State may permit vehicles with fewer than two occupants to operate in high occupancy vehicle lanes if such vehicles are operating as part of a value pricing program. Potential financial effects on low-income drivers shall be considered as part of any value pricing program, and mitigation measures to correct potential adverse financial effects on low-income drivers may be included as part of the value pricing program.

Ferry Boats
A total of $220 million is authorized over the 6-year period of the Act for construction of ferry boats and ferry terminal facilities. Of this amount, for each year from FYs 1999-2003, $10 million shall be made available to Alaska, $5 million to New Jersey, and $5 million to Washington. The Secretary is required to conduct a study of ferry transportation in the United States and its possessions; no time period is specified. In addition, under the transit portion of the Act, $14 million for each of the 6 years is available to Alaska and Hawaii for ferry boats and facilities.

High Priority Projects
The Act includes 1,850 high priority projects specified by the Congress. Funding for these projects totals $9.3 billion over the 6 years of the Act with a specified percentage of the project funds made available each year. Unlike high priority projects in the past, the funds for TEA-21 projects are subject to the obligation limitation, but the obligation limitation associated with the projects does not expire.

Woodrow Wilson Memorial Bridge
For the Woodrow Wilson Memorial Bridge, the only federally owned bridge on the Interstate System, the Act authorizes $900 million for the reconstruction of the facility. The Federal share of the bridge component of the project will be 100 percent. Ownership of the bridge is to be assumed by a regional authority before any construction may begin.

Program Administration
TEA-21 streamlines many aspects of the administration of the Federal surface transportation programs and turns additional authority over to the State transportation agencies. A State may assume the Secretary of Transportation's responsibilities for approval of plans, specifications, and estimates (PS&E), contract awards, and construction inspections under an agreement between the Secretary and the State. Previously two separate actions-the PS&E approval and the execution of the project agreement to commit Federal funds to a project-are now combined. Large projects receive special treatment. An annual financial plan is required for any project with an estimated total cost of

$1 billion or more. After regulations are developed, States may employ the design-build contracting technique for proj-ects costing $50 million or more ($5 million for an ITS proj-ect). Conversion to metric on Federal-aid highway projects eligible for assistance under Title 23 becomes optional under TEA-21 through the indefinite extension of the grace period allowed by the NHS Designation Act.

Labor standards. TEA-21 continues vital labor protections for transportation workers, such as the Davis-Bacon prevailing wage guarantee. Contractors on Federal and federally funded construction projects are required to pay their workers no less than the wage rates that prevail in the local area on the same type of construction. The purpose of this requirement is to ensure that the Federal Government does not have the unintended and unwanted consequence of depressing workers' wages.

Congressional Reports

TEA-21 requires approximately 75 reports and studies covering a wide variety of transportation-related issues. These reports include the impact of the DBE program, Interstate needs, an assessment of the CMAQ program, design-build contracting procedures, blowout resistant tires, new fixed guideway systems allocations, qualifications of foreign motor carriers, international trade traffic, and critical ITS standards. The majority of the reports are required to be prepared by the DOT, some in conjunction with other Federal agencies or affected parties. Some reports are the responsibility of other Federal organizations, such as the General Accounting Office or the National Academy of Sciences.

A SUMMARY - Protecting Our Environment

Congestion Mitigation and Air Quality Improvement

The Congestion Mitigation and Air Quality Improvement program, continued in TEA-21 at a total funding level of $8.1 billion for the 6 years of the Act, provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available for areas that do not meet the National Ambient Air Quality Standards (nonattainment areas), as well as former nonattainment areas that are now in compliance (maintenance areas). Under ISTEA, only nonattainment areas were included in the funding formula. Funds are distributed to States based on a formula that considers an area's population by county and the severity of its air quality problems within the nonattainment or maintenance area. Further, greater weight is given to carbon monoxide nonattainment and maintenance areas.

A State may transfer up to 50 percent of its increase in CMAQ funds compared to what it would have received if the CMAQ program were funded at $1.35 billion nationwide. The funds may be transferred to other Federal-aid programs, but can be used only for projects located in nonattainment and maintenance areas.

Transportation Enhancements (TE)

Transportation enhancement activities continue to be funded through a 10 percent setaside from STP funds. In order to maximize the use of available TE funding, TEA-21 provides innovative financing alternatives for meeting matching requirements. The list of activities eligible for transportation enhancement funds is expanded, but all projects must relate to surface transportation. Newly eligible are safety education activities for pedestrians and bicyclists, establishment of transportation museums, and projects to reduce vehicle-caused wildlife mortality. Provision of tourist and welcome center facilities is specifically included under the already eligible activity "scenic or historic highway programs." In addition, 1 percent of the transit urbanized area formula funds distributed to areas with populations greater than 200,000 must be used for transit enhancement projects specified in the Act.

TEA-21 allows a State to transfer some of its TE funds to other programs. The maximum amount that may be transferred is the excess of the current year's TE setaside over the State's TE setaside for FY 1997, not to exceed 25 percent of the current setaside.

Bicycle Transportation and Pedestrian Walkways

TEA-21 continues and expands provisions to improve facilities and safety for bicycles and pedestrians. The eligibility of NHS funds is broadened to include pedestrian walkways, and safety and educational activities are now eligible for TE funds. Other changes ensure the consideration of bicyclists and pedestrians in the planning process and facility design.

Recreational Trails Program

A total of $270 million in contract authority is authorized for FYs 1998-2003 to provide and maintain recreational trails. States must establish a State recreational trails advisory committee that represents both motorized and nonmotorized recreational trail users. Of funds distributed to a State, 30 percent must be used for motorized use, 30 percent must be used for nonmotorized use, and 40 percent must be used for diverse trail uses (any combination-the diverse category may overlap with the others). The Federal share is raised to 80 percent (from 50 percent), and Federal agency project sponsors or other Federal programs may provide additional Federal share up to 95 percent. Soft match provisions are allowed, including soft matches from public agencies. The National Recreational Trails Advisory Committee is reactivated until the end of FY 2000.

National Scenic Byways Program

TEA-21 provides a total of $148 million for technical assistance and grants to States for the purposes of developing scenic byway programs and undertaking related projects along roads designated as National Scenic Byways, All-American Roads, or as State Scenic Byways.

Transportation and Community and System Preservation Pilot

The Transportation and Community and System Preservation Pilot program is a comprehensive initiative of research and grants to investigate the relationships between transportation and community and system preservation and private sector-based initiatives. States, local governments, and metropolitan planning organizations are eligible for discretionary grants to plan and implement strategies which improve the efficiency of the transportation system; reduce environmental impacts of transportation; reduce the need for costly future public infrastructure investments; ensure efficient access to jobs, services, and centers of trade; and examine private sector development patterns and investments that support these goals. A total of $120 million is authorized for this program for FYs 1999-2003.

Planning

The core metropolitan and statewide transportation planning requirements remain intact under TEA-21, emphasizing the role of State and local officials, in cooperation with transit operators, in tailoring the planning process to meet metropolitan and State transportation needs.

Continuing at both the metropolitan and statewide level are provisions concerning fiscal constraint, planning horizon, and public involvement, with modification to the list of named stakeholder groups to add freight shippers and public transit users. Current MPOs remain in effect unless redesignated, and retain responsibility for adopting the metropolitan transportation plan.

Metropolitan transportation planning funding remains a 1 percent takedown from certain authorized programs in Title 23 and in Title 49 has changed to specific funding levels. Funding for State Planning and Research supported activities remains a 2 percent setaside of certain apportionments in Title 23 and in Title 49 has changed to specific funding levels.

The key change in the new legislation is the consolidation of 16 metropolitan and 23 statewide planning "factors" into seven broad "areas" to be considered in the planning process, both at the metropolitan and statewide level. A new section exempts plans, transportation improvement plans, project or strategy, and certification actions from legal review for failure to consider any one of the "areas." The growing importance of operating and managing the transportation system is recognized as a focal point for transportation planning.

Metropolitan planning area boundaries may be maintained as they currently reflect nonattainment areas, at the existing limits on the date of enactment, or they may be extended to reflect increases in nonattainment area boundaries at the discretion of the Governor and the MPO. For new MPOs, the boundaries will reflect the nonattainment area boundaries based on agreements between the Governor and local officials.

Other changes are included to further ensure the involvement of local officials, especially local officials in nonmetropolitan areas; strengthen the financial aspects of the planning process; and improve coordination, cooperation, and public involvement. MPOs and States will be encouraged to coordinate the design and delivery of federally funded non-emergency transportation services. The requirement for a stand-alone major investment study is replaced with a directive that such analyses under the planning provisions of TEA-21 and the National Environmental Policy Act are to be integrated.

Streamlining

The Secretary will establish a coordinated environmental review process for the DOT to work with other Federal agencies in ensuring that major highway projects are advanced according to cooperatively determined time frames. The coordinated process will use concurrent, rather than sequential, reviews. It will allow States to include their

environmental reviews in the coordinated environmental review process. The Act also authorizes the Secretary to approve State requests to provide funding to affected Federal agencies in order to meet established time limits. If the Secretary finds that a project-related environmental issue has not been resolved with another Federal agency, the heads of the two agencies will meet within 30 days (of the Secretary's finding) in order to resolve the issue.

Ozone and Particulate Matter Standards

New and revised National Ambient Air Quality Standards (NAAQS) for ozone and particulate matter (PM) were promulgated in July 1997. Included in the PM NAAQS were new standards for PM2.5-fine particles less than 2.5 microns. TEA-21 ensures the establishment of the new monitoring network for PM2.5 and, within appropriated totals, requires financial support be given to the States for 100 percent of the cost of establishing and operating the network.

The Act also codifies the timetables for designating areas regarding whether they are attaining the new PM2.5 NAAQS and the revised ozone NAAQS. The Administrator of the Environmental Protection Agency (EPA) is to issue final designations for ozone areas in July 2000, and for PM2.5 areas the earlier of 4 years after the State receives PM2.5 monitoring data or December 31, 2005. The EPA Administrator is also required to submit to Congress a field study of the PM2.5 Federal Reference Method within 2 years. TEA-21 requires EPA to harmonize the schedules for State submissions of regional haze and PM2.5 air quality plans.

A SUMMARY
Advancing Research and Technology

TEA-21 establishes a strategic planning process to determine national research and technology (R&T) development priorities related to surface transportation, coordinate national R&T development activities, measure results and impacts, and coordinate reporting. In addition to a 5-year strategic plan, this program will produce reports on competitive merit review procedures for R&T, performance measurement procedures, and model procurement procedures.

Research and Technology

Highways
Surface transportation research. Contract authority totaling $592 million is provided for FYs 1998-2003 to fund research, development, and technology transfer activities with respect to all phases of transportation planning and development and motor carrier transportation, in addition to testing and development activities.

New efforts include an Advanced Research program to address longer-term, higher-risk research that shows potential for substantial national benefits and a new Surface Transportation-Environment Cooperative Research program which will address a variety of transportation-related environmental issues. Also authorized is the Advanced Vehicle Technologies program, to be jointly administered by DOT and the Department of Energy, whose goal is to develop advanced vehicles, components, and infrastructure, and bring them to the commercial market.

Remaining programs are continued, including the Long-Term Pavement Performance program and the International Highway Transportation Outreach program.

Technology deployment. Contract authority totaling $250 million is provided over the 6 years of the Act for the Technology Deployment Initiatives and Partnerships (TDIP) program. TDIP is designed to significantly accelerate adoption of innovative technologies. The program will focus on not more than five deployment goals that will produce tangible benefits. Strategies will be established in cooperation with public, private, and academic partners; and leveraging of Federal funds with other resources is encouraged. The program will utilize domestic and international technologies and will include technical assistance, information sharing mechanisms, and integration with dissemination of DOT research. Within the TDIP program, a total of $108 million is targeted to the Innovative Bridge Research and Construction program to demonstrate the application of innovative material technology in the construction of bridges and other structures.

Training and education. The National Highway Institute (NHI) is authorized to provide its services to a broader group of transportation professionals. States are authorized to use a setaside of their apportionments to cover some expenses of their employees' training. A total of $39 million is provided for NHI over the 6 years. The Local Technical Assistance Program (LTAP) is continued at a total of $51 million over 6 years. The Dwight D. Eisenhower Transportation Fellowships are continued at $2 million per year.

Transit
Joint Partnership program. A new program is established to assist in the deployment of transit innovation. This program will allow the Secretary to enter into agreements with public or private research organizations, transit providers, and businesses to promote the early deployment of innovation in mass transportation services, management, operational practices, or technology that has broad applicability. Consortiums entering into partnerships with DOT will provide at least 50 percent of project costs.

International Mass Transportation program. This new program is established to support such activities as advocacy of American transit products and services overseas andcooperation with foreign public sector entities on research.

Advanced technologies. New programs are established for study, design, and demonstration of fixed guideway technology, bus technology, fuel cell-powered transit buses, advanced propulsion control for rail transit, and low-speed magnetic levitation technology for urban public transportation.

Bureau of Transportation Statistics (BTS)
The role of the BTS is expanded to include review of the sources and reliability of data used by the Department in complying with the Government Performance and Results Act. BTS will establish and maintain a Transportation Data Base, a National Transportation Library, and a National Transportation Atlas Data Base, and will ensure the information it collects, analyzes, and disseminates is relevant beyond the Federal Government. Added to the topics BTS will cover is the domestic impact of increasing global trade. A total of $186 million in funding is provided over the 6 years of the Act.

University Transportation Centers
The Act provides $191.8 million for FYs 1998-2003 for grants to establish and operate 10 regional University Transportation Centers and up to 23 other centers. After a limited competition in FY 2001, the program will comprise 26 centers. TEA-21 establishes education as one of the primary objectives of a transportation research center, institutionalizes the use of strategic planning in university grant management, and reinforces the program's focus on multi-modal transportation. The Act creates four classes of grants with different funding levels, competitive status, and life spans.

Intelligent Transportation Systems

A total of $1.282 billion in contract authority is provided for FYs 1998-2003 to fund the Intelligent Transportation Systems (ITS) program. Of this total, $603 million is targeted to research, training, and standards development. Programs to accelerate integration and interoperability in the metropolitan and rural areas and to deploy commercial vehicle ITS infrastructure are established and funded at $482 million and $184 million respectively. Funding for metropolitan areas is limited primarily to integration of infrastructure.

