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Meeting Notes 2005-02-10 [Part A]

Joint Policy Advisory Committee on Transportation

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METRO

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MEETING: JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

DATE: Thursday, February 10, 2005

TIME: 7:15 A.M.

PLACE: Council Chambers, Metro Regional Center

- | | | |
|------|---|---|
| 7:15 | CALL TO ORDER AND DECLARATION OF A QUORUM | Rex Burkholder, Chair |
| 7:15 | INTRODUCTIONS | Rex Burkholder, Chair |
| 7:20 | CITIZEN COMMUNICATIONS TO JPACT ON NON-AGENDA ITEMS | Rex Burkholder, Chair |
| 7:25 | CONSENT AGENDA | Rex Burkholder, Chair |
| | * Consideration of Minutes for the January 20, 2005 Meeting | |
| 7:25 | COMMUNICATIONS FROM THE CHAIR | |
| | MPO Summit 3 Update (March 2-3 in Salem) | Rex Burkholder, Chair |
| | Washington DC Visit Update | Andy Cotugno (Metro), Olivia Clark (TriMet) |
| 7:45 | DISCUSSION ITEMS | |
| | * Highway 217 Findings - <u>INFORMATIONAL</u> | Richard Brandman (Metro) |
| | * Release for Public Comment - TPAC's Recommendation on MTIP 100% List | |
| 8:15 | RESOLUTIONS/ORDINANCES | |
| | * Comments on draft amendments to the Oregon Transportation Planning Rule (TPR) – <u>JPACT APPROVAL REQUESTED</u> | Tom Kloster (Metro) |
| | * Resolution No. 05-3544 For the Purpose of Endorsing an Updated 2005 Regional Position on Reauthorization of the Transportation Equity Act for the 21st Century (Tea-21) - <u>JPACT APPROVAL REQUESTED</u> | Andy Cotugno (Metro) |
| | * Resolution No. 05-3548 For the Purpose of Approving Portland Regional Federal Transportation Priorities for Federal Fiscal Year 2006 Appropriations - <u>JPACT APPROVAL REQUESTED</u> | Andy Cotugno (Metro) |
| 9:00 | ADJOURN | Rex Burkholder, Chair |

* Material available electronically. Please call 503-797-1916 for a paper copy
 ** Material to be emailed at a later date.
 # Material provided at meeting.

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
January 20, 2005

<u>MEMBERS PRESENT</u>	<u>AFFILIATION</u>
Rex Burkholder, Chair	Metro Council
Rod Park, Vice Chair	Metro Council
Brian Newman	Metro Council
Bill Kennemer	Clackamas County
Royce Pollard	City of Vancouver
Don Wagner	Washington State Department of Transportation (WSDOT)
Lynn Peterson	City of Lake Oswego, representing Cities of Clackamas County
Rob Drake	City of Beaverton, representing Cities of Washington County
Matthew Garrett	Oregon Department of Transportation (ODOT - Region 1)
Fred Hansen	TriMet
Roy Rogers	Washington County

<u>MEMBERS ABSENT</u>	<u>AFFILIATION</u>
Maria Rojo de Steffey	Multnomah County
Sam Adams	City of Portland
Steve Owens	City of Fairview, representing Cities of Multnomah County
Bill Wyatt	Port of Portland
Stephanie Hallock	Oregon Department of Environmental Quality (DEQ)
Judie Stanton	Clark County

<u>ALTERNATES PRESENT</u>	<u>AFFILIATION</u>
Dave Shields	City of Gresham, representing Cities of Multnomah County
Susie Lahsene	Port of Portland
Dick Pedersen	Oregon Department of Environmental Quality (DEQ)
Lonnie Roberts	Multnomah County

<u>GUESTS PRESENT</u>	<u>AFFILIATION</u>
Jef Dalin	City of Cornelius
Jim Bernard	City of Milwaukie
Tom Markgraf	Columbia River Crossing
Olivia Clark	TriMet
Phil Selinger	TriMet
Ron Papsdorf	City of Gresham
Robin McArthur	Oregon Department of Transportation (ODOT - Region 1)
John Wiebke	City of Hillsboro
Karen Schilling	Multnomah County
Robert Paine	Multnomah County
Dick Schouten	Washington County Commissioner

GUESTS PRESENT

AFFILIATION

Kathryn Harrington	Citizen
Dave Nordberg	Oregon Department of Environmental Quality (DEQ)
Scott Bricker	Citizen
Mark Williams	OHSU
Hank Stern	Oregonian
Rob De Graf	Oregon Department of Transportation (ODOT)
Sharon Nasset	ETA
Dick Springer	Fair Contracting Foundation
Geoff Roach	The Trust for Public Land
Dave Waffle	City of Wilsonville
Charlotte Lehan	City of Wilsonville
Mark Garrity	Washington State Department of Transportation (WSDOT)
Kris Strickler	Washington State Department of Transportation (WSDOT)
Doug Ficco	Washington State Department of Transportation (WSDOT)
Thayer Rorabaugh	City of Vancouver
Dean Lookingbill	SW Washington RTC
Addison Jacobs	Port of Vancouver
Kathy Busse	Washington County
John Rist	Clackamas County

STAFF

Richard Brandman	Renee Castilla	Andy Cotugno	Tim Kloster	Ted Leybold
Amelia Porterfield	Amy Rose	Kathryn Schutte		

I. CALL TO ORDER, DECLARATION OF A QUORUM, INTRODUCTIONS AND WELCOME OF NEW MEMBERS

Chair Rex Burkholder called the meeting to order and declared a quorum at 7:21 a.m.

Introductions were made and the Chair welcomed the new committee members.

II. CITIZEN COMMUNICATIONS TO JPACT ON NON-AGENDA ITEMS

There were no citizen communications to JPACT on non-agenda items.

III. CONSENT AGENDA

ACTION TAKEN: Mr. Fred Hansen moved and Mayor Rob Drake seconded the motion to approve the meeting minutes as presented. The motion passed.

IV. COMMUNICATIONS FROM THE CHAIR

Chair Burkholder reminded the committee members of the JPACT/Legislative Reception that would be held in Salem, Monday, January 24, 2005.

The Chair indicated that there would be a Joint Metro Joint Metro Council/JPACT public hearing, Thursday, February 17, 2004 at 5:00 p.m. at Metro in the Council Chambers.

The Chair stated to the JPACT members that because the Washington DC Trip scheduled for March 8-10, 2005 conflicts with the regularly scheduled JPACT meeting, it has been rescheduled to March 17, 2004.

The Chair announced the "Get Centered" Event and presented information (included as part of this meeting record).

The Chair indicated that there was information included in the meeting packet regarding the Transportation Planning Rule Amendment and directed the members to Metro Planning Staff person Tom Kloster with any comments.

Chair Burkholder presented the JPACT Work Plan (included as part of this meeting record).

Commissioner Bill Kennemer expressed his concern regarding the length of the JPACT Work Plan and stated that perhaps a shorter list would be better.

Mayor Rob Drake stated that while he did not necessarily concur with Commissioner Kennemer, he said that perhaps work items could be broken down into broader categories with five or six areas under each appropriate heading.

Mr. Fred Hansen said that he would like to see one additional item and suggested it to be how to deal with development issues outside of the UGB.

Commissioner Lonnie Roberts asked if the list was prioritized in any way.

Chair Rex Burkholder stated that while the list was not prioritized it was meant to provide some direction regarding what JPACT should be focusing on in the future.

V. COMMENTS ON STATE TRANSPORTATION IMPROVEMENT PROGRAM

Andy Cotugno gave a brief introduction on the STIP/MTIP process.

Ted Leybold presented the comments on the State Transportation Improvement Plan (included as part of this meeting record).

Councilor Brian Newman questioned why Metro and ODOT would be continuing with corridor studies, which would ultimately become hi-cost mega projects, when there, is a shortage of funding.

Andy Cotugno replied that when they approved the first Regional Transportation Plan, 18 corridors were designated as corridor priorities that would require further study. The Department of Land Conservation and Development Commission (LCDC) originally required that all 18-corridor studies be completed with three years of the adoption of the RTP. He said that that LCDC agreed to change their rules requiring all 18 within three years but required the studies to be completed on a regular schedule. He explained that they try to complete as many studies as funding allows.

Councilor Rod Park recommended trying to change the requirement with LCDC given that there is no funding available to complete the projects once the studies define them.

Councilor Lonnie Roberts reminded the committee that the Newberg/Dundee bypass was originally passed as a toll road a number of years ago.

Mr. Matthew Garrett replied that the option of a toll road would be discussed along with other revenue sources for the project.

Councilor Lonnie Roberts expressed his frustration that the project has not been constructed.

Commissioner Roy Rogers directed the committee members to the list of Projects of Statewide Significance. He asked if ODOT would be building them in any order or whether federal priorities and funding received could change the order of the list.

Mr. Matthew Garrett replied that funding the projects in any kind of order would be a significant challenge due to the lack of funding.

Commissioner Roy Rogers asked if a significant federal match would change priority.

Mr. Matthew Garrett replied that any other source of funding could change the priority of a project whether it be dollars from tolling, public/private partnerships or federal dollars.

Councilor Rod Park stated that there are a lot of unknowns due to the passage of Ballot Measure 37. He said that any priority of funding is difficult due to the uncertainties surrounding impacts to land use decisions. He reminded the committee members that the Newburg/Dundee project may fix one problem but it also shifts the problem to the City of Sherwood and that has not been addressed.

Commissioner Kennemer stated that it is helpful to get items on the table and helpful to remember to think regionally. He said that he would like to see more aggressive behavior on the part of JPACT to their urban caucus because 5 of the 8 projects on the list of Statewide Significance are in the Metro region and there are no funding streams for those projects.