In addition to the funds authorized specifically for ITS, ITS activities are eligible under other programs. Both NHS and STP funds may be used for infrastructure-based ITS capital improvements and CMAQ funding may be used for the implementation of ITS strategies to improve traffic flow. Transit-related ITS projects are defined to be capital projects and are therefore eligible for related funding.

The legislated purposes of the program are, among others, to expedite integration and deployment, improve regional cooperation and operations planning, develop a capable ITS workforce, and promote innovative use of private resources. In carrying out these purposes, the Secretary is required to update the program plan with the inclusion of clearly stated actions and milestones leading to the program goals.

The Act requires the development of guidelines on procurement and independent evaluation, and specifically calls for the use of the Software Capability Maturity Model, or something similar, in software acquisition. It also requires life-cycle cost analysis for projects funded from this program.

All ITS projects funded from the Highway Trust Fund must be consistent with the national architecture and available standards. With emphasis on the timely development of those standards, the Secretary is required to list critical ITS standards by June 1, 1999. For those standards not completed by January 1, 2001, the Secretary is directed to establish provisional standards. The Federal Communications Commission is directed to complete a rulemaking considering allocation of spectrum for ITS by January 1, 2000.

TEA-21 - Transportation Equity Act for the 21st Century
Moving Americans into the 21st Century

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A SUMMARY - Authorization Table

Authorizations (Amounts in Millions of Dollars)

	FY 1998	FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	Total	Average
Title I-Federal-Aid Highways								
Interstate Maintenance Program	3,427.341	3,957.103	3,994.524	4,073.322	4,139.630	4,217.635	23,809.555	3,968.2592
National Highway System	4,112.480	4,748.523	4,793.429	4,887.986	4,967.556	5,061.162	28,571.136	4,761.8560
Bridge Program	2,941.454	3,395.354	3,427.472	3,495.104	3,552.016	3,618.966	20,430.366	3,405.0610
Surface Transportation Program	4,797.620	5,539.944	5,592.333	5,702.651	5,795.482	5,904.689	33,332.719	5,555.4532
Congestion Mitigation/Air Quality Improvement Program	1,192.619	1,345.415	1,358.138	1,384.930	1,407.474	1,433.996	8,122.572	1,353.7620
Appalachian Development Highway System	0.000	450.000	450.000	450.000	450.000	450.000	2,250.000	375.0000
Recreational Trails Program	30.000	40.000	50.000	50.000	50.000	50.000	270.000	45.0000
Federal Lands Highways Program:	536.000	706.000	706.000	706.000	706.000	706.000	4,066.000	677.6667
Indian Reservation Roads	(225.000)	(275.000)	(275.000)	(275.000)	(275.000)	(275.000)	(1,600.000)	(266.6667)
Public Lands Highways	(196.000)	(246.000)	(246.000)	(246.000)	(246.000)	(246.000)	(1,426.000)	(237.6667)
Park Roads and Parkways	(115.000)	(165.000)	(165.000)	(165.000)	(165.000)	(165.000)	(940.000)	(156.6667)
Refuge Roads	0.000	(20.000)	(20.000)	(20.000)	(20.000)	(20.000)	(100.000)	(16.6667)
National Corridor Planning and Development and Coordinated Border Infrastructure Program	0.000	140.000	140.000	140.000	140.000	140.000	700.000	116.6667
Construction of Ferry Boats and Ferry Terminal Facilities	30.000	38.000	38.000	38.000	38.000	38.000	220.000	36.6667
National Scenic Byways Program	23.500	23.500	24.500	24.500	25.500	26.500	148.000	24.6667
Value Pricing Pilot Program	8.000	15.000	19.000	19.000	19.000	19.000	99.000	16.5000
High Priority Projects Program	1,025.695	1,398.675	1,678.410	1,678.410	1,771.655	1,771.655	9,324.500	1,554.0833
Highway Use Tax Evasion Projects	5.000	5.000	5.000	5.000	5.000	5.000	30.000	5.0000
Commonwealth of Puerto Rico Highway Program	110.000	110.000	110.000	110.000	110.000	110.000	660.000	110.0000
Railway-Highway Crossing Hazard Elimination in High-Speed Rail Corridors (GF)	15.000	15.000	15.000	15.000	15.000	15.000	90.000	15.0000
Minimum Guarantee*	5,227.115	5,500.751	5,539.460	5,662.668	5,754.729	5,881.597	33,566.320	5,594.3867
Revenue Aligned Budget Authority	ssambn	ssambn	ssambn	ssambn	ssambn	ssambn	0.000	0.0000
Woodrow Wilson Memorial Bridge	25.000	75.000	150.000	200.000	225.000	225.000	900.000	150.0000
Miscellaneous Studies, Reports, and Projects (HTF & GF)	12.588	158.906	43.063	24.000	17.800	16.300	272.656	45.4427
Magnetic Levitation Transportation Technology Deployment Program	0.000	15.000	20.000	25.000	0.000	0.000	60.000	10.0000
Magnetic Levitation Transportation Technology Deployment Program (STA)	0.000	0.000	200.000	200.000	250.000	300.000	950.000	158.3333
Transportation and Community and System Preservation Pilot Program	0.000	20.000	25.000	25.000	25.000	25.000	120.000	20.0000
Transportation Assistance for Olympic Cities	ssambn	ssambn	ssambn	ssambn	ssambn	ssambn	0.000	0.0000
Safety Incentive Grants for Use of Seat Belts	0.000	82.000	92.000	102.000	112.000	112.000	500.000	83.3333
Safety Incentives to Prevent Operation of Motor Vehicles by Intoxicated Persons	55.000	65.000	80.000	90.000	100.000	110.000	500.000	83.3333
Transportation Infrastructure Finance and Innovation	0.000	80.000	90.000	110.000	120.000	130.000	530.000	88.3333
Total-Title I	**23,574.412**	**27,924.171**	**28,641.329**	**29,218.571**	**29,796.842**	**30,367.500**	**169,522.824**	**28,253.8040**
Title II-Highway Safety								
Child Passenger Protection Education Grants (GF)	0.000	0.000	7.500	7.500	0.000	0.000	15.000	2.5000
Evaluation of Motor Vehicle Driving Record Access (GF)	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.0417
NHTSA Highway Safety Programs	149.700	150.000	152.800	155.000	160.000	165.000	932.500	155.4167
NHTSA Highway Safety Research and Development (STA)	72.000	0.000	0.000	0.000	0.000	0.000	72.000	12.0000
NHTSA Highway Safety Research and Development	0.000	72.000	72.000	72.000	72.000	72.000	360.000	60.0000
Occupant Protection Incentive Grants	0.000	10.000	10.000	13.000	15.000	20.000	68.000	11.3333
Alcohol-Impaired Driving Countermeasures Incentive Grants	34.500	35.000	36.000	36.000	38.000	40.000	219.500	36.5833
State Highway Safety Data Grants	0.000	5.000	8.000	9.000	10.000	0.000	32.000	5.3333
National Driver Register (STA)	2.000	2.000	2.000	2.000	2.000	2.000	12.000	2.0000
Total-Title II	**258.200**	**274.250**	**288.300**	**294.500**	**297.000**	**299.000**	**1,711.250**	**285.2083**
Title III-Federal Transit Administration Programs								
Formula Grants	2,260.000	2,280.000	2,478.400	2,676.000	2,873.600	3,071.200	15,639.200	2,606.5333
Formula Grants (GF)	240.000	720.000	769.600	819.000	868.400	917.800	4,334.800	722.4667

Alaska Railroad	(4.850)	(4.850)	(4.850)	(4.850)	(4.850)	(4.850)	(29.100)	(4.8500)
Clean Fuels	0.000	(50.000)	(50.000)	(50.000)	(50.000)	(50.000)	(250.000)	(41.6667)
Urbanized Area Formula Grants	(2,298.853)	(2,698.191)	(2,922.890)	(3,147.316)	(3,370.602)	(3,595.940)	(18,033.791)	(3,005.6318)
Formula Grants for Other than Urbanized Areas	(134.078)	(177.924)	(193.613)	(209.283)	(224.874)	(240.608)	(1,180.379)	(196.7299)
Formula Grants and Loans for Special Needs of Elderly Individuals and Individuals with Disabilities	(62.219)	(67.036)	(72.947)	(78.851)	(84.725)	(90.653)	(456.430)	(76.0717)
Rural Transportation Accessibility Incentive Program-Intercity, Fixed-Route	0.000	(2.000)	(2.000)	(3.000)	(5.250)	(5.250)	(17.500)	(2.9167)
Rural Transportation Accessibility Incentive Program-Other	0.000	0.000	(1.700)	(1.700)	(1.700)	(1.700)	(6.800)	(1.1333)
Capital Program Grants and Loans	2,000.000	1,805.600	1,960.800	2,116.800	2,272.800	2,428.800	12,584.800	2,097.4667
Capital Program Grants and Loans (GF)	0.000	1,251.400	1,300.200	1,349.200	1,398.200	1,437.200	6,736.200	1,122.7000
Bus and Bus Related Facilities	(400.000)	(551.400)	(590.200)	(629.200)	(668.200)	(707.200)	(3,546.200)	(591.0333)
Fixed Guideway Modernization	(800.000)	(1,002.800)	(1,080.400)	(1,158.400)	(1,236.400)	(1,314.400)	(6,592.400)	(1,098.7333)
New Starts	(800.000)	(1,502.800)	(1,590.400)	(1,678.400)	(1,766.400)	(1,844.400)	(9,182.400)	(1,530.4000)
Transit Planning	0.000	43.200	46.400	51.200	52.800	57.600	251.200	41.8667
Transit Planning (GF)	47.750	42.800	44.600	46.800	48.200	50.400	280.550	46.7583
Transit Research	0.000	36.000	37.600	37.600	39.200	39.200	189.600	31.6000
Transit Research (GF)	44.250	40.000	40.400	42.400	42.800	43.800	253.650	42.2750
National Planning and Research	(26.750)	(58.500)	(60.500)	(62.500)	(64.500)	(65.500)	(338.250)	(56.3750)
Rural Transit Assistance	(5.250)	(5.250)	(5.250)	(5.250)	(5.250)	(5.250)	(31.500)	(5.2500)
Transit Cooperative Research	(8.250)	(8.250)	(8.250)	(8.250)	(8.250)	(8.250)	(49.500)	(8.2500)
National Transit Institute	(4.000)	(4.000)	(4.000)	(4.000)	(4.000)	(4.000)	(24.000)	(4.0000)
Clean Fuels Formula Grant Program (GF)	0.000	100.000	100.000	100.000	100.000	100.000	500.000	83.3333
University Transportation Research	0.000	4.800	4.800	4.800	4.800	4.800	24.000	4.0000
University Transportation Research (GF)	6.000	1.200	1.200	1.200	1.200	1.200	12.000	2.0000
Administration	0.000	43.200	48.000	51.200	53.600	58.400	254.400	42.4000
Administration (GF)	45.738	23.800	26.000	28.800	30.400	32.600	187.338	31.2230
Contracting Out Study (STA)	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.0417
Job Access and Reverse Commute Grants	0.000	40.000	60.000	80.000	100.000	120.000	400.000	66.6667
Job Access and Reverse Commute Grants (GF)	0.000	110.000	90.000	70.000	50.000	30.000	350.000	58.3333
Total-Title III	**4,643.738**	**6,542.250**	**7,008.000**	**7,475.000**	**7,936.000**	**8,393.000**	**41,997.988**	**6,999.6647**
Title IV-Motor Carrier Safety								
Motor Carrier Safety Grants	79.000	90.000	95.000	100.000	105.000	110.000	579.000	96.5000
Information Systems	6.000	10.000	10.000	12.000	12.000	15.000	65.000	10.8333
School Transportation Safety Study (GF)	0.000	0.000	0.200	0.200	0.000	0.000	0.400	0.0667
Total-Title IV	**85.000**	**100.000**	**105.200**	**112.200**	**117.000**	**125.000**	**644.400**	**107.4000**
Title V-Transportation Research								
Surface Transportation Research	96.000	97.000	97.000	98.000	101.000	103.000	592.000	98.6667
Technology Deployment Program	35.000	35.000	40.000	45.000	45.000	50.000	250.000	41.6667
Training and Education	14.000	15.000	16.000	18.000	19.000	20.000	102.000	17.0000
Bureau of Transportation Statistics	31.000	31.000	31.000	31.000	31.000	31.000	186.000	31.0000
ITS Standards, Research, Operational Tests, and Development	95.000	95.000	98.200	100.000	105.000	110.000	603.200	100.5333
ITS Deployment	101.000	105.000	113.000	118.000	120.000	122.000	679.000	113.1667
University Transportation Research	31.150	31.150	32.750	32.750	32.000	32.000	191.800	31.9667
Advanced Vehicle Technologies Program (GF)	0.000	50.000	50.000	50.000	50.00	50.000	250.000	41.6667
Commercial Remote Sensing Products and Spatial Information Technologies (GF)	0.000	10.000	10.000	10.000	10.000	10.000	50.000	8.3333
Drexel University Intelligent Infrastructure Institute (GF)	10.000	0.000	0.000	0.000	0.000	0.000	10.000	1.6667
Total-Title V	**413.150**	**469.150**	**487.950**	**502.750**	**513.000**	**528.000**	**2,914.000**	**485.6667**
Title VII-Miscellaneous								
Motor Vehicle Safety Activities (GF)	0.000	81.200	81.200	81.200	0.000	0.000	243.600	40.6000
Motor Vehicle Information Activities (GF)	0.000	6.200	6.200	6.200	0.000	0.000	18.600	3.1000
High-Speed Rail (GF)	35.000	35.000	35.000	35.000	0.000	0.000	140.000	23.3333
Light Density Rail Line Pilot Projects (GF)	17.500	17.500	17.500	17.500	17.500	17.500	105.000	17.5000
Alaska Railroad (GF)	5.250	5.250	5.250	5.250	5.250	5.250	31.500	5.2500
One-call Notification Programs-Grants to States (GF)	0.000	0.000	1.000	5.000	0.000	0.000	6.000	1.0000
One-call Notification Programs-Administration (GF)	ssambn	ssambn	ssambn	ssambn	ssambn	ssambn	0.000	0.0000
Total-Title VII	**57.750**	**145.150**	**146.150**	**150.150**	**22.750**	**22.750**	**544.700**	**90.7833**
GRAND TOTAL-TEA-21	**29,032.250**	**35,454.971**	**36,676.929**	**37,753.171**	**38,682.592**	**39,735.250**	**217,335.162**	**36,222.5270**

Amounts in parentheses are non-additive.
STA = "subject to appropriation."
ssambn = "Such sums as may be necessary."
* = Estimated amounts.
GF = General Fund of the Treasury
HTF = Highway Trust Fund

NOTE: Programs under Titles I, II, IV, and V are funded from the Highway Account of the Highway Trust Fund unless otherwise noted.

Programs under Title III are funded from the Mass Transit Account of the Highway Trust Fund unless otherwise noted.

TRI~MET

MEMORANDUM

To: JPACT

From: GB Arrington, Director Strategic Planning

Date: June 1, 1998

Subject: Transit Choices For Livability: *Community Transit: Investing in Livability*

After 19 months of work and scores of public meetings involving hundreds of citizens the Transit Choices for Livability Committee (TCL) has released *Community Transit: Investing in Livability,* their plan for expanding transit service throughout the region.

The committee will forward the plan to the Tri-Met Board for approval at their June 24th meeting. In July, the Board will receive the committee's finance strategy to pay for the improvements in the plan. Tri-Met will follow-up with recommendations for changes to the Regional Transportation Plan and local Transportation System Plans building on the TCL plan.

To help meet the role Region 2040 envisions in achieving the region's livability goals, the committee believes Tri-Met and the region, together, must make dramatic and rapid changes in the way we design, operate and finance transit services.

The committee has prepared a 10-year transit improvement plan for six sub-areas of the region. The plan recommends not only more transit service, but much different service. New and different kinds of transit service must go where residents and employees want to go -- between suburban centers, within communities and to regional MAX lines, as well as to downtown Portland.

The TCL improvements build up transit service to match how the region and each community have been growing. Today only 30 percent of Tri-Met's service is in the suburbs – TCL will change that – 69% of the improvements are targeted for the suburbs where 70% of new growth is expected to occur.

The committee recommends Tri-Met embark on a comprehensive program to expand service 3.8% annually based on a new way of providing regional transit service:

- **50 new transit routes** tailored to the needs of individual communities:
  - **24 new "Locals"** circulating within communities and onto employment sites using small buses
  - **17 new bus lines** to serve areas not served today
  - **9 new "rapid bus" lines** to provide faster connections between communities
  - **2 new rail lines** – helping to operate Washington County commuter rail and the central city street car
- **45 existing Tri-Met routes improved** throughout the region with better service frequency and / or operate earlier in the morning and later at night
- **Amenities** – shelters, customer information, security and pedestrian connections to transit

The committee is calling for Tri-Met to create a new line of business by adopting this 10-year plan and make this commitment a part of the fabric of Tri-Met. The outcome of implementing the plan is that citizens will have a transit system that better serves their needs by offering:

- Faster, more direct connections to different communities and regional destinations — eliminating the need to go to downtown Portland first;
- New local circulators that serve neighborhoods, schools and employment centers;
- Efficient, reliable transit where Tri-Met maintains current service;
- More — and more efficient — links to light rail, so that more people can have easy access to this popular form of transit.

Tri-Met alone cannot solve regional transit needs. The committee is confident that Local governments, businesses, non-profits, neighborhood groups and individuals -- are willing to join together to enhance transit service as part of a balanced transportation system to help the region maintain its livability goals and provide for a secure economy. The long-term goal is not just better transit: it is a region comprised of healthy, livable communities.

Attachment: *Community Transit: Investing in Livability* & Service Plan Maps

COMMUNITY TRANSIT: INVESTING IN LIVABILITY
Report on the Transit Choices for Livability Process

To: The Portland Metropolitan Community
From: Steve Clark, Chair,
TCL Regional Advisory Committee
Re: Transit Choices for Livability Executive Summary

On behalf of the Transit Choices for Livability Regional Advisory Committee I am pleased to present this draft report summarizing our two years of activity.

This report represents the results of 24 community workshops, countless community meetings, jurisdictional interviews and committee discussions on the future of transit in our region. The result of this effort is a series of sketch plans with identified transit service priorities, funding recommendations and service delivery recommendations.

Also included is a page with comments and recommended changes to the plan gathered during six public open houses held in mid-May.

As this process draws to a close I invite you to review this draft report and share your comments with us. Several mechanisms have been set up to gather public comment. Please comment by June 19 in one of the following ways:

- Telephone comment line at 233-5733 (leave a message up to 3 minutes in length)
- Written responses to: Tri-Met TCL, 4012 SE 17th, Portland, OR 97035 attn: KC Cooper, or fax to 239-6469.
- TCL Regional Advisory Committee meeting: Monday, June 8, 7:30 a.m. at the Metro Bldg. Rm. 370 , 600 NE Grand, Ave. Portland.
- Tri-Met Internet address: www.tri-met.org and go to News Updates.

The first part of the plan—the service priorities---will be presented to the Tri-Met Board of Directors for adoption at their June 24th meeting at 3:30 p.m. in Portland Building Rm. C, 1120 SW 5th.

Thank you.

Report on the Transit Choices for Livability Process

COMMUNITY TRANSIT: INVESTING IN LIVABILITY

EXECUTIVE SUMMARY

DRAFT DRAFT DRAFT

May 1998

Transit Choices for Livability Committee Phase I and II

Steve Clark, Committee Chair, Publisher, Community Newspapers
Frank Angelo, Sunset Corridor Association
Keith Bartholomew, 1000 Friends of Oregon
Chuck Becker, East Multnomah County Citizen TAC
Rob Brading, Multnomah Community Television
Bill Buckley, Tualatin Valley Economic Development Corp.
John Burger, Book Vault,
Richard Burnham, Beaverton Resident
Pam Christian, Wood Village City Council
Lola Cortez, Oregon Council for Hispanic Advancement
Les DeAsis, Benchmade Knife
Kay Demlow, Hillsboro Resident
Demi DeSoto, North Clackamas County Chamber of Commerce
Mayor Rob Drake, City of Beaverton
Rhonnda Edmiston, US Bank
Bill Elliot, Portland General Electric
Jan Espy, Standard Insurance
Mayor Gordon Faber, City of Hillsboro
Mayor Dan Fowler, City of Oregon City
Faith Gabelnick, President, Pacific University
Renita Gerard, Manager Community Partners for Affordable Housing
Commissioner Charlie Hales, City of Portland
Chris Hagerbaumer, Oregon Environmental Council
Bruce Hanson, Oregon City Chamber of Commerce
JoAnn Hoffman, Columbia Corridor Association
Geoff Hyde, CPO 1 Chair, Washington County
Daniel Kaempff, Tualatin Transportation Management Association
John Keyser, President, Clackamas Community College
Councilor Jim Kight, Troutdale City Council
Paul Koch, Clackamas County Resident
Greg LaHaie, LaHaie's Man's Shop
Councilor Claudiette LaVert, City of Gresham
Lila Leathers, Leathers Oil Company
Mike Levine, Oregon City Sub Shop
Mayor Craig Lomnicki, City of Milwaukie
Jim Mark, Melvin Mark Properties
Alice Neely, Governors Commission on Senior Services
Dr. Mike Nichols, True Value Hardware
Mayor Lou Ogden, City of Tualatin
Scott Palmer, Willamette Falls Hospital
Eric Parsons, Standard Insurance
Jack Reardon, Washington Square
Mary Lou Ritter, Washington County Aging Services
Barry Rotrock, Oregon City School District
Michael Salsgiver, Intel
Ken Schumann, Beaverton Chamber of Commerce
Betty Schaafsma, Tower Neighborhood Association
Paul Spanbauer, Gresham Resident
Dave Steward, Citizens for Sensible Transportation
Mayor Jill Thorn, City of West Linn
Councilor N. Kay Walker, City of Cornelius
Mike Westwood, Oregon Cutting Systems
Rick Williams, Lloyd District Transportation Management Association

COMMUNITY TRANSIT: INVESTING IN LIVABILITY
Report on the Transit Choices for Livability Process

Summary of Recommended Transit Choices Service Improvements

The Transit Choices for Livability Committee has learned that for transit to play a role in achieving the region's and local community livability goals, Tri-Met must provide not only more service, but much different service.

The TCL improvements build up transit service to match how the region and each community have been growing. Today only 30 percent of Tri-Met's service is in the suburbs – TCL will change that – 69% of the improvements are targeted for the suburbs where 70% of new growth is expected to occur.

THE PLAN

The committee recommends Tri-Met embark on a comprehensive program to expand service 3.8% annually based on an entirely new way of providing regional transit service.

- ☐ **50 new transit routes** tailored to the needs of individual communities:
  - ☐ **24 new "Locals"** circulating within communities and onto employment sites using small buses
  - ☐ **17 new bus lines** to serve areas not served today
  - ☐ **9 new "rapid bus" lines** to provide faster connections between communities
  - ☐ **2 new rail lines** – helping to operate Washington County commuter rail and the central city street car
- ☐ **45 existing Tri-Met routes improved** throughout the region with better service frequency and / or operate earlier in the morning and later at night
- ☐ **Amenities** – shelters, customer information, security and pedestrian connections to transit

WHAT YOU GET

The outcome of implementing the committee's plan is that citizens have a voice in designing a transit system that better serves their needs by offering:

- ☐ Faster, more direct connections to different communities and regional destinations — eliminating the need to go to downtown Portland first;
- ☐ New local circulators that serve neighborhoods, schools and employment centers;
- ☐ Efficient, reliable transit where Tri-Met maintains current service;
- ☐ More — and more efficient — links to light rail, so that more people can have easy access to this popular form of transit.

COMMUNITY TRANSIT: INVESTING IN LIVABILITY
Report on the Transit Choices for Livability Process

TO: Tri-Met Board of Directors
FROM: Steve Clark, chair
Transit Choices for Livability Regional Advisory Committee

On behalf of the Transit Choices for Livability Regional Advisory Committee, I am pleased to present this report to the Tri-Met Board summarizing our two years of activity.

Working together -- and engaged with hundreds of citizens, business owners, community organizations and other governmental agencies -- we have learned a great deal about the changing nature of our region and the needs of our local communities.

We have learned about transit's potential for helping the region preserve its livability in the face of rapid growth.

We have learned that there is significant demand within our suburban communities for more and improved transit service. That need also exists within Portland neighborhoods, even though Portland's core has been traditionally well served by transit.

We also have found that there is increasing frustration among citizens over mounting traffic congestion and the inability of the region and the state to ease or begin to reverse the impact of congestion. Congestion is not just a perceived inconvenience. For many, it begs the question of whether I will get there where I am going at all; how long will it take; and, will I get their safely? For others, congestion is seen as immediate threat to their community's livability or a growing economic hardship.

Tri-Met, we believe, has a significant responsibility in addressing these issues. This responsibility comes both as an individual agency and in partnership with citizens, business and other governments.

However, the Transit Choices for Livability Committee has learned that for transit to play a role in achieving the region's livability goals, Tri-Met and the region, together, must make dramatic and rapid changes in the way we think about, design, operate and finance transit services.

In bringing to you our report, we begin by stressing our commitment to preserving our quality of life and the economic vitality of our communities. What you receive is a 10-year transit improvement plan based in significant commitments, broad-based partnerships, worthwhile risks and important community values.

We use the Metro's Region 2040 Plan as a basis or a blueprint for protecting our valued quality of life. The plan recognizes that we are growing, but it asserts that growth can happen in an orderly, managed way that protects our valued livability. Transit is an essential element in this blueprint.

As we move to implement 2040, we must recognize that a changing region also has changing service needs.

Traditionally, Tri-Met has served the city of Portland very well. It has provided efficient, cost-effective service to urban areas with the highest concentrations of people. In the past, suburban service was largely designed to bring people to downtown employment.

But today, the suburbs are far different. They are no longer bedroom communities. Increasingly, they are destinations -- for employment, shopping, education and recreation both within individual communities and between suburban communities as far removed as Gresham and Hillsboro or Oregon City and Tualatin.

The suburbs are also growing in population and job concentration. About 70 percent of the region's growth is expected to take place outside the city of Portland.

The suburbs are quickly becoming a series of urbanized communities. Regional centers, as identified by the 2040 plan, will attract residents from neighboring communities for work, shopping and other activities. Town centers will serve as the traditional "Main Street" areas for their own communities.

In fact, if asked, many residents and business owners in the suburbs would say this is what the suburbs already are. They would also say that Tri-Met is far behind in recognizing this and delivering required suburban transit service. They are right as evidenced by the fact that only 30 percent of Tri-Met's service is in the suburbs.

To achieve individual community needs and those of the region, our committee is recommending not only much more service, but much different service.

New and different kinds of transit service must go where residents and employees want and need to go -- between suburban centers, within communities and to regional MAX lines, as well as to downtown Portland. It must be convenient, safe, well promoted and well understood to help ensure that people will want to take it. The new service may look very different from the buses and light rail lines we are accustomed to -- while building on the excellent service already in place.

To achieve the goals of TCL's Community Transit plan, we can't continue to serve only those areas that promise the highest ridership. Service evaluation must consider how well we are promoting local and regional livability; supporting build-out of local development plans; minimizing existing congestion and new auto trips; and achieving a variety of other goals including a sustained economy. Ridership, alone, can no longer be the principal evaluation tool.

We recognize that Tri-Met is already doing business differently. Tri-Met has already taken bold steps to change regional service. We applaud your commitment to Community Transit by establishing pilot service this year of "locals:" Small buses that circulate between transit centers and major employers in Beaverton and Gresham. The opening of Westside MAX will usher in a variety of new services, including more local small buses and the prototype shuttle/taxi. And we compliment Tri-Met and the Board on adopting your new five-year strategic plan.