Mr. Matthew Garrett stated that ODOT appreciates the comments and they are well received on both the regional and state level.

Chair Rex Burkholder stated that the MCCI committee did comment on item #6 relating to citizen involvement and would like to see a concentrated effort to improve communications to the citizens.

ACTION TAKEN: Mr. Fred Hansen moved and Councilor Brian Newman seconded the motion to approve the STIP Commenter letter as written. The motion passed with Matthew Garrett abstaining.

VI. MTIP – POLICY OPTIONS TO NARROW FINAL CUT LIST

Ted Leybold presented a calendar regarding the MTIP process (included as part of this meeting record).

Ted Leybold presented the MTIP Policy Options to Narrow Final Cut List (included as part of this meeting).

Mayor Rob Drake asked how match was applied to the criteria.

Ted Leybold replied that over-match is included as part of the qualitative components because it is assumed all projects will have local match.

Commissioner Bill Kennemer stated that it is a tough challenge to determine how to rate the projects. He also said that there is always a lot of competition for MTIP dollars because it is one of the only discretionary dollars available. He further stated that the MTIP is a delicate balance of local priorities and technical ratings. However, at times local jurisdictions may not necessarily agree with the rankings because they have their own priorities that they may feel are fundamental to their jurisdiction. He said that for example, 172nd is their priority because they that connector to continue moving forward with other projects.

Chair Rex Burkholder stated that the hope is that the technical rankings meet regional goals. He explained that the members might decide to give emphasis to certain types of projects.

Mr. Fred Hansen stated that JPACT should be modifying ~~criteria~~ ^{technical} criteria rather than trading out specific projects that may not have scored very well in its specific category.

Councilor Lynn Peterson stated that 172nd specifically ranks low on the land use technical score but yet if it was rated on traded sector type of employment, it would gain economic development points. She said it was how the components were defined that could change a projects rank.

Commissioner Roy Rogers asked how honoring previous funding commitments was defined. He further stated that he is supportive of the regional process. He also said that because the MTIP selection process occurs with no geographic balance, projects must be able to compete. He said that if one of their projects does not compete well then they do what they can locally to find that project. With that said, the MTIP process must be one that can meet everyone's needs, including what type of criteria is used.

Mr. Ted Leybold replied that the previous funding commitments included in the MTIP relate only to Light Rail, Commuter Rail, and the Macadam project.

Commissioner Roy Rogers asked if the projects that were not selected if they would have to start all over again in the selection process during the MTIP.

Chair Rex Burkholder stated that the criteria for the next round of MTIP selections does not start from a blank slate. The criteria used in the current round could be modified to incorporate additions or deletions depending on the analysis provided.

Mr. Andy Cotugno stated that it has been the practice of JPACT to only incorporate past funding commitments that were adopted by Resolution and memorialized. However, some projects have been included as the next "priority".

ACTION TAKEN: Commissioner Roy Rogers moved and Mayor Rob Drake seconded the motion to approve the MTIP Policy Options to Narrow Final Cut List as presented. The motion passed.

VII. DEVELOPING PRIORITIES

Chair Rex Burkholder stated that the deadline for legislature has changed and they are asking for the list sooner, therefore a larger list (as presented) will be given to the legislature and then a narrower list will be discussed at a future meeting.

Andy Cotugno presented the "Developing FY06 Federal Appropriations Priorities and Revisions to Federal Reauthorization Priorities" (included as part of this meeting record). He also highlighted the changes that had occurred to each list.

Mr. Matthew Garrett expressed concern regarding the West Coast Coalition because not enough is know about how the coalition would work and what projects they would highlight for funding. He said that their focus on not on just I-5 as Oregon's but on other routes in Oregon as well. He said that he feels that it could compromise what the OTC and ODOT are trying to do with their high priority projects. Further, contributing money to the West Coast Coalition at a time with so much uncertainly would be taking away from other good projects in the state. He said that if that was removed, he could support the project list. In addition, he reminded the committee members that the Sellwood Bridge project is on both the reauthorization and appropriations lists and it is important that the MTIP request be fully funded to better position the project for federal funds. He concluded by expressing concern with the North Macadam project and its request for \$15 million of federal dollars. He said that the City of Portland agree to local match when they received \$15 million from OTIA III, and by asking for federal dollars they are not honoring local participation.

ACTION TAKEN: Mr. Matthew Garrett moved and Commissioner Roy Rogers seconded the motion to strike the West Coast Coalition Request from the project list.

Mr. Don Wagner stated that the West Coast Coalition is hoping to bring the I-5 corridor and its importance to the attention of the nation. He said that the I-5 Corridor is a priority of the State of Washington as well as the I-5 Columbia River Crossing. In addition, the Seattle/Canada Border Crossing is also a high priority of the State of Washington. He said that the request for funding for the West Coast Coalition was to come out of Washington's Demo money and not Oregon's congressional dollars.

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Mr. Fred Hansen asked if a letter of support would be adequate for the State of Washington's needs.

Councilor Rex Burkholder stated that he is hoping to be named as part of the Executive Committee for the West Coast Coalition. In the meantime, however, he is hoping for a unanimous vote on the priority lists and asked for assistance.

Councilor Rod Park reminded the committee members that other MPOs in the state are also interested in the West Coast Coalition. He asked if there was a way to support Washington's request.

Mr. Matthew Garrett replied that he understood the request to be a six-year request for \$3 million. He further stated that the OTC Chair is concerned that the focus and priority would not be on I-5 exclusively.

Mr. Fred Hansen recommended a modification that the request be shown that it is for the Washington delegation.

In lieu of the motion on the table, the following motion was made:

ACTION TAKEN: Mr. Matthew Garrett moved Commissioner Roy Rogers seconded the motion that a footnote be added that explicability clarifies that the request is for the Washington State delegation. The motion passed.

ACTION TAKEN: Mr. Fred Hansen moved and Mayor Rob Drake seconded the motion to approve the both priority lists. The motion passed.

VIII. HIGHWAY 217 PHASE I FINDINGS

The Highway 217 Phase I Findings update was moved to the next JPACT meeting.

IX. ADJOURN

As there was no further business, Chair Rex Burkholder adjourned the meeting at 9:02 a.m.

Respectfully submitted,

Renee Castilla

Schedule
2005 Washington D.C Visit
Portland/Vancouver Metropolitan Officials
March 8-10, 2005

Feb 28 5:00 pm JPAET Dry-Run @ Metro

March 8, 2005

5:00 p.m. Arrive in Washington, DC

March 9, 2005

8:00 a.m. Planning meeting
Dirksen Building Cafeteria
Basement Level

9:00 a.m. Meeting with Congressional Staffers
188 Russell Senate Building

10:00 a.m. Senator Ron Wyden (confirmed)
230 Dirksen Office Building
Transportation: Joshua Sheinkman
Contact: 202-224-5244

11:15 a.m. Senator Patty Murray (Tentative)
173 Russell Senate Office Building
Transportation: Dale Learn
Contact: 202-224-2621

Noon Luncheon
Capitol Room SC-6
Guest Speaker

2:30 p.m. Congressman Brian Baird (Confirmed)
1421 Longworth House Office Building
Transportation: Joel Rubin
Contact: 202-225-3536
From Longworth office
Take Elevation down to G-3
Walk to Rayburn – Take 2 escalators
In basement – take stairs up one flight

- 3:30 p.m. Congressman Peter DeFazio (Confirmed)
2134 Rayburn House Office Building
Transportation: Kathy Dedrick
Contact: 202-225-6416
- 4:15 p.m. Congressman Earl Blumenauer (Confirmed)
2446 Rayburn House Office Building
Transportation: Tim Daly, LD James Koski, COS, Maria Zimmerman
Contact: 202-225-4811
- 4:45 p.m.
- 5:30 p.m. Reception
Location: Cannon House Office Building
Room 121

Thursday, March 10, 2005

- 9:00 a.m. Congresswoman Darlene Hooley (Tentative)
2430 Rayburn House Office Building
Transportation: Mark Dedrick
Contract: 202-225-5711
- 9:45 a.m. Senator Gordon Smith (Confirmed)
404 Russell Senate Office Building
Transportation: Wally Hsueh
Contact: 202-224-3753
- 10:30 a.m. Congressman David Wu (Confirmed)
1023 Longworth House Office Building
Transportation: Mary Cunningham
Contact: 202-225-0855
- 11:15 a.m. Congressman Greg Walden (Confirmed)
1210 Longworth House Office Building
Transportation: Brian Hard
Contact: 202-225-6730

Waiting confirmation from
Senator Murray
Congresswoman Hooley

YOU ARE INVITED

**To a reception honoring the Oregon/Vancouver
Congressional Delegation**

Senator Ron Wyden

Senator Gordon Smith

Senator Patty Murray

Representative Peter DeFazio

Representative Earl Blumenauer

Representative Darlene Hooley

Representative Greg Walden

Representative David Wu

Representative Brian Baird

Hosted by

*Metro, ODOT, TriMet, Port of Portland, City of Portland, City of Wilsonville, City of
Milwaukie, City of Lake Oswego, City of Gresham, City of Hillsboro, City of
Vancouver, Clackamas County, Multnomah County, Washington County, Portland
State University and Oregon Health Sciences University*

WEDNESDAY, MARCH 9, 2005

5:30 – 7:30 P.M.

CANNON HOUSE OFFICE BUILDING

ROOM 121

Please RSVP by February 28, 2005

503-962-4830

Participants in JPACT DC visit

ODOT

- Jason Tell
- Commissioner Gail Achterman

TriMet

- Fred Hansen
- Olivia Clark

Port of Portland

- Rick Finn – Federal Gov. Relations Manager

Clackamas

- John Rist
- Commissioner Bill Kennemer
- Commissioner Martha Schrader
- Commissioner Larry Sowa

Hillsboro

- Mayor Tom Hughes

Multnomah County

- Karen Schilling
- Mike Pullen, PIO
- Commissioner Lisa Naito

City of Portland

- Laurel Wentworth
- Commissioner Sam Adams
- Brant Williams?

City of Wilsonville

- Mayor Charlotte Lehan
- Danielle Cowan
- Steve Dickey, Director SMART

City of Milwaukie

- Mayor Jim Bernard

City of Lake Oswego

- Councilor Lynn Peterson

City of Gresham

- Ron Papsdorf
- Councilor David Shields

City of Oregon City

- Mayor Alice Norris
- Commissioner Bob Bailey

City of Vancouver

- Thayer Rorabaugh

Metro

- Andy Cotugno
- Richard Brandman
- Councilor Rex Burkholder, Chair JPACT
- Councilor Rod Park, Vice Chair, JPACT
- Randy Tucker

Portland State University

- Larry Wallack, Dean of the College of Urban and Public Affairs
- Deborah Murdock

Washington County

- Kathy Busse
- Dennis Mulvihill
- Commissioner Tom Brian
- Commissioner Roy Rogers
- Gerald Kubiak

OHSU

- Mark Williams

DRAFT
Phase I Recommendation
Highway 217 corridor study
January 2004

1.0 Introduction

The Highway 217 Policy Advisory Committee voted to carry three options forward into phase two on November 17, 2004. The Policy Advisory Committee took a straw poll vote where each member could support three options. The committee quickly reached consensus after the straw poll vote. The committee conclusions and recommendations are summarized below. The complete Highway 217 Corridor Study Phase I Overview Report may be viewed at: <http://www.metro-region.org/article.cfm?ArticleID=11838>

1.1 Project Background

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

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

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

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

1.2 Study Goal

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

The Policy Advisory Committee identified the following overall goal:

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

1.3 Study Process

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

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

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

2.0 Overall Findings

2.1 Overall Conclusion

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

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

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

2.2 Overall Recommendation

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

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

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

3.0 Options recommended for further study in Phase II

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

Summary Conclusions

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

Recommendation

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

3.2 Option 5, six lanes with rush-hour toll lanes, includes an additional through lane, which would be managed as a rush hour toll lane, as well as interchange improvements. This alternative assumes ramp meter bypass lanes proximate to entry points. It also includes two express bus routes, which utilize the managed lane.

Summary Conclusions

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

Recommendation

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

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

Summary Conclusion

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

Recommendation

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

4.0 Options not recommended for further study

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

Summary Conclusion

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

Recommendation

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

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

Summary Conclusion

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

Recommendation

This option should not be carried forward for further study.

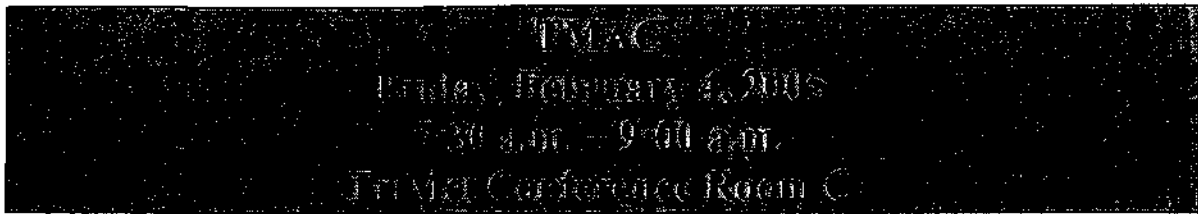
3.3 Option 4: six lanes with carpool lanes included interchange improvements and restricted use of the new lane to carpools and transit.

Summary Conclusion

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

Recommendation

This option is not recommended for further study.



AGENDA

I. State Legislature

- Update
- Rex Burkholder at House Transportation and PBA
- Milwaukie LRT
- Connect Oregon

II. Updates

- Oberstar visit
- I-5 Crossing – New Committee
- Commuter Rail

III. Re-Authorization

- John Rist DC Trip Report
- Review of Request List
- New Senate Banking Form

IV. Appropriations

- Deadline – February 9, 2005

V. Delegation Visit – March 8-10

- Agenda
- Participants
- Briefing Material
- 28 Feb. 5 p.m. – Dry Run

New York City

April 13-15, 2005

WORLDWIDE
save the date
Roundtables 2005

San Francisco

May 4-6, 2005

LOGISTICS

San Francisco, CA
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Registration

Online registration begins on February 2, 2005.

For the East Coast Roundtable go to
www.regonline.com/1033

For the West Coast Roundtable go to
www.regonline.com/1096

Note:

Please note that up to two representatives from each
New Starts project are invited.

For more information on Roundtable logistics, please contact:
Scott Hamwey 617.338.9318 x127 | sh@thacollaborative.com

M E M O R A N D U M

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



METRO

DATE: January 24, 2005
 TO: TPAC and Interested Parties
 FROM: Ted Leybold: Principal Transportation Planner
 SUBJECT: MTIP development and the Transportation Priorities 2006-09 Final Cut List Staff Recommendation

* * * * *

The development of the Metropolitan Transportation Improvement Program is proceeding on several fronts. JPACT approved comments on the draft STIP at its January meeting. The draft STIP includes proposed funding for transportation projects in the Metro region in the following amounts for federal fiscal years 2006 through 2009:

Draft ODOT 2006-09 STIP (Metro Area)

Highway and Road Modernization (Capacity):	\$205.5 million
Road Safety projects	\$29.3 million
Road Operations, Maintenance & Preservation	\$149.3 million
Bridge projects proposal not yet final (Region One 2004-07 =)	\$85.5 million
Public Transportation (+ Portion of \$21 million statewide for 06/07)	\$23.0 million
Bicycle/Pedestrian (06/07 only):	\$1.6 million
Transportation Enhancements (State wide 2007-08)	\$7.9 million

Additionally, the public transportation agencies TriMet and SMART are anticipating the following federal transportation funding support in 2006 through 2009 to be programmed in the Metropolitan TIP:

Draft Transit 2006-09 STIP (Metro Area)

Operating Assistance	\$130.9 million
Bus & Rail Fleet Maintenance	\$29.3 million
Requested Capital Projects (I-205 LRT, Commuter Rail, Streetcar, Maintenance Facilities) – 2006 only	\$69.3 million

State transportation trust fund pass through revenues to local jurisdictions (approximately 40% of state gas and weight-mile taxes and other fees), and locally generated transportation revenues are not programmed in the MTIP.

Regional flexible funds, local Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ) funds are being allocated through the Transportation Priorities 2006-09 competitive application process. JPACT and the Metro Council will program \$62.3 million of transportation projects for fiscal years 2008 and 2009. This will add to the \$54.75 million of these funds previously programmed for 2006 and 2007. Attached are several documents related to the staff recommendation on selection of projects to receive regional flexible funds.

Attached is the draft Resolution and Staff Report that will be presented for JPACT action on March 17th and Metro Council action on March 24th. Exhibit A is a summary of the Transportation Priorities program objectives and policy direction to staff on the development of a recommended set of projects proposed for funding. Exhibit B is the Executive Summary of the Public Comment Report. Exhibit C is the explanation of the Metro staff recommendation. Exhibit D is the draft Conditions of Approval of project funding.

The Metro staff recommendation to TPAC included a base package of projects that most clearly implement the program objectives and policy guidance provided by JPACT and the Metro Council. It included projects in the emphasis modal categories where clear technical score breaks distinguish those projects from lower scoring projects in those categories, program funding at levels consistent with previous allocations, and projects from the non-emphasis categories that best meet the additional policy direction as provided by JPACT and the Council as to when to propose funding for those projects. Consideration of a fair and reasonable contribution from regional flexible fund sources was also given to projects when special circumstances warranted such as large project cost, multiple agency interests or project cost increase responsibility.

Additionally, a list of "Next Tier" projects that represent projects that also addressed the program objectives and policy guidance provided by JPACT and the Metro Council but not as distinctly as the recommended base package of projects was presented for further consideration. From these projects, four add package options were developed by Metro staff for TPAC consideration. The Base Package and Next Tier project recommendations are presented in the table below.

TPAC developed two options based on the Metro staff recommendation. A summary of those options is also summarized below.