In summary, I would like to recommend the following next steps and commitments by the Tri-Met Board and the Agency.

Your committee's two-year work has given Tri-Met substantial information on how and where to proceed. To make the leap to implementing community-based service throughout the region will require a substantial new direction for Tri-Met -- and

significant assistance and involvement from regional partners so that this Community Transit plan is begun and achieved.

Your committee recommends that Tri-Met embark on a comprehensive program based on an entirely new way of providing regional transit service. Activities include:

- ❒ Designing new, unique services, based on community input, to attract and maintain regional customers
- ❒ Expanding the transit system to match projected growth and support local development plans
- ❒ Finding partners to finance, operate and design new service
- ❒ Securing permanent funding to support this new system
- ❒ Continuing reliable, accessible service to the many customers who traditionally have relied on Tri-Met
- ❒ Engaging in an aggressive public education and marketing campaign to make the public more aware of the benefits of community transit
- ❒ Complementing and supporting other governmental, community and citizen efforts to provide for an improved, balanced transportation system
- ❒ Appointing a Community Transit Advisory Board and establishing and Community Transit Fund dedicated to the implementation of the TCL Plan

In short, Tri-Met must create an entirely new line of business for itself by adopting this 10-year plan and this commitment as part of the fabric of Tri-Met.

Tri-Met alone cannot solve regional transit needs.

People and organizations throughout the region -- local governments, businesses, non-profits, neighborhood groups and individuals -- are willing to join together to enhance transit service as part of a balanced transportation system to help the region maintain its livability goals and provide for a secure economy.

We are confident that you will join us in supporting our call for immediate action, regional participation and the adoption of this critically needed new approach to transit service. The long-term goal is not just better transit: it is a better region comprised of healthy, livable communities.

COMMUNITY TRANSIT: INVESTING IN LIVABILITY
Report on the Transit Choices for Livability Process

EXECUTIVE SUMMARY

1. MEETING THE CHALLENGE: HIGH QUALITY TRANSIT BASED ON COMMUNITY INPUT

In 1996, Tri-Met convened the Transit Choices for Livability (TCL) Regional Advisory Committee. The committee charge was this:

> *Using 2040 Regional Centers as a focus, describe how transit should be used and expanded to respond to dramatic growth in the region over the next ten years. Identify a full range of operating, organizational, partnership and funding strategies for transit to help ensure mobility and reinforce community growth management goals.*

We, the committee members, represent local governments throughout the region, as well as neighborhood residents, citizen groups and businesses. We were not selected because we are long-time transit advocates. Rather, we were invited to participate because of our collective understanding of the realities of regional growth issues and our experience with community and economic issues.

Our task was to answer three basic questions:

- What service improvements do people around the region want to see implemented over the next 10 years?
- What are the characteristics of community transit: who plans, decides and operates what service should look like?
- How can the region pay for service needs identified by residents and businesses in the various communities?

The first step. Two years ago, the committee oversaw a process that asked residents and businesses in Beaverton, Oregon City, Hillsboro and Gresham what new or expanded service would help people move through their communities more easily. People living and working in these four cities suggested an array of service options. They range from vans that circulate through neighborhoods to changes in traditional bus service.

Today, a commuter to Gresham can catch a "local" — a circulating small bus — at a transit center and be dropped off in front ofFujitsu, Boeing, or several other major employers. Similar service is operating in Beaverton. And Tri-Met is applying the full range of suggestions from these four communities in a variety of ways — from changes in bus routes to improved security and more attractive bus stops.

Community Transit in Washington County. Tri-Met is using the opening of Westside MAX as an opportunity to apply the vision of community transit identified through its outreach effort. The agency will reorganize service throughout Washington county, bringing transit to new areas and introducing innovative services new to the region. With the opening of the new light rail line, Tri-Met will increase transit service to Washington County by 46 percent. Some of the key features will be:

- An increase in the number of bus routes from 17 to 23;
- Fewer buses to and from downtown Portland, much more service within Washington County, with greatly enhanced connections to MAX stations;
- Four employee shuttles connecting MAX stations to major high tech firms at the time of most shift changes;
- Earlier MAX service than originally planned so employees can be on time for 6 a.m. shifts;
- A shared-ride taxi shuttle, allowing Cedar Mill residents to phone for shuttle service as needed to reach five locations in the Cedar Mill area.

No one size fits all. The most important finding of our outreach process is that there is no single solution to providing high quality transit in all areas of the region. Every community is unique. Transportation patterns vary, as do community values, expectations and need.

While traditional bus service and light rail makes sense for many areas throughout the region, other communities require smaller, more versatile and more innovative solutions. Tri-Met's challenge is to give communities the tools to identify their own solutions, then work with other regional players to design, provide and finance the appropriate service.

2. Transit Choices for Livability: Expanding to the Region

As described in the previous section, Tri-Met invited residents and businesses in four suburban centers to identify ways to explore opportunities for community transit. In fall of 1997, Tri-Met engaged a much larger geographic area in transit planning activities.

The agency invited people from all parts of the region to two sets of workshops in their communities. Each workshop focused on one of six sections of the metropolitan area. The six areas, called clusters, were established based on the regional centers identified in the 2040 plan.

In an effort to get a better understanding of each community and promote public involvement, Tri-Met spoke with more than 50 community groups and dozens of public officials. The agency mailed thousands of announcements and conducted an aggressive media campaign to engage residents in fruitful discussions about transit needs.

In the first round of workshops, participants recommended hundreds of ways to improve and expand transit service where they live or work. After the first round, Tri-Met staff met with local government representatives from every community in the region. They also incorporated customer requests. After compiling this data with the workshop results, Tri-Met mailed preliminary recommendations to approximately 900 people.

In the second round of workshops, Tri-Met staff presented people with maps of suggested service improvements. They asked the approximately 250 participants to refine the service recommendations.

Working in small groups, citizens discussed in great detail the transportation patterns in their communities, such as: where are people coming from, and where are they going? What times of day do people need transit service? Where will the new housing, schools and businesses be built, and how can these be served? They suggested ways to modify or extend the routes and change the type and quantity of service. The resulting suggestions are described below.

Transit can support livability. During the outreach process, the region's residents told us that transit can help achieve a variety of community goals. They told us that high quality, well-designed transit can perform a number of functions — all of which lead to livability. For example:

- **Reduced traffic congestion:** High quality transit can slow the increase of vehicle use that accompanies population growth by providing an alternative to driving and by helping local governments guide compact development, reducing sprawl and drive times.
- **Jobs and economic development:** Transit service can lower costs by reducing the number of parking spaces and influence siting decisions by small businesses and major employers.
- **Enhancing public safety:** Transit-oriented development and busy, attractive urban neighborhoods encourage round-the-clock activity, creating a safer pedestrian environment and discouraging crime.
- **Serving the needs of youth and seniors:** By helping senior citizens, people with disabilities and teenagers access necessary services and recreational, educational and cultural activities, we can increase the quality of life for young and old.
- **Community revitalization:** Transit has demonstrated its ability to serve as a catalyst to encourage reinvestment in older neighborhoods across the region, from Gresham to Beaverton, bringing new benefits to all residents.
- **Linking jobs to housing:** Employment centers are emerging throughout the region, as are new housing areas. Transit can help more and more employees get to work without using a car.

Transit has a significant role in creating livable communities. Communities successfully pursuing these goals will be safe, livable and friendly.

Transit Choices for Livability Work Flow

Steps to Developing a Transit Livability Strategy

20 Community Workshops

Transit Choices Regional Advisory Committee

Sketch Plans Sub-Committee

Community Transit Sub-Committee

Transit Finance Sub-Committee

Community Charettes In Six Clusters

❖

Produce Draft Sketch Plans for each Community

❖

February 1998

Community Workshops Transit Livability Strategy May 1998

Transit Choices Regional Advisory Committee

Draft Transit Livability Strategy

April 1998

Tri-Met Board Adopts Transit Livability Strategy

June 1998

3. PROPOSED SERVICE IMPROVEMENTS

For the purpose of effective, targeted planning, Tri-Met divided the region into six areas, called clusters. These small planning areas gave residents, local government officials and others interested in improving transit service the opportunity to address specific transportation areas in their communities.

This approach proved to be extremely effective. The people most knowledgeable about travel patterns, shift changes, barriers to transit, proposed new housing and job development and other aspects of the region, were able to act as local transit planners. The results affirmed the TCL Regional Advisory's assertion that "no one size fits all." Different communities will choose different transit options to reflect their needs.

Transit to meet community needs: Sketch Plans to meet the different transit needs of today — and those anticipated over the next 10 years were developed for each of the clusters covering a distinctive geographic area with its own character, transportation challenges and development patterns. Knit together as part of a regional system, the sketch plans describe a new transit system to meet the needs described by citizens within each cluster.

The outcome of implementing the sketch plans is that citizens will have a transit system that better serves their needs by offering:

- ❒ Faster, more direct connections to different communities and regional destinations — eliminating the need to go to downtown Portland first;
- ❒ New local circulators that serve neighborhoods, schools and employment centers;
- ❒ Efficient, reliable transit where Tri-Met maintains current service;
- ❒ More — and more efficient — links to light rail, so that more people can have easy access to this popular form of transit.

Northeast:

Participants in the Northeast cluster suggested the following improvements:

- ❒ Improved service to employment areas in the Columbia Corridor and Airport Way and ultimately Airport MAX;

- Neighborhood and local service within Gresham neighborhoods and connecting to downtown Gresham;
- Improved connections between Troutdale and Gresham and downtown Portland;
- Improvements in existing bus service for Wood Village, Troutdale, Sandy, Mt. Hood Community College, Glisan and Market/Main;
- Better service between Gateway and Clackamas Town Center.

Southeast:
Participants in the Southeast cluster suggested the following improvements:

- Express and rapid bus service connecting Oregon City, Tualatin, Clackamas Town Center, Milwaukie and Gateway;
- New neighborhood service within Berry Hill, along Johnson Creek Blvd., in Park Place, in the Thiessen Hill area;
- Shuttle service in the Clackamas Town Center Loop;
- Rapid bus service on McLoughlin, connecting to South/North MAX.

Southwest:
Participants in the Southwest cluster suggested the following improvements:

- New service linking Oregon City, Tualatin, Sherwood, and Lake Oswego.
- New rapid bus or commuter rail connecting Beaverton, Washington Square, Tigard and Tualatin extending to Wilsonville;
- New rapid bus service connecting Kruse Way to downtown Lake Oswego, linking Oregon City, Lake Oswego and downtown Portland, and serving the Highway 99 corridor;
- Neighborhood circulators in Sherwood, Lake Oswego and connecting King City and Tualatin neighborhoods;
- Locals to improve Tigard connections and links between Nimbus work places and Washington Square; and
- Improved service on existing lines serving South Shore, North Shore, Boones Ferry Road, Country Club Road and Barbur Blvd.

Northwest:
Participants in the Northwest cluster suggested the following improvements:

- New neighborhood service for Forest Grove, Cornelius, SE Hillsboro Neighborhoods and connecting North Hillsboro neighborhoods with downtown Hillsboro and the Fairgrounds;
- Shuttle service for Dawson Creek, Amber Glen, Evergreen and Cornell Oaks business centers and a local serving the area between Hillsboro and 185th along Cornell Rd.;
- Improved connections from areas east of Forest Grove to MAX and Hillsboro;
- New service from Hillsboro to Willow Creek; and
- Improved service on existing lines serving Farmington Road, 185th, Jenkins, Hart and Denney.

Portland:
Participants in the Portland cluster suggested the following improvements:

- Better connections between housing and jobs in the Columbia Corridor;
- Shuttle service to Swan Island and the Rose Quarter;
- Improved service in Southwest Portland along 35th, Stephenson, Boones Ferry and other underserved parts of Southwest;
- New rapid bus service along Division from Portland to Gresham;
- New connection between Civic Stadium and the Northwest Industrial Area, with a link to North and Northeast Portland;
- New connections between Forest Heights and MAX;
- Improved service on existing lines serving Taylors Ferry, Garden Home, Raleigh Hills, NE 33rd, Holgate, Glisan, Broadway and Hollywood; and
- All night service on selected routes.

Portland Central City
Participants in the Central City cluster suggested the following improvements:

- Extension of Fareless Square to the Lloyd District;
- New streetcar service between Good Samaritan Hospital and Portland State University;

- ❒ Better service to the Lloyd District with better connections to other Central City locations;
- ❒ Improved connections between downtown Portland the Central Eastside Industrial Area;
- ❒ More buses connecting to PSU Transit Center;
- ❒ Extend service on Jefferson and Columbia to connect Goose Hollow to Naito Parkway;
- ❒ Connect North Macadam hub area and Oregon Health Sciences University via the PSU Transit Center; and
- ❒ Better north-south service on the eastside of the Willamette River.

4. Maintaining Reliability for Currently Served Neighborhoods

Portland is regarded as having one of the best transit systems in the nation. Tri-Met's proposed new business line — community transit — should in no way diminish the agency's commitment to current customers and neighborhoods already well-served by transit.

To continue the same high service levels will require diligence — and reinvestment. Portland is growing, along with the rest of the region. Population increases — accompanied by more cars on the road — present challenges to buses running on time and with adequate room for rush hour riders.

Greater numbers of passengers loading and unloading slow transit time. So does the higher volume of cars on the road. Because reliability is its customers' number one concern, Tri-Met must be fully committed to making sure buses operate on time, with a frequency and convenience that continues to serve current customers and attract new ones.

Tri-Met must also work to make sure that there's enough room on buses for all the people who want to ride. During the last years of ridership growth, we have used up our excess bus capacity. We are reaching a point where buses are full during the morning and evening rush hours.

Standing room only can discourage riders. It's even more discouraging to be a

customer waiting at a stop when the bus passes by because there is no room for additional passengers.

Tri-Met has taken steps to address both of these issues. The agency is combining advanced electronics technology, route planning and traffic engineering with conventional bus systems to provide customers with the best service possible.

5. How Can We Pay for Such Dramatic Service Increases?

To meet regional livability goals, we must increase transit service by 3.8 percent annually. However, today's Tri-Met budget only allows for 1.5 percent annual service growth.