Transportation Priorities 2006-09
Base +
Next Tier Optional Adds

Planning & Travel Options

Mode	Planning	Requested Amount (in thousands of \$)	Mode	Bike/Trail	Requested Amount (in thousands of \$)	Mode	Pedestrian	Requested Amount (in thousands of \$)
	Recommended for Funding			Recommended for Funding			Recommended for Funding	
	Ongoing Programs		53	84109 Springspear Trail-Salwood Gap SE 10th to SE Urthalla	\$1,629	69	P40193 Forest Grove Town Center Pedestrian Improvements	\$0,660
79	P1005 Regional Freight Planning region wide	\$0,300	82	84401 Marine Dr. Bike Lanes & Trail Gaps 28th Ave to 185th	\$0,966	68	P4054 Milwaukie Town Center Main/Harrison/21st	\$0,450
74	P1001 MPO Required Planning region wide	\$1,731	81	82055 Springspear Trail/extended at Main City Park	\$0,310			
	Corridor Planning		74	84057 MAX Multi-use Path Cleveland Station to Ruby Junction	\$0,690			
71	P1003 Milwaukie LRT Supplemental EIS Portland central city to Milwaukie town center	\$2,000	75	84508 Trolley Trail Artists to Glen Echo (Segments 5-6)	\$0,742			
70	P5053 Multi-Use Master Plans Lake Oswego to Milwaukie, Tongue Trail, Mt. Scott-Sewier's Loop	\$0,300	73	84302 Rock Creek Trail Orchard Park to NW Wilkens	\$0,675			
76	P1002 Next Priority Corridor Study	\$0,500						
75	P11017 Willamette Shoreline Hwy 43 Transit alternatives analysis: Portland South Waterfront to Lake Oswego	\$0,688						
	Subtotal:	\$5,519		Subtotal:	\$5,212		Subtotal:	\$1,116
	Recommended for Further Consideration in Final Cut			Recommended for Further Consideration in Final Cut			Recommended for Further Consideration in Final Cut	
	Program Enhancements		87	84510 Jennifer St 106th to 122nd	\$0,550	78	P4127 Tacoma Street 6th to 21st	\$1,402
74	P4024 Livable Streets Update region wide	\$0,200	85	84377 Powerline Trail (north) Schwabpark to Burnwood Dr. (ROW)	\$0,600	75	P42105 Rockwood Ped to MAX 188th Avenue and Burnside	\$1,400
76	P4000 Bike Model and Interactive Map region wide	\$0,291	84011	Marine Dr. Bike Lanes & Trail Gaps 6th Ave to 28th	\$0,685	74	P41202 SW Capitol Highway (PE) Multnomah to Taylor's Ferry	\$0,536
	Subtotal:	\$8,409		Subtotal:	\$1,835		Subtotal:	\$3,340
	Mode Category Total:	\$5,920		Mode Category Total:	\$7,047		Mode Category Total:	\$4,456
	Regional Travel Options			TOD			Transit	
	Recommended for Funding			Recommended for Funding			Recommended for Funding	
74	Program management & administration	\$0,340	74	T0005 Regional TOD LRT Station Area Program	\$3,000	66	T1001 1-205 LRT, Commuter Rpt, S Waterford Streetcar	\$16,000
74	Regional marketing program	\$2,960	75	T0002 Regional TOD Urban Center Program	\$1,000	64	T1002 1-205 Supplemental	\$2,600
74	Regional evaluation	\$0,300	74	T0003 Site acquisition Beaverton regional center	\$2,000	53	T1003 Frequent Bus Capital program	\$2,750
74	T1 TravelSmart	\$0,500						
	Subtotal:	\$4,100		Subtotal:	\$6,000		Subtotal:	\$21,350
	Recommended for Further Consideration in Final Cut			Recommended for Further Consideration in Final Cut			Recommended for Further Consideration in Final Cut	
74	T1 TravelSmart	\$0,500	75	T0002 Regional TOD Urban Center Program	\$0,500	61	T1106 Eastside Streetcar (Con)	\$1,000
	Subtotal:	\$0,500	74	T0003 Site acquisition Beaverton regional center	\$1,000	57	T1124 South Metro Amtrak Station Phase I	\$1,150
	Subtotal:	\$0,500	74	T0004 Gateway Transit Center Redevelopment	\$0,500		Subtotal:	\$2,150
	Mode Category Total:	\$4,600		Mode Category Total:	\$8,000		Mode Category Total:	\$23,500

Roads & Bridges

Mode	Road Capacity	Requested Amount (in thousands of \$)	Mode	Road Reconstruction	Requested Amount (in thousands of \$)	Mode	Boulevard	Requested Amount (in thousands of \$)
	Recommended for Funding			Recommended for Funding			Recommended for Funding	
74	R40214 SW Greenburg Road/Washington Square Dr. to Tedeman	\$1,000				102	B4020 Rose Bigge extension Crescent St to Holt (PE)	\$0,580
	Subtotal:	\$1,000		Subtotal:	\$0,000	87	B4051 Gumsdale Street Bridge to E 14th (PE)	\$1,650
	Recommended for Further Consideration in Final Cut			Recommended for Further Consideration in Final Cut			Recommended for Further Consideration in Final Cut	
65	P4017 Boones Ferry Road at Lanewood Street	\$1,400	74	RR1053 Harjo Parkway NW Davis to SW Market	\$3,840	103	B4020 Rose Bigge extension Crescent St to Holt (ROW)	\$1,140
65	RC1144 Beveridge-Hilldale Hwy/Olesun/Schalls Ferry intersection (PE)	\$1,411	74	F1366 100 Avenue of Highway 8 Intersections	\$0,837			
65	RC1110 Wood Valley Blvd Arata to Halsey	\$0,815	86	RR2035 Cleveland St NE Stark to SE Powell	\$1,540			
62	RC1000 SE 172nd Ave Phase I, Sunnyside to Hwy 212 (ROW + \$1.0 million)	\$2,000		Subtotal:	\$6,217		Subtotal:	\$1,746
	Subtotal:	\$5,626		Subtotal:	\$6,217		Subtotal:	\$3,376
	Mode Category Total:	\$6,626		Mode Category Total:	\$6,217		Mode Category Total:	\$3,376
	Freight			Large Bridge			Green Streets	
	Recommended for Funding			Recommended for Funding			Recommended for Funding	
79	F1003 N Lombard Slough overcrossing	\$2,210	74	RR1012 Selwood Bridge Replacement Type, Size & Location Study, Preliminary environmental	\$1,500	66	GS124 NE Cully Boulevard Prescott to Killingsworth	\$2,157
73	F1015 SW Toussain-Sherwood Road ATMS 1.5 to Highway 95W	\$0,341				67	GS123 Beaver Creek Culverts Troutdale, Cochran, Stark	\$1,700
74	F1007 N Leadbetter Extension N Bybee Lake Ct to Marine Dr	\$0,900						
47	F1004 Kusman Road extension Barber to Boeckman	\$1,400						
45	F1008 Freight Data Collection Infrastructure and Archive System, Approximately 50 interchanges region wide	\$0,179						
	Subtotal:	\$5,030		Subtotal:	\$1,500		Subtotal:	\$3,857
	Recommended for Further Consideration in Final Cut			Recommended for Further Consideration in Final Cut			Recommended for Further Consideration in Final Cut	
74	F1007 N Leadbetter Extension N Bybee Lake Ct to Marine Dr	\$0,900	74	RR1012 Selwood Bridge Replacement Type, Size & Location Study, Preliminary environmental	\$1,000			
	Subtotal:	\$0,900		Subtotal:	\$1,000		Subtotal:	\$0,000
	Mode Category Total:	\$5,930		Mode Category Total:	\$2,500		Mode Category Total:	\$3,857

Roads and Bridges Recommended Total \$13,617
 Planning and Travel Options \$43,291
 Recommended Total \$56,908
 Expected 2006-09 Funding Authorized \$62,228
 Remaining funds to be allocated \$5,320
 Total Next Tier project cost \$23,608

The TPAC recommendation included the following two options that include the Base Package recommendation with the following modifications.

**TPAC Recommended Options
Base Package with the following changes:**

Project	Agency	Option 1 (\$ millions)	Option 2 (\$ millions)
Add to Base Package			
Marine Drive Bike Lanes	Portland	\$.685	
Powerline Trail ROW	THPRD	\$.600	
Rockwood Ped to MAX	Gresham	\$.900	
Beaverton TOD Site	Beaverton	\$.650	
Capitol Highway Pedestrian	Portland	\$.538	
Gateway TOD Site	Portland	\$.500	
Eastside Streetcar	Portland	\$1.000	
South Metro Amtrak Station	Oregon City	\$1.150	\$1.00
Bike Model and Interactive Map	Metro		\$.201
Urban Center TOD Program	Metro		\$.500
Sellwood Bridge	Multnomah Co.		\$.500
B-H/Scholls/Oleson	Washington Co.		\$1.000
Ledbetter extension	Port of Portland		\$.900
172 nd Avenue	Clackamas Co.		\$2.000
Cleveland Avenue	Gresham		\$1.000
Subtotal		\$6.023	\$8.101
Remove from Base Package			
Trolley Trail			(\$.742)
TOD Category			(\$.500)
RTO Category			(\$.500)
Subtotal			(\$1.742)
Total Addition to Base		\$6.023	\$6.359
Total Cost with Base		\$62.931	\$63.267
Over programmed		\$.703	\$1.039

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ALLOCATING \$62.2) RESOLUTION NO. 05-3529
MILLION OF TRANSPORTATION PRIORITIES)
FUNDING FOR THE YEARS 2008 AND 2009,) Introduced by Councilor Rex Burkholder
PENDING AIR QUALITY CONFORMITY)
DETERMINATION.)
)
)
)

WHEREAS, Approximately \$62.2 million is forecast to be appropriated to the Metro region through the federal Surface Transportation Program (STP) and Congestion Mitigation – Air Quality (CMAQ) transportation grant programs, and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) are designated by federal legislation as authorized to allocate these funds to projects and programs in the metropolitan region through the Transportation Priorities process, and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) have provided policy guidance to Metro staff and the Transportation Policy Alternatives Committee (TPAC) on the type and balance of projects and programs that are a priority for these funds through Metro Resolution No 02-3206 For the Purpose of Adopting the Policy Direction, Program Objectives, Procedures and Criteria for the Priorities 2003 Metropolitan Transportation Improvement Program (MTIP) and Allocation of Regional Flexible Funds, adopted July 25, 2002 and further refined at the Metro Council Informal of May 6, 2003, and the JPACT meeting of May 15, 2003, and

WHEREAS, Metro received approximately \$130 million in project and program applications, and

WHEREAS, Those applications have been evaluated by technical criteria within one of twelve modal categories, by a summary of qualitative factors and by a summary of public comments, and

WHEREAS, an extensive public process has provided an opportunity for comments on the merit and potential impacts of the project and program applications between October 15th and December 6th, 2004 and at a public hearing before the Metro Council to respond to a staff and TPAC recommendation of proposed projects and programs to allocate funding, and

WHEREAS, Metro staff and TPAC have provided recommendations to JPACT and the Metro Council on a list of projects and programs to allocate funding in response to the policy direction provided, considering the technical evaluation, qualitative factors, and public comments provided as shown in Exhibit A, and

WHEREAS, JPACT has acted on the recommendations of Metro staff and TPAC and recommended funding for a list of projects and programs identified in Exhibit D, and

WHEREAS, Receipt of these funds are conditioned on completion of requirements listed in Exhibit E to the staff report, and

WHEREAS, The recommended list of projects and programs, along with all of the projects and programs expected to receive federal funding in the 2006 through 2009 fiscal years will be analyzed for

conformity with the State Implementation Plan for air quality and adopted within the Metropolitan Transportation Implementation Plan (MTIP); now therefore

BE IT RESOLVED that the Metro Council adopt the recommendation of JPACT on the project and programs to be funded through the Transportation Priorities 2006-09 process as shown in Exhibit A.

ADOPTED by the Metro Council this 24th day of March 2005

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Exhibit A

Transportation Priorities 2006-09 Policy Objectives

The primary policy objective for the Transportation Priorities 2006-09 program is to leverage economic development in priority 2040 land-use areas through investments that support:

2040 Tier I and II mixed-use areas (central city, regional centers, town centers, main streets and station communities)

2040 Tier I and II industrial areas (regionally significant industrial areas and industrial areas), and

2040 Tier I and II mixed-use and industrial areas within UGB expansion areas with completed concept plans

Other policy objectives include:

- emphasize modes that do not have other sources of revenue
- complete gaps in modal systems
- develop a multi-modal transportation system with a strong emphasis on funding bicycle, boulevard, freight, green street demonstration, pedestrian, regional transportation options, transit oriented development and transit projects and programs
- meet the average annual requirements of the State Implementation Plan for air quality for the provision of pedestrian and bicycle facilities

IMPLEMENTATION OF PROGRAM POLICY OBJECTIVES FOR NARROWING TO FINAL CUT LIST

1. Support economic development in priority land use areas.

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

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

2. Emphasize priority modal categories in the following manner:

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

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

Summary of Comments by Mode

A total of 1,209 comments were received on the 2006-09 MTIP proposed transportation projects.

Large Bridge Project

A total of 108 comments were received on the **Sellwood Bridge Replacement Study**, with all but one in favor of a new bridge for safer cycling, walking and driving, and more efficient freight routing. The bridge was called “a death trap waiting to happen for cyclists” and vital for transportation connections. Some people wanted a new bridge in a new location, and one person thought the existing bridge should be preserved and widened. All comments agreed that there was an urgent need to do something about the dangerous condition of the Sellwood Bridge.

Bike/Trail Projects

The bike/trail project category received 353 comments, the most comments of any mode category. Comments related to safety and connectivity of multi-use trails in the region.

The Springwater Trail Sellwood Gap: SE 19th to SE Umatilla multi-use trail project received 107 comments, all but one in favor of the project. Many comments related to the elimination of dangerous road crossings on the trail. Cyclists and walkers expressed delight with the trail and their desire to close the gaps for easier, safer trail connections.

The Powerline Trail (North): Schueback Park to Burntwood Drive in Beaverton received 65 comments in favor of continuing this important multi-use trail in a growing area with few parks. The trail was seen as a vital corridor linking homes, shopping and transit while protecting greenspaces and wildlife. In addition, petitions totaling 320 signatures were received in favor of funding this trail project.

The Trolley Trail: Arista to Glen Echo received 57 comments, all but one in favor of completion of this “long awaited” project. Comments mentioned the need for a safe, usable year-around linear park that would foster pride in the community and a leave a legacy for generations. It was also seen as a boon to Milwaukie Center revival.

The Marine Drive Bike Lanes and Trail Gaps: 6th to 185th Avenue project received 47 comments. Most comments were from cyclists who would use it more if proposed safety improvements were made. The trail was seen as providing scenic access along the Columbia River. It could be one of the best in Portland, if improved.

The Rock Creek Trail: Orchard Park to Wilkens project received 26 favorable comments. This trail is seen as the spine of the trail network in Hillsboro; greatly needed in a dense and growing area. It would connect neighborhoods to employment, shopping, light rail, parks and a new library.

The Springwater Trailhead at Main City Park received 21 comments in favor of providing needed facilities and connections to the Springwater Trail and light rail. It would provide a critical missing link in the path network.

The Powerline Trail (South): Barrows to Beef Bend Road project received 16 favorable comments. This trail is seen as providing an important multi-use corridor in an area lacking parks, sidewalks and north/south routes.

Pedestrian Projects

All pedestrian projects received 158 comments relating to safety and pedestrian links.

The Capitol Highway: Multnomah to Taylors Ferry project received 59 comments asking for relief from a congested area devoid of paved sidewalks or shoulders on the roads. Safety was seen as a problem for walkers and cyclists, now using a dirt "goat" path. The path is seen as a vital link to schools, shopping, recreation and residential areas. One person said improving this path was a misuse of government funds.

The Milwaukie Town Center: Main/Harrison/21st project received 48 favorable comments. Most were printed postcards that requested funding for a project that enhances the town center's livability and creates a pedestrian link to nearby parks. Some comments stressed safety improvements needed to reduce risks and improve mobility.

The Tacoma Street: 6th to 21st Avenue project received 21 comments, most in favor of further improving safety and aesthetics on this street for pedestrians and bicyclists. Three comments were against this project, partly because of proposed curb extensions.

Road Reconstruction Projects

All road reconstruction projects received 101 comments, with the most interest in Lake Road and Naito Parkway improvements.

The Lake Road: 21st to Hwy 224 project received 57 comments in favor of safety improvements to improve driving conditions and protect children with sidewalks and bike lanes. This project was seen as a multi-modal link that would help revive Milwaukie and improve connections to Clackamas Regional Center.

The Naito Parkway: NW Davis to SW Market project received 25 comments, most in favor of reconstructing this street. Most comments expressed the need for street repair, sidewalks and bike lanes to increase traffic flow in an important part of downtown Portland next to Waterfront Park.

Boulevard Projects

All boulevard projects received 84 comments, with Burnside Street receiving the most comments for improvements leading to economic development and greater access.

The Burnside Street: Bridge to E. 14th project received 44 comments, most in support of safety improvements for cyclists, walkers and autos. One person stated the need to transform the area into a Gateway to the City, called for in the Central City Plan. Others supported the project as important to business and economic growth. A few comments against the project called for traffic calming signals for bikes, and adjacent one-way streets.

The **Cornell Road: Saltzman to 119th project** received 20 favorable comments to help make it safer for bikes. One person said it was a miserable intersection that needed high priority funding. Others said the street had dangerous traffic with no bike lanes. Safe, healthy bike routes were requested for westside cycling.

The **Killingsworth: 1-5 Overpass & N Commercial to NE MLK project** received 16 comments, most in favor of improving the safety and access of this “long ignored” street. The project was seen as filling a missing link and promoting further residential and commercial growth in the area. One comment was against curb extensions.

Planning Projects

All planning projects received 142 comments relating to the need for further planning for freight, trails, livable streets, bike information and transit.

Bike Model and Interactive Map Regionwide received 43 comments, most in favor of the “Map Quest for bikes” project. Comments highlighted the usefulness as roads change; the convenience of trip planning and the assistance in finding safer routes. One person said it is a great, low cost idea. One comment said it is not a priority because it is not hard to read a paper map.

The **Willamette Shoreline – Hwy 43 Transit project** received 39 comments, most in favor of funding this planning project. Bicyclists support the project for more bike lanes and less car traffic to dodge on Hwy. 43. This corridor is seen as being at or near capacity, with traffic increasing with development. Action is seen as critical for safety and access between the South Waterfront area and Lake Oswego. One person said there is little support in Lake Oswego for a rail line.

Multi-Use Path Master Plans, Lake Oswego to Milwaukie received 36 comments in favor of this planning project. Most comments wanted essential links in the trails system for livability, access, safety and recreation opportunities. A non-motorized river crossing was requested between Lake Oswego and Milwaukie.

Transit Projects

All transit projects received 72 comments regarding the need for transportation links and access around the region.

The **Eastside Streetcar project** received 24 comments, most in support of the streetcar line for livability, access and economic development throughout the Central Eastside area, including Lloyd Center, Oregon Convention Center and OMSI. Comments against the project said it would increase auto congestion and it ignored the Hawthorne Bridge as a more cost-effective crossing.

South Metro Amtrak Station received 18 comments, most in favor of the enhancements to the existing train station and increased parking space. The project is seen as important for improving the popularity of Amtrak and supporting rail transport. Comments against the project stated that Amtrak should fund it and questioned whether it would ease auto congestion.

Transit Oriented Development Projects

All TOD projects received 74 comments, most with praise for the program for helping to fund mixed-use transit-oriented projects around the region.

The **Regional TOD Urban Center Program** received 24 comments in support of mixed-use projects in urban centers but not along light rail. One small developer was very happy with TOD as “a smart way to get smart growth.”

The **Regional TOD LRT Station Area Program** received 25 comments, almost all in support of this tool to develop higher density projects and promote creative land development.

Freight Projects

Fifty-four comments were received on the freight projects, with the N. Leadbetter Extension, Kinsman Road Extension and the Freight Data Collection projects each receiving 12 comments. Most comments requested completion of the projects for safety and better freight movement.

Road Capacity Projects

All the road capacity projects received 40 comments, with the most comments (13) in support of the SE 172nd Ave. Phase I: Sunnyside to Hwy 212 project to increase traffic flow and aid economic development in the area.