An extensive outreach process has helped us reach consensus on where we need to expand transit service and what that service would look like. The committee recommends Tri-Met phase in these service improvements over a 10-year period.

But now, we must find a way to pay for these improvements. By the year 2002, the region will need to find an additional $14 million to begin implementing the service increases identified by local residents. By 2005, new service provision will require $34 million in new revenues, rising to $46 million by the year 2010.

The committee believes more work is required before a finance package can be forwarded to the community for discussion.

6. A Vision for Community Transit

To date, Tri-Met operates community transit on a small scale in four communities throughout the region. In September, thousands of Washington County residents and employees will experience the benefits of community transit — custom-designed service designed with the input of the people who will use it.

For the region to make the best use of transit in its livability strategies will require much more community transit. Every community, everywhere in the region must have access to high quality transit, designed to fit its unique geographic, economic

and social conditions.

In addition to secure funding, one critical element remains before community transit will be accessible to everyone in the region. This element is aregionwide vision, based on partnerships and community involvement, that addresses planning, management and operation of community transit.

Transit no longer can rely on Tri-Met as the region's only advocate and provider. The challenges of growth demand a much more involved system of planning, advocacy and ownership. Tri-Met will be a principal player — but by no means the only player.

Today, and in the future, we must all take responsibility. The following paragraphs describe a framework for greater regional participation in transit services.

The basis of a regional system. In creating a vision for community transit, we have identified some general principles to guide system development. Future transit planning should be based on the following goals:

- **Encourage citizen and business participation in resolving transportation problems.** The more citizens and businesses become engaged in addressing these issues, the better our chances of transit becoming part of growth management solution. By encouraging local decision-making, the committee expects to involve more people and guarantee better service to new customers throughout the region.
- **Serve activity centers in each area in whatever transit method fits the community.** Match service to the principal destinations in each area. Service may be provided by small buses that circulate through neighborhoods, more frequent and direct bus service, increased connections to MAX, a streetcar, or other options that fit local needs and opportunities.
- **Form locally funded Transportation Management Associations.** Individual businesses may want to establish transit service for their workers, or they may want to coordinate with other employers to create Transportation Management Agencies (TMAs) for greater transit service. The Lloyd District, Tualatin and the Westside have a strong track record of experience the rest of the region can learn from with TMAs.
- **Support transit-oriented development and local control** Transit should

encourage and inspire development that is designed for transit and pedestrian access. It should complement local plans and leverage investment that help communities build out their development plans.

- ❒ **Engage new partners in transit service.** Tri-Met need not be the region's only transit provider. Communities may want to take advantage of school buses, senior vans or other available vehicles to expand service options. The key is to look for cost-effective options and build on existing resources.

How will Tri-Met promote community transit? As the region's principal transit operator, Tri-Met will continue to be a key player in community transit services. However, Tri-Met's role will be different from its traditional one as sole service provider. To fully implement the vision of community transit, Tri-Met should:

- ❒ **Create a new line of business for community transit** The agency should develop new strategies and new service models. Tri-Met should assign staff whose responsibilities are to plan, coordinate and develop partnerships for community transit.
- ❒ **Become a catalyst and advisor.** Tri-Met need not be — and should not be — the only service provider. The agency should encourage local governments, businesses and other organizations to become partners in transit service. Tri-Met staff will offer technical advice for building and operating the system.
- ❒ **Be held accountable.** A citizen-based Community Transit Advisory Board will help Tri-Met achieve community transit goals. Benchmarks will help measure success.
- ❒ **Establish a separate community transit fund** Financing should be separate from other Tri-Met revenue sources and should be used exclusively for community transit.
- ❒ **Move aggressively to implement community transit choices** The agency should begin adding service recommended by the community.

7. How Will We Know if We Succeed?

To help the region meet its livability goals, Tri-Met must enter an entirely new line of business — community transit. The recommendations of the TCL Regional Advisory Committee are designed to expand Tri-Met's existing experiments in

innovative service to a region-wide system.

As with any new business, it is very important that we set clear standards. These will help both our agency and the community measure how successful we are in our new endeavor.

It's a new ballpark. Let's change the scorecard The region is changing. Tri-Met must change, too, to make transit a realistic choice for many more people throughout the region. We also will need to change the evaluation tools that traditionally have measured the value of transit service.

Ridership won't be the only bottom line. Tri-Met has primarily directed service to the areas that would likely attract the most customers. High ridership numbers bring in fare box revenues. They also guarantee an efficient use of personnel and equipment.

Relatively few suburban locations have had populations high enough to justify the level of transit service in Portland based on ridership potential. Furthermore, there haven't been enough people going to the same place at the same time to expand inter-suburban service. Suburban service just didn't pencil out.

But today, our goals for transit throughout the region are very different. Ridership, fare box revenues and efficiency are no longer the only measuring sticks. We are looking at a different set of goals, with a different set of expectations.

This is a long-term investment. The Transit Choices for Livability Committee believes transit service expansion is critical because it will help us achieve a variety of goals: providing a wide variety of transportation choices and reducing traffic congestion; leveraging new development that supports local planning efforts; attracting new support for regional transit; and engaging people in transportation issues. The committee members also hope to involve a broad range of transit service providers, offering residents even greater options and flexibility.

These are not short-term goals. They are part of a long-range vision, part and parcel of our regional desire to sustain livability and our quality of life. They are much more complex than counting the number of riders — but our failure to fulfill them will have much greater consequences.

Measurements for accountability. While it may be more complicated to measure success in the future than in the past, it is more important than ever. The Transit Choices for Livability Committee has prepared an initial list of criteria for which the region should develop benchmarks. They are:

- **Is this new & innovative service within local communities?** Many of the TCL community participants requested new / innovative service to conveniently connect local areas. These improvements would offer customers greater local mobility options to schools, jobs, neighborhoods and improve connections with the regional transit system.

- **Does it provide faster, more direct service without having to go downtown Portland?** With the implementation of TCL, the focus of Tri-Met's system will evolve to allow better connections within communities. A major element of that strategy is to re-orient suburban bus service to focus more on regional centers to provide an alternative to congestion for trips in these busy, growing centers.

- **Does it increase short and long-term ridership?** Maintaining service with high ridership potential is an important component of successful service. Though not the only judge of success, ridership offers a base for comparison about how effective the community is finding the new transit options.

- **Have innovative service partnerships been initiated?** Making the promise of TCL real requires strengthened partnerships with employers and local jurisdictions. These partnership programs offer tailored transportation solutions such as mini-buses, carpools, jitneys,telecommunting and employer paid passes that fit specific target market needs.

- **Is the existing transit system improved?** The needs of the existing system, both urban and suburban, should be addressed to provide customer friendly, effective and efficient transit service for the region. Supporting this foundation could include improvements like more frequent, faster service, running later in the evening or earlier in the morning.

- **Is access to MAX improved?** MAX serves as the backbone of the regional transit system. Through TCL, communities have placed a high priority on improved connections to MAX lines. Tri-Met will incrementally build up bus service and ridership to MAX with the goal of familiarizing residents and employees with mobility options.

- **Are customer improvements given sufficient attention?** Achieving the level of transit use envisioned by the committee requires a package of customer improvements and a commitment to market and educate the community about transit. Shelters, customer information andpedestrian connections to transit improvements are a very high community priority which needs early attention.

- **Is the local communities vision for how it wants to grow reinforced?** At the end of the day transit works best when it is a partner in each communities strategy for how it wants to grow. Achieving the Region 2040 growth concept will only be possible if the transit piece of the equation is in place to complement local plans.

9. ANOTHER GIANT STEP TOWARD LIVABILITY

Adoption of the Region 2040 Plan was one of the most important steps taken by the residents of the metropolitan area. It has brought national and international attention to Oregon and has solidified our own vision of the future.

Our citizens and local governments are moving ahead with the land use planning aspects of the 2040 Plan. Now, we must act boldly to make sure that our transportation system matches our emerging land use patterns. Transit Choices for Livability is a giant step toward achieving that goal.

Transit in the Portland region will never look the same again. Tri-Met and its partners will proceed to make changes based on the following assumptions:

- To build a transit system that fully serves the entire region, particularly the regional and town centers designated by the 2040 Plan, will require an entirely new way of planning and providing transit service.

- Tri-Met can no longer be the sole advocate nor the sole provider of transit. We need a regional commitment to a balanced transportation system supported by citizens, businesses, non-profits, local governments and other existing transit providers.
- Tri-Met must expand its education, outreach and marketing functions substantially to make transit more accessible, convenient and useful to everyone in the region.

Time and again, the people of this region have adopted aggressive policies, encouraged dynamic change and challenged the skeptics. Each time, we have emerged stronger and more committed to a common vision. Once again, we have the opportunity to take smart actions on behalf of our own future.

Community transit implies more than building an efficient transportation system. It is a way to build on our optimism for the future. It is a way to help people take ownership of important transportation challenges. Ultimately, it is a way to build safe, healthy and livable communities.

10. IMPLEMENTATION ACTION PLAN

Transit Choices is aimed at giving our individual communities the tools they need to achieve their plans and goals for a livable future. For Tri-Met the challenge of serving travel needs outside of its traditional Portland market requires *change*. Tri-Met will need to look and operate differently. And it will need to develop more and stronger partnerships.

Transit Choices for Livability sets a new bold direction for expanding and diversifying transit within the suburbs. Making it real is the next challenge. To be successful, we cannot be timid in our solutions, nor our commitments. That's what this chapter is about -- knitting jurisdictions, private enterprise and Tri-Met together to create a fabric of participation to take Transit Choices for Livability from a report to reality.

Recommendations to Tri-Met & the community:

1. *Use TCL Sketch Plans as the framework for all new service decisions.*

The sketch plans for each cluster illustrate a bold new direction for expanding and diversifying transit throughout the Portland metropolitan area. Making them real will occur step by step.

Implications for Tri-Met:

- ❒ Adopt the sketch plans as part of a *Transit Livability Strategy* to guide service and capital investments over the next decade.
- ❒ Use the sketch plans as the framework for the annual service plan and budget starting in FY 2000.

2. *Move aggressively to implement Community Transit as a distinct new line of business.*

To make the best use of transit as a livability strategy will require much greater implementation of Community Transit – transportation service designed with and for the public within a community tailored to local needs and local trips.

Implications for Tri-Met:

- ❒ Implement Community Transit as a new line of business, with an assigned budget and staff by July 1999;
- ❒ Appoint a citizen based Community Transit Advisory Board by September 1998 to provide recommendations to the Tri-Met Board on Community Transit policies, program funding, performance standards and on response to local initiatives.

3. ***Substantially increase Tri-Met's community marketing and outreach efforts.***

The task of attracting new riders to transit and financing the TCL sketch plans is a long-term adventure. To get there Tri-Met must considerably step up its efforts in outreach and public education.

Implications for Tri-Met:

- ❒ Create and fund a broad-based outreach team within Tri-Met to continue the level and intensity of community dialog, information and education on the link between transit and livability.
- ❒ Intensify Tri-Met's efforts in educating the community on the benefits of transit and promotions aimed at increasing ridership on new and existing routes.

4. ***Seek operating revenues sufficient to support service growth to implement the TCL Plan.***

The committee recommends seeking approximately $25 to 30 million annually in new operating revenues for transit as part of a broad based strategy to implement the 2040 Growth Concept. A finance plan phased in over the next five years is recommended.

Implications for Tri-Met

- ❒ Work with the TCL finance committee to finalize a recommended finance plan and action agenda to forward to the Tri-Met Board for adoption at their July 1998 meeting.

5. ***Establish a separate "Community Transit Fund" dedicated to implementation of the TCL Plan.***

Improving transit service to make the sketch plans real will require additional resources and attention. Financing should be separate from other Tri-Met revenue sources and should be used exclusively for community transit.

Implications for Tri-Met

- ❒ Create a separate "Community Transit Fund" dedicated to the projects identified in the sketch plans.

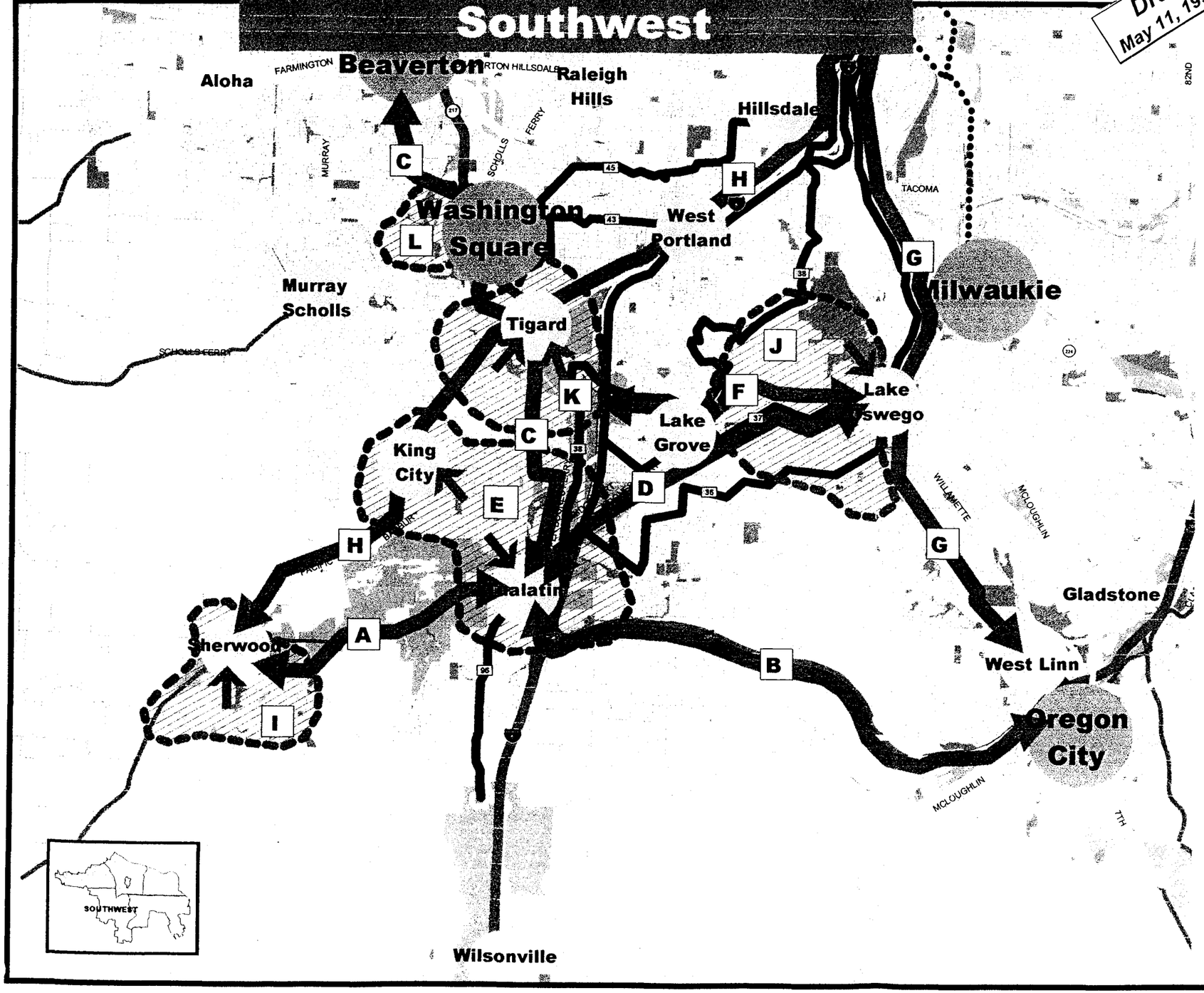
6. *Implement TCL in partnership with a balanced transportation system.* Making transit work in the suburbs is going to require strengthened partnerships with employers and local jurisdictions. And, providing new and different transit services is critical as part of a broader mobility strategy of road, bike and pedestrian improvements which will extend the longevity and efficiency of the entire system.