Green Streets Projects

Fifteen comments were received on the Green Streets projects, with the most comments (11) on the NE Cully Boulevard project, which was seen as unsafe and in need of sidewalks for school children.

Regional Travel Options Projects

Eight comments were received on the Regional Travel Options programs and projects. The Three Travel Smart projects received 5 comments and the RTO Base program received 2 comments.

General Comments

Some comments and suggestions were received that did not relate to a specific MTIP project. A total of 33 comments were general in nature. Some requested making bike paths and lanes safer and supporting bike commuters. Other comments related to the need for repairing and expanding roads for auto and freight movement.

Exhibit C

Transportation Priorities 2006-09: *Investing in the 2040 Growth Concept*

Explanation of Metro Staff Project/Program Recommendations

Following is a summary of the rationale used by Metro staff to implement the policy direction provided by JPACT and the Metro Council in developing a Final Cut List recommendation as shown in Exhibit D. The summary is organized by mode category.

Bike/Trail

- The top six technically ranked projects were nominated for inclusion in the final cut list base package. The fourth, fifth and sixth ranked projects had similar technical scores while there is a more pronounced break point between the sixth and seventh ranked project.
- The Marine Drive trail gaps project was initially reduced in recommended funding in the Base package by the amount that project was thought likely to receive through the state Transportation Enhancement (TE) funding program. Subsequent communication with the TE staff indicates the project is not likely to receive funding through that program. TPAC recommended this funding be restored in the Option 1 add package.
- The Trolley Trail project was reduced in recommended funding in the Base package by half to allow coordination with the area sewer districts for the potential use of the trail right-of-way for a sewer trunk line. Slowing the rate of funding for this project would allow better construction coordination and the potential for shared construction costs. The Option 2 package would eliminate all funding consideration for this project in this funding cycle.
- Right-of-way for the Powerline Trail from Scheupback Park to Burntwood Drive is included in the Option 1 package to help secure the undeveloped Mt. Williams property where the project is located prior to the expiration of a purchase option owned by a consortium seeking to secure the property for park and trail use.
- The projects included in the Base package will meet progress needed on air quality Transportation Control Measures of 5 miles per biennium. Proposed projects would provide 6.79 miles of bicycle trail projects. However, the location of the 2.3 miles of MAX multi-use path project is located in the Gresham regional and Rockwood town centers and therefore is eligible to meet required pedestrian improvements. As proposed funding for the Pedestrian improvements may not meet air quality TCM requirements (further definition is needed for the Forest Grove Town Center project) a portion of the MAX path project may be needed to meet the pedestrian projects need. Elimination of funding for the Trolley Trail project for the base package recommendation of segments 4 and 5 would eliminate 1.2 miles from the bike improvements provided.

Exhibit C

Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the Metro staff recommendation within the bicycle modal category addresses the following policy guidance.

Economic development in priority land use areas

- Link to retention and/or attraction of traded-sector jobs

- Address transportation barrier to development in 2040 priority land use areas

None of the projects in the bicycle/trail category remove or reduce a congestion barrier that is preventing development in a 2040 priority land use area. However, all of the projects, other than the Springwater Trailhead project, would provide an alternative mode option to priority land use areas that have or are forecast to have congestion.

- Support livability and attractiveness of the region.

The development of a regional bike system and bike access to 2040 priority land use areas contribute to the economic vitality of the region by increasing bike trips that do not require more land intensive and costly auto parking spaces in those areas where efficient use of land is most critical. The provision of a well-designed network of bicycle facilities also contributes to the overall livability and attractiveness to both companies and work force to locate in the region.

Emphasize modes that do not have other sources of revenue

On-street bicycle projects, outside of vehicle capacity or reconstruction projects that are required to build bike facilities, only have the dedicated funding of a state program that allocates approximately \$2.5 million per year to bicycle and pedestrian projects on state facilities. Off-street trails are one of several eligible project types that compete for statewide Transportation Enhancement grants of approximately \$4 million per year. Additionally, one percent of state highway trust fund monies passed through to local jurisdictions must be spent on the construction or maintenance of bicycle or pedestrian facilities.

Complete gaps in modal systems

The bicycle projects recommended for further consideration all complete gaps in the existing bicycle network. While the Springwater Trailhead project does not strictly complete a gap in the provision of a bike trail or lane, it does provide needed user facilities on the trail system that do not exist today.

Develop a multi-modal transportation system

This is a modal emphasis category for the Transportation Priorities program.

Meet the average annual requirements of the State air quality implementation plan

The bicycle and trail projects recommended for further consideration would provide 8.65 miles of a required 5 miles of new bicycle facilities for the two-year funding period. This

Exhibit C

assumes the MAX multi-use path project in Gresham would be applied to meeting requirements for the provision of pedestrian facilities and is included in the calculation of that category.

Boulevard

- The top three technically ranked projects were nominated for further consideration as there is a clear break point between the third and fourth ranked projects.
- As the Rose Biggi project is adjacent to the TOD acquisition site in Beaverton that is also recommended for funding, only preliminary engineering is recommended in the base package to reserve availability of resources for other areas of the region. PE is the minimum effort necessary to sustain momentum on the extension of the road north to Hall Boulevard.
- The Burnside Street project may receive a federal earmark that would complete PE funding for this project phase.
- Recommended funding for the Killingsworth project is reduced by the amount the project is likely to receive through the state Transportation Enhancement funding program. This recommendation may be revisited as the TE funding award process progresses. PE funding is recommended for the remaining segment between N Commercial and NE MLK Boulevard.

Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the Metro staff recommendation within the boulevard modal category addresses the following policy guidance.

Economic development in priority land use areas

- Link to retention and/or attraction of traded-sector jobs
The Boulevard projects recommended support the redevelopment of adjacent properties to higher-density mixed-uses. Office and commercial space in these mixed-use areas may serve traded-sector employment and locates that employment in the regions priority development areas that are well served by existing urban infrastructure.

- Address transportation barrier to development in 2040 priority land use areas
None of the projects in the boulevard category remove or reduce a congestion barrier that is preventing development in a 2040 priority land use area. However, all of the projects would enhance the trip end experience for users of alternative modes to access priority land use areas that have or are forecast to have congestion.

- Support livability and attractiveness of the region.
The recommended projects are a direct investment in priority 2040 mixed land use areas and support further economic development in those areas by providing the facilities and

Exhibit C

amenities necessary to support higher densities of development, a mix of land use types and higher percentage of trips by alternative modes and by enhancing land values in the vicinity of the project.

Emphasize modes that do not have other sources of revenue

While elements of Boulevard projects are eligible for different sources of transportation funding, they have no source of dedicated funding to strategically implement these types of improvements in priority 2040 land use areas.

Complete gaps in modal systems

The recommended projects add new or enhance existing pedestrian and some bike facilities to the regional network. The Rose Biggi project would construct a new collector level motor vehicle connection within a regional center to meet regional guidance on street connectivity.

Develop a multi-modal transportation system

This is a modal emphasis category for the Transportation Priorities program.

Meet the average annual requirements of the State air quality implementation plan

The Boulevard projects recommended for further consideration would only provide preliminary engineering funds and therefore not contribute to the required 5 miles of new bicycle facilities and 1.5 miles of pedestrian facilities for the two-year funding period.

Large Bridge

- The Sellwood Bridge type, size and location study and preliminary environmental work is proposed for funding in the base package in the amount of \$1.5 million.
- The recommendation for further consideration of this project is based on this project best meeting the policy direction for inclusion of projects in the non-emphasis categories. The project has the potential for regional flexible funds to seed local and state project development funds that could then leverage a large allocation from federal and state Bridge Replacement funds to reconstruct the Sellwood Bridge. ODOT Region One is proposing \$1.5 million in STIP funding for this project with the County providing \$2.1 million of matching funds. These funds will be used to solicit \$12.8 million additional funds, currently under recommendation by the state bridge committee to the Oregon Transportation Commission for PE and right-of-way costs. The total effort will be used to solicit additional HBRR and other federal funds in the future to complete construction of the project.
- An additional \$500,000 is recommended in the Option 2 package to solicit discussion on the need for additional Transportation Priorities funding to secure the \$12.8 million of HBRR Local Bridge funds.

Exhibit C

Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the Metro staff recommendation within the large bridge modal category addresses the following policy guidance.

Economic development in priority land use areas

- Link to retention and/or attraction of traded-sector jobs

The Sellwood Bridge project supports the redevelopment of the South Waterfront and Tacoma main street and the greater North Milwaukie industrial area. Industrial, office and commercial space in these mixed-use areas may serve traded-sector employment and locates that employment in the regions priority development areas that are well served by existing urban infrastructure.

- Address transportation barrier to development in 2040 priority land use areas.

Due to bridge cracking, the Sellwood Bridge is currently closed to all vehicles greater than 10,000 lbs gross vehicle weight. This represents a significant barrier to the attractiveness for any business development in the vicinity of the bridge that would rely on truck access.

- Support livability and attractiveness of the region.

With one 4-foot sidewalk occluded by light and sign posts, narrow travel lanes and no bike lanes, the current bridge is a significant barrier to access to the network of multi-use paths and bicycle lanes in the area. A new bridge provide greater connectivity between the east and west sides of the Willamette River.

Emphasize modes that do not have other sources of revenue

Bridge projects receive dedicated sources of revenue from federal and state funding sources. Award of these funds is done on a competitive process and allocation of regional flexible funds would be intended to develop enough project detail to effectively compete for those sources of revenue.

Complete gaps in modal systems

Meets the narrowing policy objectives of and providing new pedestrian and bicycle facilities that do not exist and are not likely to be constructed without programming of regional flexible funds. The project would also reopen the bridge to freight and transit traffic that is currently rerouted to the Ross Island Bridge approximately 2.5 miles to the north.

Develop a multi-modal transportation system

This is not a modal emphasis category for the Transportation Priorities program. However, a new bridge would provide new bicycle lanes, replace a single side substandard sidewalk, provide local freight access and serve two regional bus routes that can no longer use the current bridge.

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Meet the average annual requirements of the State air quality implementation plan

As a replacement or reconstruction project, this project does not address this policy goal.

Green Streets

- The top technically ranked green street demonstration projects for street and culvert retrofits are recommended for the final cut list base package. While these were the only candidate applicants in these categories, both are strong projects and worthy of funding.
- The Cully Boulevard project will provide improvements in a 2040 mixed-use main street located in a low-income and minority community and will provide technical data on water quantity/quality improvements associated with green street techniques.
- The Beaver Creek Culverts project will support recovery of endangered species, removing barriers associated with transportation facilities and will leverage a large local match and state restoration grant (70% of total project cost). To balance the program, funding is recommended to be reduced by \$470,000 to a regional share of \$1,000,000. The reduction would need to be made up from other sources or by a reduction in work scope.

Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the Metro staff recommendation within the green street modal category addresses the following policy guidance.

Economic development in priority land use areas

- Link to retention and/or attraction of traded-sector jobs

The Cully Street project would support the redevelopment of adjacent properties to higher-density mixed-uses. Office and commercial space in these mixed-use areas may serve traded-sector employment and locates that employment in the regions priority development areas that are well served by existing urban infrastructure. Additionally, green street design principals and the removal of fish barrier culverts are part of the region's management plan to address the listing of several native fish species under the federal endangered species act. Demonstrating programmatic implementation of the management plan is important to staying in compliance with the act and preventing lawsuits or federal actions that could hinder future ability to attract traded sector jobs to the region.

- Address transportation barrier to development in 2040 priority land use areas
Neither of the applications address a specific transportation congestion barrier to development in a 2040 priority land use area. However, the Cully project would provide on-street parking, sidewalks and bicycle lanes that are lacking today and deter access and investment in the area.
- Support livability and attractiveness of the region.

Exhibit C

The Cully Street demonstration project supports the economic development of a mixed-use main street. As a demonstration project for innovative stormwater management techniques in the public right-of-way, the project has the potential to promote a less costly, environmentally sensible means of managing stormwater runoff region wide. The Beaver Creek culverts retrofit project support economic development by supporting the provision of wildlife within an urban area, increasing its attractiveness to companies and work force to locate in the area.

Emphasize modes that do not have other sources of revenue.

There are no sources of dedicated revenue to support the demonstration of innovative stormwater management techniques in the public right-of-way. There are state grants available through the Oregon Water Enhancement Board to restore stream habitat, including retrofit or replacements of culverts. However, these grants require local match funds and are competitive relative to the needs and range of project eligibility.

Complete gaps in modal systems.

As a demonstration project category, Green Streets projects do not directly address this policy.

Develop a multi-modal transportation system

This is a modal emphasis category for the Transportation Priorities program.

Meet the average annual requirements of the State air quality implementation plan.

As a demonstration project category, Green Streets projects do not directly address this policy.

Freight

- All or a portion of the top five technically ranked projects are recommended for further consideration by Metro staff in the freight category. There was a clear break point in the technical score between the fifth and sixth ranked projects.
- The Base package proposes to split with the Port of Portland the increase in project costs discovered subsequent to application for and the proposed award of OTIA III funds to the N Leadbetter railroad over crossing project. Option 2 restores full funding of the cost increase to the project.

Exhibit C

Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the Metro staff recommendation within the freight modal category addresses the following policy guidance.

Economic development in priority land use areas

- Link to retention and/or attraction of traded-sector jobs

The Lombard Slough over crossing project is the central freight connector through the region's largest regionally significant industrial area with 190 companies and 8,000 industrial jobs. If the Lombard Slough over crossing is weight limited in the future, it would require an 11 mile out-of-direction travel between South Rivergate, where many traded-sector companies are located, and Terminal 6, the region's only inter-modal container terminal. The Leadbetter extension project would provide grade-separated access over a rail spur from a large traded-sector employer (Columbia Sportswear) and developing industrial land to the entrance of Terminal 6, extending the capacity of the existing warehouse facility and number of potential employees located there.

- Address transportation barrier to development in 2040 priority land use areas

Without the Lombard Slough bridge improvement, a 113 acre vacant parcel, one of 25 industrial sites of statewide significance identified by the Governor's Industrial lands Task Force and the potential for an additional 1,000 new jobs (scenario of recent Vestas proposal), would not be able to fully develop. The Leadbetter extension project would increase attractiveness to three developable parcels in the vicinity by creating an alternative to increasing number and length of delays caused by rail traffic blockage. The Tualatin-Sherwood ATMS project would improve operating efficiencies of a congested major freight route connecting a large industrial area, including several hundred acres of vacant industrial land brought into the UGB in 2002 and 2004, with I-5 and 99W. The Kinsman Road project would create a new extension from an existing regional freight road connector and provide new access for 175 acres of vacant industrial land in west Wilsonville that is awaiting development until local concurrency requirements for road capacity can be met.

- Support livability and attractiveness of the region.

By supporting the retention and expansion of traded-sector companies that can grow jobs independent of local economic conditions and supply high-wage jobs, freight projects as a category support the livability and attractiveness of the region.

The freight data collection infrastructure would provide data that would allow more accurate tracking and forecasting of truck movements to better understand freight transportation needs in the region.

Emphasize modes that do not have other sources of revenue

The five recommended freight projects are road capacity, reconstruction or operations projects. These projects are eligible for eligible to be funded through state trust fund and

Exhibit C

pass through revenues. The OTIA III process has also dedicated \$100 million of statewide funding to these types of projects.

Complete gaps in modal systems

The Lombard slough over-crossing project would prevent the closure of freight traffic on the regional freight system. The Kinsman Road and Leadbetter projects would provide new connections to the motor vehicle system.

Develop a multi-modal transportation system

This is a modal emphasis category for the Transportation Priorities program.

Meet the average annual requirements of the State air quality implementation plan

As capacity, reconstruction or operational projects, this project category does not address this policy goal.

Planning

On-Going

- MPO Required Planning is recommended for funding. This funding continues the practice of previous allocations (adjusted 3% annually for inflation) to the Metro planning department for the provision of regional transportation planning services necessary to carry out MPO functions. Use of regional flexible funds for this purpose began as an alternative to collection of dues from local transportation agencies.
- Regional Freight Planning is recommended for funding. Funding for regional freight planning services began in FFYs 2004 and 2005 as freight and economic development became prominent regional and political issues. This allocation would fund these services for 2006 through 2009.

Corridor Planning

- The Milwaukie light rail Supplemental EIS is recommended for funding at \$2.0 of its \$3.725 million cost from regional flexible funds. This effort is needed to make the project eligible to receive federal funds.
- The Willamette Shoreline – Highway 43 Transit alternatives analysis is proposed for funding. Preliminary engineering phase is not recommended at this time but should await further development of a strategy for corridor improvements through the AA process.
- Three of the four Multi-Use master plans (Lake Oswego to Milwaukie, Tonquin Trail, and the Mt. Scott to Scouter's Loop trail) are recommended for funding. These trail projects span multiple local jurisdictions that need technical support to prepare trails to enter preliminary engineering and continue efforts provided at Metro to developing regional trail projects through implementation of the Greenspaces bond measure. The Sullivan's Gulch trail is not recommended for funding as it was not indicated as a local priority to the city of Portland and to the degree of cooperation and effort that will be needed to complete master planning work for this project.

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- The Next Priority Corridor analysis is recommended for funding. This work would address the fourth corridor from regional flexible funds of the 18 corridor plans the state Department of Land Conservation and Development requires the region to complete as part of the adoption of the Regional Transportation Plan. JPACT has requested ODOT also contribute to the completion of a second corridor study in this time frame conditioned on regional funding of one corridor study.

Planning Enhancements

- The Bicycle Interactive Map and Model Update is recommended for funding in the Option 2 package.

Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the Metro staff recommendation within the planning category addresses the following policy guidance.

Economic development in priority land use areas

- Link to retention and/or attraction of traded-sector jobs

None of the candidate planning activities claimed a direct link to the retention or attraction of a specific traded-sector business to the region. However, planning activities are necessary to ensure federal funding eligibility and adequate transportation services to the region, both essential to retaining and attracting traded-sector businesses to the region in general.

- Address transportation barrier to development in 2040 priority land use areas

The 2000 RTP allows development in the region's priority 2040 mixed-use areas even when motor vehicle congestion is forecast in the peak hour as long as certain conditions exist, one of which is the availability of frequent transit service. The Milwaukie LRT Supplemental EIS and the Willamette Shoreline AA are steps in providing reliable frequent transit service to the Central City and Milwaukie and Lake Oswego town centers, key pieces of investment to ensuring the allowance of future development to proceed in those areas. Other planning activities proposed for funding support economic development by ensuring the 2040 priority land use areas are adequately served by transportation services and that requirements are met to allow state and federal funding to be allocated to projects serving those areas.

- Support livability and attractiveness of the region.

Transportation planning activities support the livability and attractiveness of the region by ensuring the transportation system adequately serves the comprehensive land use plans of the region and local communities.

Exhibit C

Emphasize modes that do not have other sources of revenue

General planning transportation activities, but not specific corridor planning activities, are supported through limited federal planning revenues, though not enough to cover planning services provided to the region.

Complete gaps in modal systems

Planning activities identify and direct funding to projects that complete gaps in modal systems.

Develop a multi-modal transportation system

Planning activities identify and direct funding to projects that develop multi-modal systems. This is an emphasis category for the Transportation Priorities program.