Implications for Tri-Met

- ❒ Work with state, regional and individual jurisdictions to help achieve a complementary system of transportation improvements.
- ❒ Emphasize partnerships with local jurisdictions and employers to accomplish the TCL agenda.

TRANSIT CHOICES FOR LIVABILITY
Southwest

Draft
May 11, 1998



Ten Year Service Improvements — Rough Annual Costs

A	**Tualatin - Sherwood** New service connecting Tualatin and Sherwood	**$800,000**
B	**Tualatin - Oregon City** New service between Oregon City and Tualatin, in the I-5/I-205 Corridor	**$200,000**
C	**Beaverton - Washington Sq. - Tigard - Tualatin** Rapid bus or commuter rail connections improving suburb travel between these communities, including extension to Wilsonville	**$1,000,000**
D	**Tualatin - Lake Oswego** New service between Tualatin and Lake Oswego via Lake Grove	**$385,000**
E	**King City - Tualatin Neighborhoods** New neighborhood service between King City and Tualatin, including Meridian Park Hospital and Teton Ave.	**$385,000**
F	**Kruse Way - Lake Oswego** New rapid bus service connecting the growing Kruse Way area with downtown Lake Oswego	**$200,000**
G	**Highway 43** New rapid bus service between Oregon City, Lake Oswego, and downtown Portland	**$450,000**
H	**Highway 99** *New rapid bus service along the Highway 99 corridor, improving connections between Sherwood, King City, Tigard, and Portland*	**$150,000**
I	**Sherwood Neighborhood** New service to improve local circulation in the Sherwood area	**$385,000**
J	**Lake Oswego Neighborhoods** Local service to improve circulation in neighborhoods and connections to the regional system	**$385,000**
K	**Tigard Neighborhoods** Local service in Tigard to increase connections	**$385,000**
L	**Nimbus Businesses** New local service between Nimbus employers and destinations in the Washington Square area	**$385,000**
38	**Improve Existing Tri-Met Lines** Improve frequency and span of service on lines serving South Shore, North Shore, Boones Ferry Road, Country Club Road, and Barbur Blvd.	**$1,300,000**
	Amenities Shelters, customer information, and pedestrian connections to transit are a very high community priority, which needs early attention	

☐ 1-5 Years ☐ 5-10 Years

LEGEND

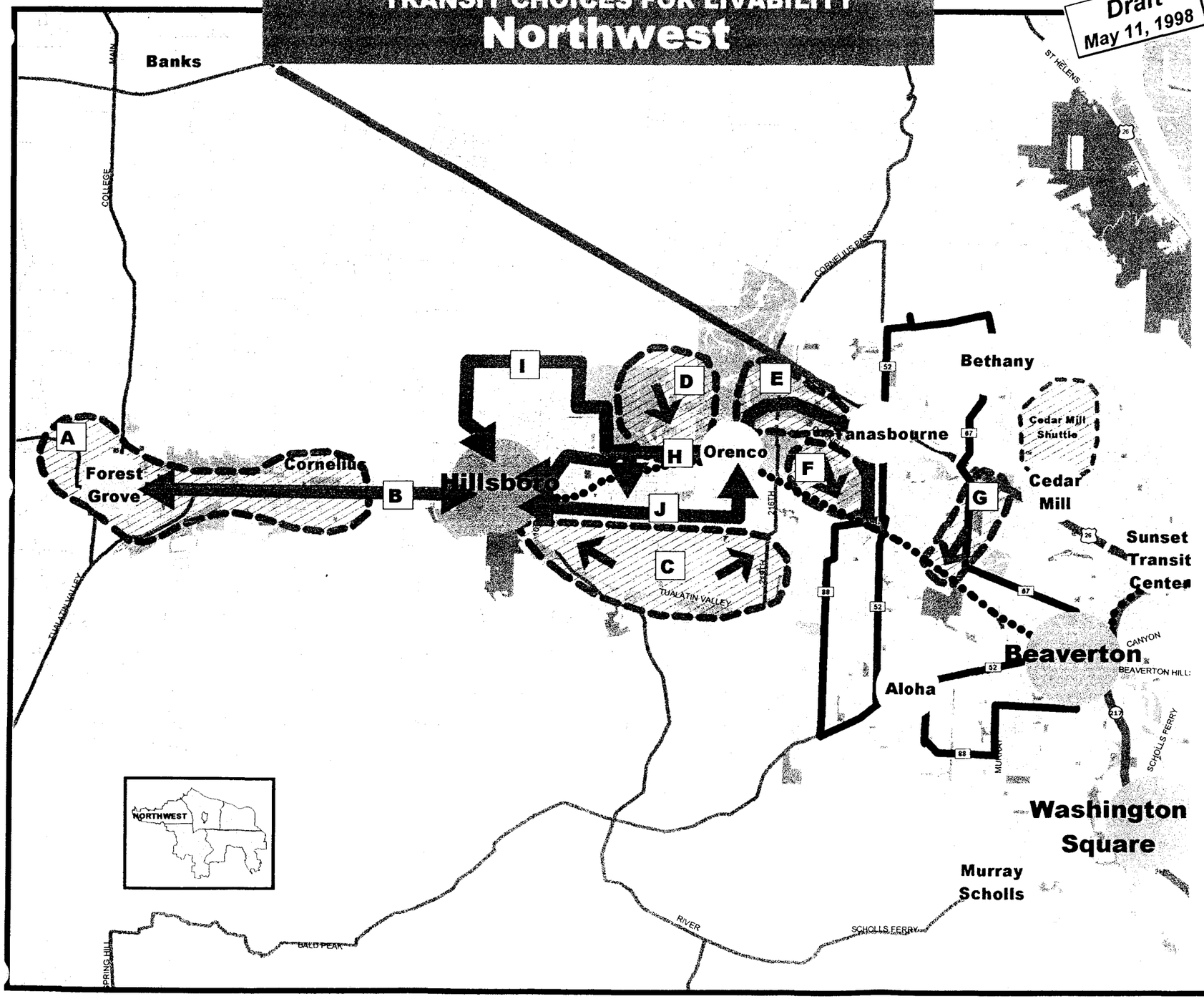
Transit Improvements
- New Service
- New Community Service
- Improve Existing Bus Service
- MAX
- Existing Bus Routes

2040 Concept Area
- Regional Centers
- Town Centers
- Urban Neighborhoods
- Employment areas
- Open Space & Rural Areas
- Parks
- Station Areas

0 1 2 Miles

TRANSIT CHOICES FOR LIVABILITY
Northwest

Draft
May 11, 1998



Ten Year Service Improvements — Rough Annual Costs

A — Forest Grove - Cornelius — **$385,000**
Improve local mobility with new neighborhood service in Forest Grove and Cornelius

B* — Forest Grove - Hillsboro — **$250,000**
Increase access to MAX and areas east of Forest Grove by improving the connection to Hillsboro, as part of Westside MAX start-up

C — SE Hillsboro Neighborhoods — **$400,000**
New neighborhood service around Brookwood, Cornelius Pass Road to Hillsboro High School, with a connection to MAX

D* — Dawson Creek Businesses — **$150,000**
New shuttle connection between Hawthorn Farm, Dawson Creek, and MAX, as part of Westside MAX start-up

E* — Evergreen Businesses — **$150,000**
New shuttle between empoyers along Evergreen and MAX, as part of Westside MAX start-up

F* — Amber Glen Businesses — **$100,000**
New shuttle between employers in Amber Glen, Willow Creek, and MAX, as part of Westside MAX start-up

G* — Cornell Oaks Businesses — **$150,000**
New shuttle between employers along 158th and in the Cornell Oaks area to MAX, as part of Westside MAX start-up

H* — Cornell Road — **$900,000**
New local service between Hillsboro and 185th along Cornell Road, as part of Westside MAX start-up

I* — North Hillsboro — **$350,000**
New service connecting neighborhoods in North Hillsboro with downtown Hillsboro and the Fair Complex, as part of Westside MAX start-up

J* — Baseline/Evergreen — **$850,000**
Service from Hillsboro, 231st, Cornell to Willow Creek, as part of Westside MAX start-up

88 — Existing Tri-Met Lines — **$2,000,000**
Improve frequency and span of service on lines serving Farmington Road, 185th, Jenkins, Hart, and Denney

Amenities
Shelters, customer information, and pedestrian connections to transit are a very high community priority, which needs early attention

☐ 1-5 Years ☐ 5-10 Years

*To be implemented as part of Westside MAX start-up

LEGEND

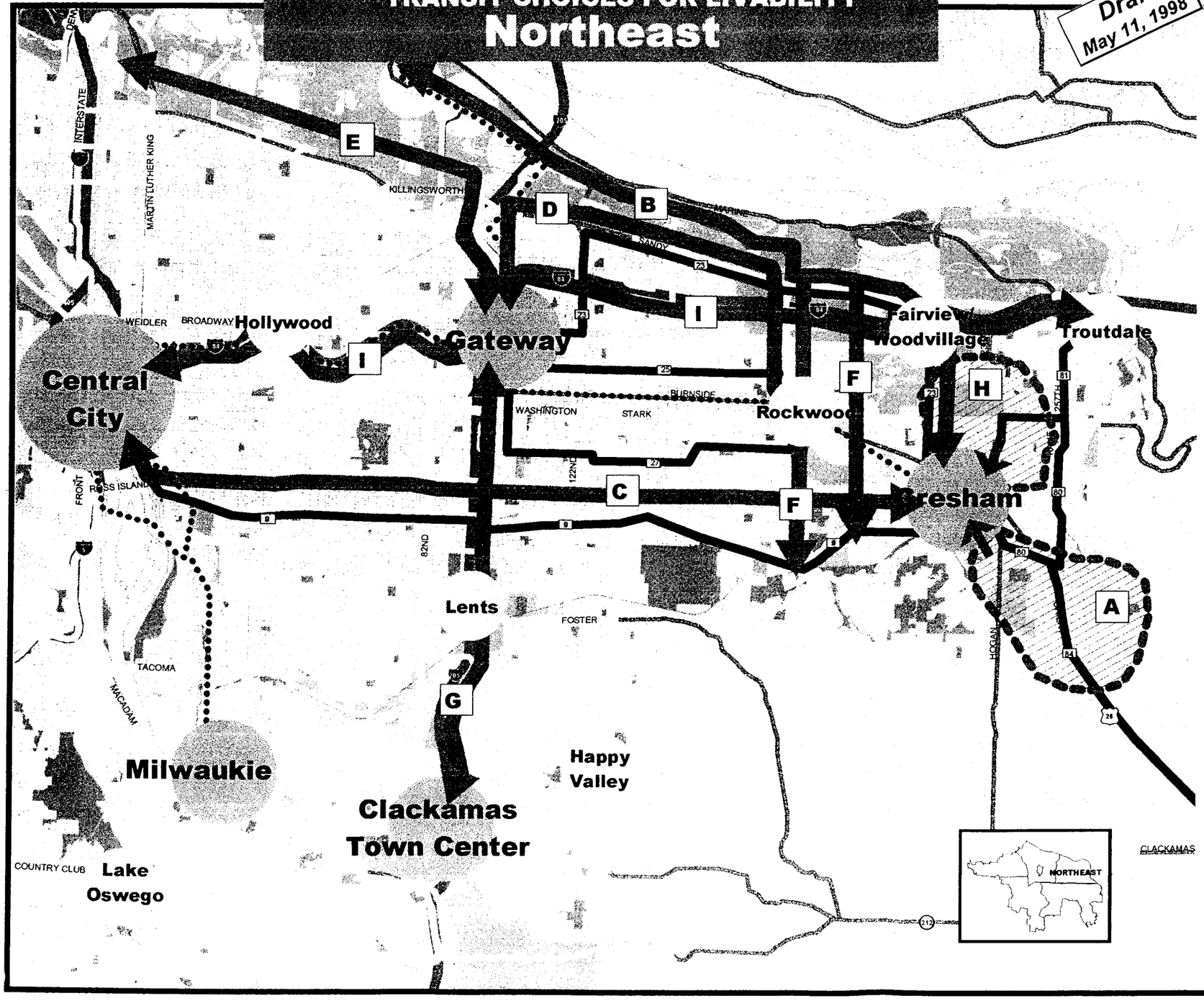
Transit Improvements
- New Service
- New Community Service
- Improve Existing Bus Service
- MAX
- Existing Bus Routes

2040 Concept Area
- Regional Centers
- Town Centers
- Urban Neighborhoods
- Employment areas
- Open Space & Rural Areas
- Parks
- Station Areas

0 1 2 Miles

TRANSIT CHOICES FOR LIVABILITY
Northeast

Draft
May 11, 1998



Ten Year Service Improvements		Rough Annual Costs
A	**SE Gresham** New neighborhood service from Gresham to areas along Roberts, Palmquist, and Powell Valley	**$400,000**
B	**Gresham - Airport Way** Connect Gresham to the Portland Airport with service along Airport Way	**$385,000**
C	**Division Street** New rapid bus service along Division from downtown Portland to Gresham	**$750,000**
D	**Parkrose - Rockwood** New service in Columbia Corridor area between Parkrose and Rockwood along Sandy Blvd.	**$550,000**
E	**Columbia - Gateway** New service between Columbia Blvd. and Gateway	**$550,000**
F	**148th/162nd** New north-south connections between neighborhood areas, MAX, and Airport Way	**$500,000**
G	**Gateway - Clackamas Town Center** New rapid bus service along I-205/82nd Avenue	**$800,000**
H	**Gresham Neighborhoods** Local service in the neighborhoods north of downtown Gresham, around 242nd	**$400,000**
I	**Troutdale - Portland Express** Commuter express service on I-84 between Troutdale and Portland	**$300,000**
9	**Improve Existing Tri-Met Lines** Improve frequency and span of service on lines serving Wood Village, Troutdale, Sandy, Mt. Hood CC, Powell, Glisan, Market/Main	**$2,000,000**

Amenities
Shelters, customer information, and pedestrian connections to transit are a very high community priority, which needs early attention

☐ **1-5 Years** ☐ **5-10 Years**

LEGEND

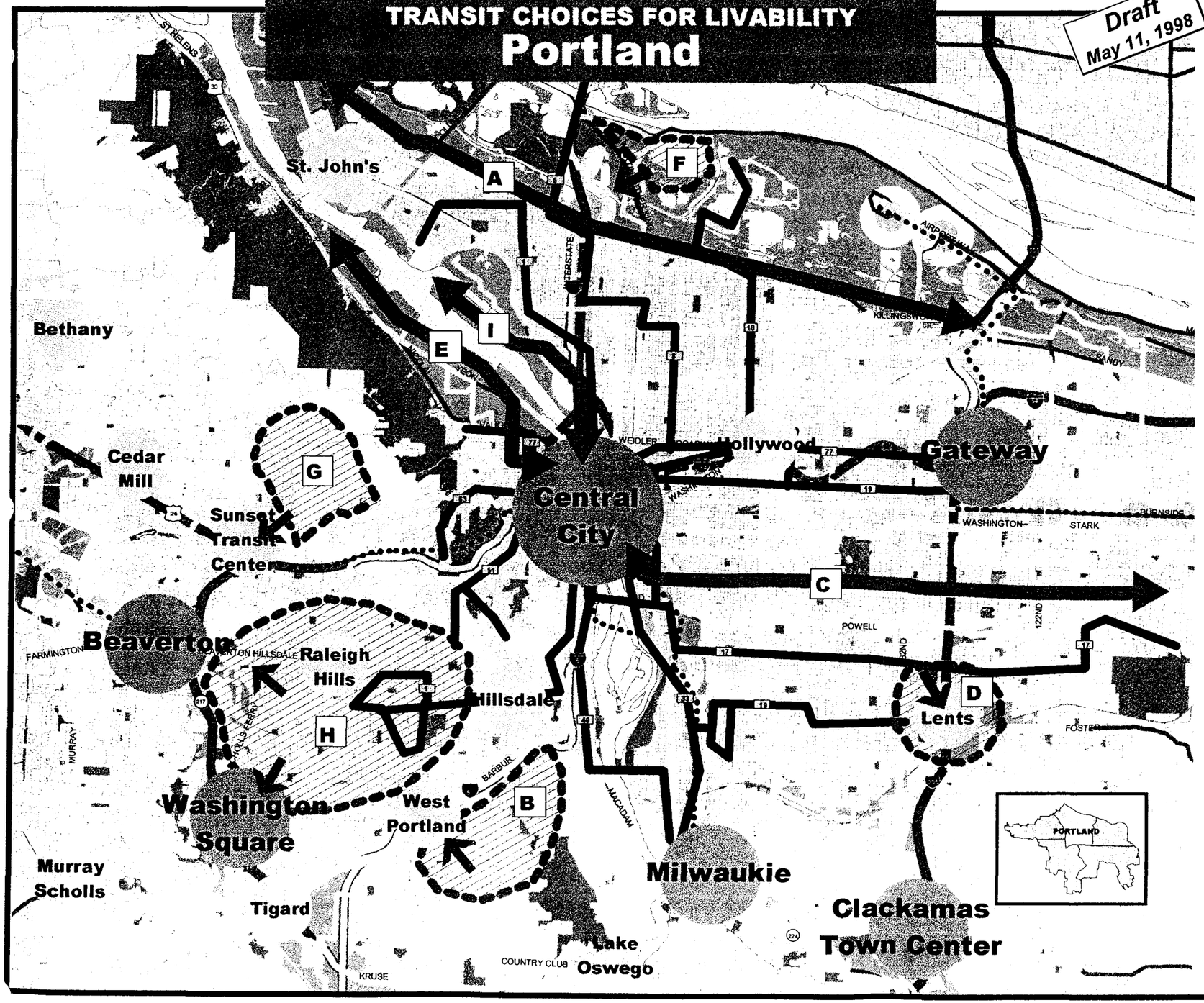
Transit Improvements
- New Service
- New Community Service
- Improve Existing Bus Service
- MAX
- Existing Bus Routes

2040 Concept Area
- Regional Centers
- Town Centers
- Urban Neighborhoods
- Employment areas
- Open Space & Rural Areas
- Parks
- Station Areas

0 1 2 Miles

TRANSIT CHOICES FOR LIVABILITY
Portland

Draft
May 11, 1998



Ten Year Service Improvements		Rough Annual Costs
A	**Columbia Corridor** New connections between North Portland and jobs in the Columbia Corridor area	**$385,000**
B	**Southwest Portland** Service in Southwest Portland along 35th, Stephenson, and Boones Ferry	**$150,000**
C	**Division Street** New rapid bus service along Division from downtown Portland to Gresham	**$750,000**
D	**Lents Neighborhood** Local service to improve options and circulation in Lents	**$385,000**
E	**Northwest Portland** New connection between Civic Stadium and NW industrial area, with a possible link to N/NE Portland	**$300,000**
F	**Bridgeton Neighborhood** Local bus service linking this new high-density neighborhood to the Lloyd District until the opening of the South/North MAX	**$385,000**
G	**Neighborhoods North of Cornell** New community service in areas north of Cornell	**$150,000**
H	**Southwest - Westside** Improve connections to underserved areas via Beaverton-Hillsdale Highway or Washington Square	**$200,000**
I	**Swan Island** Service to the high density employment district of Swan Island tailored to meet needs of employers	**$175,000**
	Improve Existing Tri-Met Lines Improve frequency and span of service on a number of lines in Portland, including those serving Taylors Ferry, Garden Home, Raleigh Hills, NE 33rd, Holgate, Glisan, Broadway, and Holllywood	**$3,200,000**
	Owl Service Begin all-night service on select routes	**$600,000**

Amenities

Shelters, customer information, and pedestrian connections to transit are a very high community priority, which needs early attention

1-5 Years **5-10 Years**

LEGEND

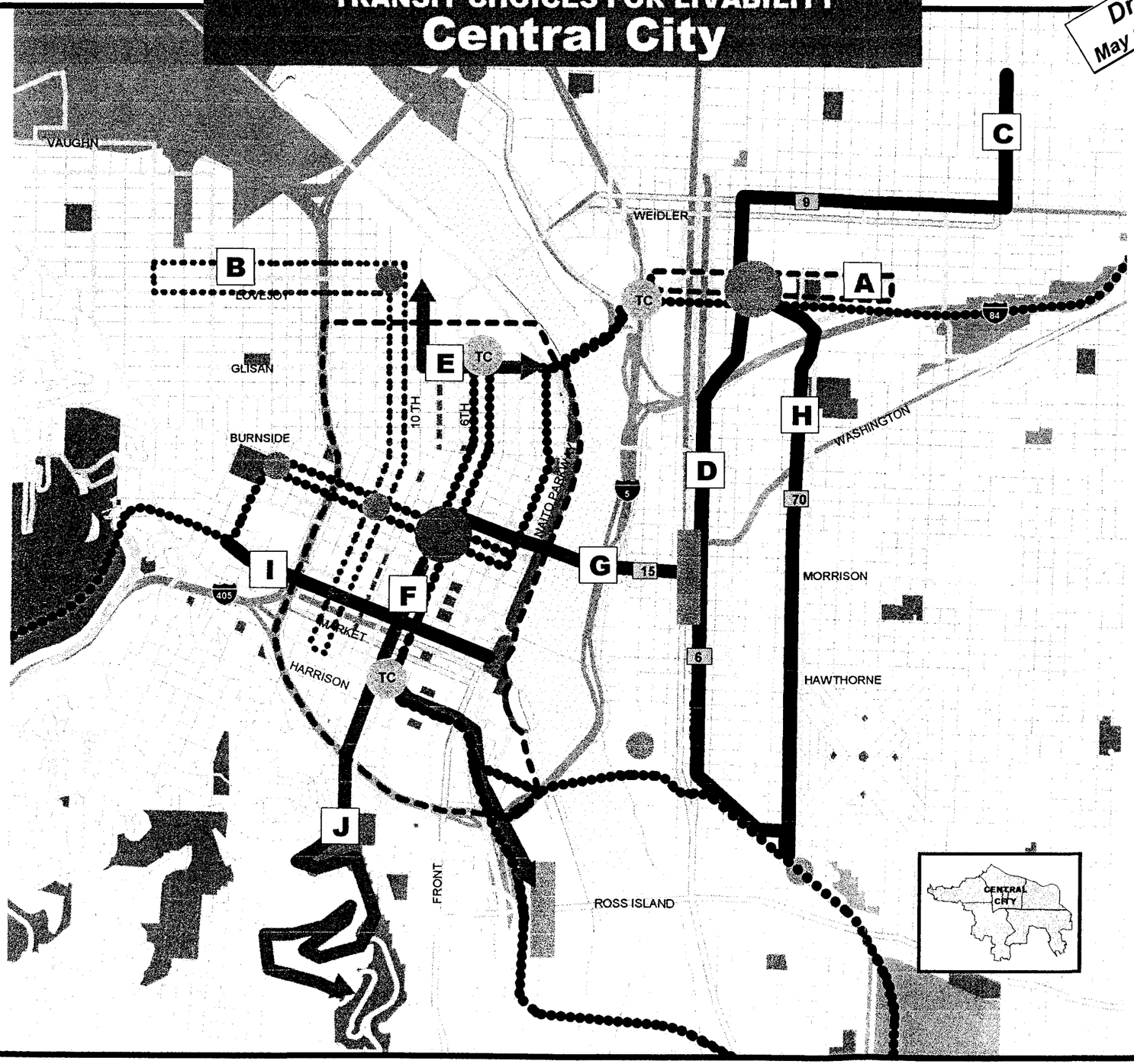
Transit Improvements
- New Service
- New Community Service
- Improve Existing Bus Service
- MAX
- Existing Bus Routes

2040 Concept Area
- Regional Centers
- Town Centers
- Urban Neighborhoods
- Employment areas
- Open Space & Rural Areas
- Parks
- Station Areas

0 1 2 Miles

TRANSIT CHOICES FOR LIVABILITY
Central City

Draft
May 11, 1998



Ten Year Service Improvements	Rough Annual Costs
A Fareless Square Extension Extend fareless square to the Lloyd Disrict, bounded by Multnomah, Holladay, and 16th	$330,000
B Central City Streetcar New streetcar service between Good Samaritan Hospital and PSU on 10th/11th and Lovejoy/Northrup	$1,000,000
C Broadway Reroute Line 9 from Broadway to Multnomah at NE 9th to better serve Lloyd District hub	N/C
D MLK/Grand Rapid bus improvements between the Lloyd District hub and Central Eastside Industrial District on MLK/Grand	$550,000
E Northern Service Extension Extend existing service to Lloyd and/or Pearl Districts or the Central Eastside instead of terminating at Union Station	$800,000
F Southern Service Extension More buses to PSU Transit Center that turn south at Harrison rather than Market/Clay	N/C
G Central Eastside Industrial Area Improve connection between downtown Portland and Central Eastside Industrial area on Morrison Bridge	$275,000
H SE 11th/12th Rapid bus improvements between the Lloyd District hub and Central Eastside Industrial District along SE 11th and 12th	$275,000
I Goose Hollow - Naito Parkway Extend east - west service on Jefferson/Columbia from Goose Hollow to Naito Parkway	$275,000
J North Macadam - OHSU New service between North Macadam hub area and OHSU via PSU Transit Center, Harrison, Broadway, Terwilliger	$700,000

Amenities
Shelters, customer information, and pedestrian connections to transit are a very high community priority, which needs early attention

1-5 Years **5-10 Years**

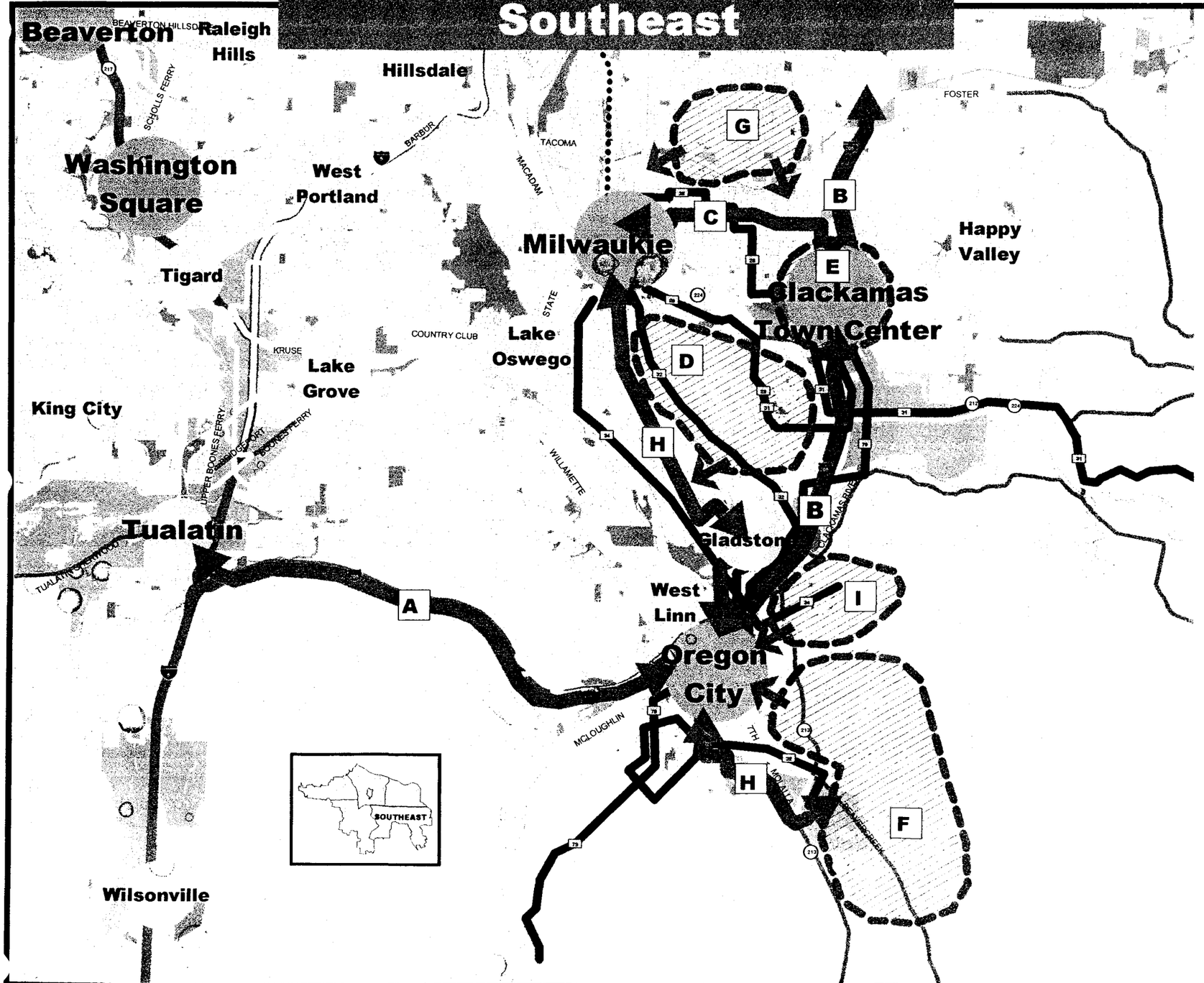
LEGEND

Transit Improvements
- New Service
- Improve Existing Bus Service
- Fareless Square
- MAX
- Street Car
- Existing Bus Routes
- Regional Hub
- Lloyd Hub
- Undefined Hubs
- Transit Center

2040 Concept Area
- Urban Neighborhoods
- Employment areas
- Open Space & Rural Areas
- Parks

0 1000 2000 Feet

TRANSIT CHOICES FOR LIVABILITY
Southeast



Ten Year Service Improvements		Rough Annual Costs
A	**Oregon City - Tualatin** New express bus service along I-205 between downtown Oregon City and downtown Tualatin	**$200,000**
B	**Oregon City - Clackamas TC - Gateway** New rapid bus service along I-205/82nd Avenue	**$800,000**
C	**Milwaukie - Clackamas TC** New rapid bus along King Road	**$350,000**
D	**Thiessen Hill Area** New neighborhood service including Thiessen Road	**$350,000**
E	**Clackamas TC Loop** Loop shuttle service in regional center area, including a Transportation Management Association	**$160,000**
F	**Berry Hill** New neighborhood service within Berry Hill including Beaver Creek Road	**$315,000**
G	**Johnson Creek Neighborhoods** New local service for neighborhoods and businesses along Johnson Creek Boulevard	**$400,000**
H	**McLoughlin Boulevard** New rapid bus service along McLoughlin between Clackamas Community College, Oregon City, Gladstone, and Milwaukie to connect with South/North MAX	**$650,000**
I	**Park Place** New neighborhood service	**$200,000**
32	**Existing Tri-Met Lines** Improve frequency and span of service on lines serving Linwood Avenue, River Road, Oatfield, and South End Road	**$1,000,000**

Amenities

Shelters, customer information, and pedestrian connections to transit are a very high community priority, which needs early attention

1-5 Years **5-10 Years**

LEGEND

Transit Improvements
- New Service
- New Community Service
- Improve Existing Bus Service
- MAX
- Existing Bus Routes

2040 Concept Area
- Regional Centers
- Town Centers
- Urban Neighborhoods
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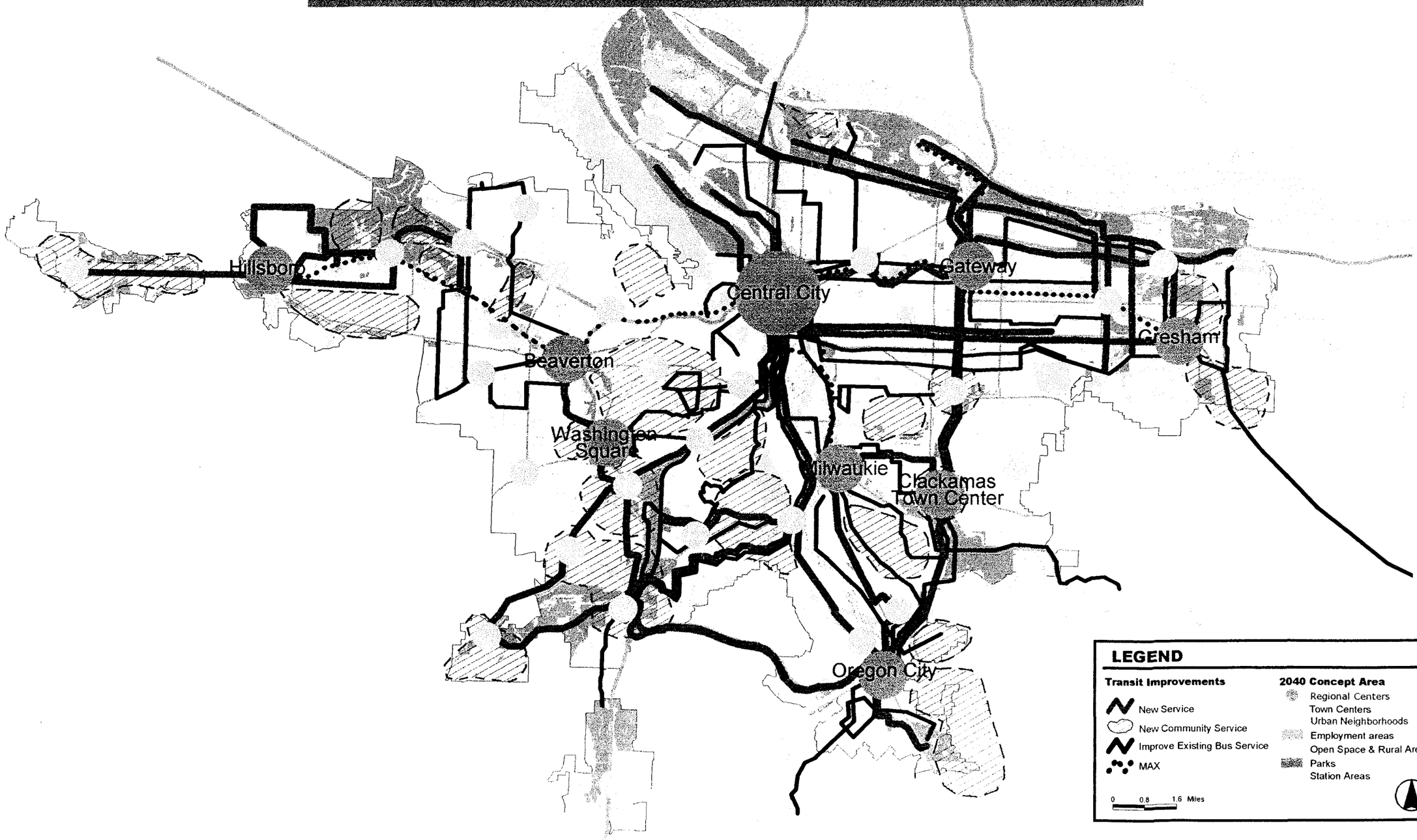
- Parks
- Station Areas

0 1 2 Miles

TRANSIT CHOICES FOR LIVABILITY

Regional Service Improvements

Draft
May 11, 1998



Oregon
John A. Kitzhaber, M.D., Governor

Department of Transportation
Office of the Director
135 Transportation Bldg.
Salem, OR 97310
(503) 986-3200

June 9, 1998

File Code:

Andy Cotugno
METRO Transportation Director
600 NE Grand Ave.
Portland, OR 97232-2736

Dear Andy:

I will be attending the Legislative Emergency Board meeting this Thursday, June 11 and intended to send Kay VanSickel to the J-PACT meeting on behalf of ODOT. We just received word that Kay had a death in the family and has to make a sudden trip to California, and unfortunately will miss J-PACT this month. In order for ODOT to be represented and able to vote at the J-PACT meeting, I am appointing Dave Williams, Region 1 Planning and Development Manager as the voting member for this meeting.

Sincerely,

Grace Crunican

Grace Crunican
Director

CITY OF TUALATIN

PO BOX 369
TUALATIN, OREGON 97062-0369
(503) 692-2000
TDD 692-0574

DATE: June 9, 1998

TO: Metro JPACT Committee
Councilor Ed Washington, Chair

FROM: Mayor Lou Ogden, City of Tualatin
Steve Wheeler, Tualatin City Manager
Dan Kaempff, Tualatin TMA Program Mgr.
Marianne Pratt, Tualatin Chamber of Commerce Executive Director

RE: Request for funds, Tualatin TMA
- $20,000 Support Current Services
- $20,000 Vanpool Subsidy

TMAs need to be an integral part of our transportation funding for the next STIP and it is important that they be funded for a few years at their inception in order for people to be educated and change their habits. TMAs allow communities to create local solutions and maintain flexibility in transportation planning. They also are a good example of public/private partnerships. Tualatin's business community is putting $25,000 yearly into the TMA, which helps operate a shuttle bus connecting Tri-Met with the industrial area. In addition, the TMA provides members with rideshare matching, employee education, Transportation Coordinator training, transportation fairs and ECO compliance assistance.

The Tualatin TMA's shuttle provides a necessary link between existing Tri-Met service and Tualatin's industrial area. Yet it can only serve a relatively small portion of commuters due to the fact that currently, most bus trips to Tualatin are lengthy, taking up to two hours. However, it is important to maintain this transit link for not only the current ridership, but also to take advantage of upcoming Tri-Met service improvements to Tualatin as a result of Westside Light Rail implementation (especially earlier service from Beaverton.)

Over and above transit, vanpools are a critical element in changing commute habits. Many workers in Tualatin live outside Tri-Met's operational area, or as mentioned, face a bus trip of up to two hours in order to get to work. Vanpools offer commuters a quick and comfortable transportation alternative to driving their cars, at a monthly cost which is usually less than operating their own vehicle. People have a natural reluctance to give up driving their cars, so in order to overcome this obstacle, vanpools need a large subsidy in their early months to encourage people to participate and learn to use them.

We have attempted to receive funding to subsidize vanpools in the initial year by competing for grants from DEQ and EPA, but have been unsuccessful. We believe that we can demonstrate, by providing financial incentives, that we can encourage people to try this alternate commute mode. It is our expectation to demonstrate further that many people will value the benefits of vanpooling and, in fact, continue the practice after the subsidies diminish.

Last year the Tualatin TMA received a grant from Tri-Met of $60,000. For FY 98-99, they have allocated $40,000. We are requesting JPACT reallocate from current STIP funds to replace this gap of $20,000 in order to maintain our current level of services. We are requesting from JPACT an additional $20,000 to fund two vanpool start-up subsidies. This subsidy would compliment Tri-Met's upcoming vanpool incentive program.

Over the next ten years, region plans call for up to 25 TMAs to be created and funded. It is critical that in the interim, we do not allow a promising TMA to die so as to not leave a failure to which the naysayers could point. Providing funding for the Tualatin TMA is therefore, crucial to not only the future of Tualatin's TMA, but for all current and potential TMA's region wide. Thank you for your consideration of this request.

COMMITTEE MEETING TITLE JPACT

DATE 6-11-98

NAME	AFFILIATION
Susan McLain	Metro
[illegible]	Clackamas Co.
ROB DRAKE	CITIES OF WASH. CO.
Andy Cotugno	Metro
ED: WASHINGTON	METRO
Bob Stacey	Tri-Met
Dean Lookingbill	RTC
Jon Kvistad	Metro
Gerry Hanson	Mult Co
KARL ROHDE	C[3]
MEL GORDON	CLARK COUNTY WA
Jim Knight	4-Cities E. County
GREG GREEN	DEQ
David Lohman	Port of Portland
DAVE WILLIAMS	ODOT
M.K. Hoglund	METRO
Ron Papsdorf	Cities of Mult. Co.
Lynn Peterson	1000 Friends of Oregon
Karen Schilling	Multnomah County
Kay Ayer-Edwards	Tri-Met
Kay Walker	City of Cornelius
Scott L Rice	Cornelius City Council
Carl Hostickka	Univ. of Oregon

COMMITTEE MEETING TITLE JPACT

DATE 6/11/98

NAME	AFFILIATION
Kate Deane	ODOT
Elsa Coleman	PDOT
MARK LEAR	PDOT
Steve Wheeler	City of Tualatin
JAN KAEMPFF	TUALATIN TMA
Paul Silver	City of Wilsonville
Kathy Lehtola	Washington County
Michael Hennessey	Council Staff.