Meet the average annual requirements of the State air quality implementation plan

While used to develop, coordinate and report on the implementation of the annual requirements, planning does not construct new facilities to meet State air quality plan requirements.

Pedestrian

- The top two technically ranked projects are recommended for funding on the final cut list base package as there is a clear break in the technical scoring between the second and third ranked projects and no clear break between the third and fifth ranked projects.
- \$900,000 is recommended for the Rockwood Pedestrian to MAX project is in the Option 1 package.
- The Capitol Highway (PE) pedestrian project is recommended for funding in the Option 1 package.
- The ODOT Preservation Supplement request is a result of regional policy request to ODOT. The funding amount from regional flexible funds would provide cost sharing with ODOT Region 1 from funding proposed in the draft STIP outside of their preservation program to provide pedestrian and potentially bicycle and transit improvements in conjunction with their preservation work. It appears at this time that ODOT will be able to provide pedestrian improvement treatments on the two urban preservation projects (Powell Boulevard: 50th to I-205, and NW Yeon) with existing STIP revenues. A preliminary cost analysis of adding bicycle lanes on SE Powell between 71st and 82nd Avenues, consistent with the Portland TSP, was cost prohibitive at between \$5 and \$7 million as a preservation supplement project.

Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the Metro staff recommendation within the pedestrian modal category addresses the following policy guidance.

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Economic development in priority land use areas

- Link to retention and/or attraction of traded-sector jobs

The Pedestrian projects recommended support the redevelopment of adjacent properties to higher-density mixed-uses. Office and commercial space in these mixed-use areas may serve traded-sector employment and locates that employment in the regions priority development areas that are well served by existing urban infrastructure.

- Address transportation barrier to development in 2040 priority land use areas

The 2000 RTP allows development in the region's priority 2040 mixed-use areas even when motor vehicle congestion is forecast in the peak hour as long as certain conditions exist, one of which is the availability of a well connected local street system to support walking trips within the mixed-use area. The Forest Grove and Milwaukie town center pedestrian projects are steps in providing pedestrian access on their well connected downtown street networks, key pieces of investment to ensuring the allowance of future development to proceed in those areas.

- Support livability and attractiveness of the region.

the pedestrian projects recommended contribute to the economic vitality of the Forest Grove and Milwaukie mixed-use areas by providing access by users who would not require more land intensive and costly auto parking spaces.

Emphasize modes that do not have other sources of revenue

Pedestrian projects outside of vehicle capacity or reconstruction projects that are required to build bike facilities only have dedicated funding limited to a state program that allocates approximately \$2.5 million per year or as one of several eligible project types that compete for statewide Transportation Enhancement grants of approximately \$4 million per year. Additionally, one percent of state highway trust fund monies passed through to local jurisdictions must be spent on the construction or maintenance of bicycle or pedestrian facilities.

Complete gaps in modal systems

The pedestrian projects recommended for further consideration all complete gaps, either with new facilities or upgrading substandard facilities, in the existing pedestrian network.

Develop a multi-modal transportation system

This is a modal emphasis category for the Transportation Priorities program.

Meet the average annual requirements of the State air quality implementation plan

The pedestrian projects recommended for further consideration would provide .26 miles (+ Forest Grove – still confirming length of project) of a required 1.5 miles of new pedestrian facilities within mixed-use areas for the two-year funding period. The MAX multi-use path project, evaluated in the Bike/Trail category could contribute a portion of its 2.32 miles of pedestrian improvement to meet air quality plan requirements for the provision of pedestrian facilities as it is located in the Gresham regional and Rockwood town centers.

Exhibit C

Road Capacity

- The SW Greenberg Road project in the Washington Square regional center is recommended for funding as the top tier road capacity project with a clear break point in project score between it and the next tier of projects (#2 through #5). The \$1 million request would complete project funding of local resources and prior regional award of PE funds for a total project cost of \$5 million.
- The Beaverton-Hillsdale/Scholls Ferry/Oleson Road intersection project is located in the Raliegh Hills town center. Funding is recommended for a portion of the PE costs in the Option 2 package. Funding would be conditioned on the completion of some planning work for the large portion of the town center area to be impacted by the right-of-way acquisition process. The county is seeking to use progress on PE work to solicit state and federal funds for right-of-way and construction.
- Right-of-way acquisition costs of \$2 million is recommended for funding of the 172nd Avenue project in the Option 2 package. This would address the \$1.0 million estimated right-of-way costs and a start on construction costs. This project is located in the newly expanding urban area on the east side of Happy Valley. The application will leverage \$10 million of County funds to complete construction of the project. The County has begun master planning of the area surrounding this project and anticipates designating much of it as Regionally Significant Industrial Area to serve as a job base for Happy Valley. This is also the only project proposed for funding in the recently expanded urban growth boundary area, which when master planning is completed, is one of the priority land use emphasis areas. This funding is recommended to be conditioned on completion of the Damascus master plan and for the project design to be consistent with implementation of the master plan.

Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the Metro staff recommendation within the road capacity modal category addresses the following policy guidance.

Economic development in priority land use areas

- Link to retention and/or attraction of traded-sector jobs

The SE 172nd Avenue project will provide the primary arterial access to the future Rock Creek industrial area. Forecasts of expected traded-sector jobs will be available upon completion of the Damascus concept plan.

The B-H/Scholls project would support the redevelopment of adjacent properties to higher-density mixed-uses. Office and commercial space in these mixed-use areas may serve traded-sector employment and locates that employment in the regions priority development areas that are well served by existing urban infrastructure. No specific link to the retention or attraction of traded-sector jobs was provided by the project applicant.

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- Address transportation barrier to development in 2040 priority land use areas
Upon completion of the Damascus concept plan, the SE 172nd Avenue project will address the primary urban infrastructure need to development of the future Rock Creek industrial area. The Beaverton-Hillsdale/Scholls Ferry/Oleson intersection project, if tied to the development of a Raleigh Hills town center planning effort, is of a scale and impact to provide significant redevelopment opportunities in that area. The Wood Village Boulevard project would provide new access and development opportunity in the Wood Village town center.
- Support livability and attractiveness of the region.

Emphasize modes that do not have other sources of revenue

Road capacity projects are supported through pass through state trust fund revenues to local jurisdictions, system development charges and some local taxes or improvement districts. However, some jurisdictions have maintenance needs that are larger than state pass-through revenues and which generally take priority over capacity projects.

Complete gaps in modal systems

Other than the Wood Village Boulevard project, which would complete a gap in the motor vehicle street system between Halsey and Arata Road, these projects expand existing motor vehicle connections. New connections to complete gaps in the pedestrian and bicycle system would be provided with these projects, however.

Develop a multi-modal transportation system

This is not a modal emphasis category for the Transportation Priorities program. However, all of these projects would provide new or upgrade substandard pedestrian and bicycle facilities on these roads (current Greenburg Road has existing sidewalks but no bike lanes).

Meet the average annual requirements of the State air quality implementation plan

These projects do not address this policy goal.

Road Reconstruction

- The Cleveland Street project is recommended for funding at \$1 million in the Option 2 package. If funded, it would be necessary to work with the City of Gresham to define a phase of the project that could be completed with this amount or additional sources secured. This project demonstrated strong connections to the development of the Gresham regional center and adds sidewalk, bicycle and transit elements that are currently missing from the existing facility. It also strongly incorporates green street elements, providing another demonstration project for the region.

Response to Policy Guidance

Exhibit C

In addition to the technical score that reflects a quantitative measure of the policy guidance, the Metro staff recommendation within the road reconstruction modal category addresses the following policy guidance.

Economic development in priority land use areas

- Link to retention and/or attraction of traded-sector jobs

The Cleveland Street project would support the redevelopment of adjacent properties in the regional center to higher-density mixed-uses. Office and commercial space in these mixed-use areas may serve traded-sector employment and locates that employment in the regions priority development areas that are well served by existing urban infrastructure.

- Address transportation barrier to development in 2040 priority land use areas
- Support livability and attractiveness of the region.

Emphasize modes that do not have other sources of revenue

Road reconstruction projects are supported through pass through state trust fund revenues to local jurisdictions, system development charges and some local taxes or improvement districts. However, some jurisdictions have maintenance needs that are larger than state pass-through revenues and which generally take priority over reconstruction projects.

Complete gaps in modal systems

The recommended project does not complete gaps in the existing motor vehicle system but provides new pedestrian and bicycle facilities, completing gaps in those modal systems.

Develop a multi-modal transportation system

This is not a modal emphasis category for the Transportation Priorities program. However, the project would provide new or upgrade substandard pedestrian and bicycle facilities.

Meet the average annual requirements of the State air quality implementation plan

These projects do not address this policy goal.

Regional Travel Options

- The Regional Travel Options program is recommended for further consideration at the level of funding needed to implement the programs strategic plan, with the exception of providing vanpool capital assistance, in the base funding package.
- \$500,000 is recommended to be eliminated from the RTO Program in the Option 2 package. No specific guidance on which portion of the program to eliminate was provided.

Response to Policy Guidance

Exhibit C

In addition to the technical score that reflects a quantitative measure of the policy guidance, the Metro staff recommendation within the regional travel options category addresses the following policy guidance.

Economic development in priority land use areas

- Link to retention and/or attraction of traded-sector jobs

- Address transportation barrier to development in 2040 priority land use areas

The RTO program is regional in scope and therefore markets and provides travel option services, reducing congestion region wide.

- Support livability and attractiveness of the region.

Emphasize modes that do not have other sources of revenue

These programs are not supported by other sources of dedicated transportation revenues although they do leverage funding from private Transportation Management Associations and other grants.

Complete gaps in modal systems

The RTO program does not construct projects and therefore does not address this policy goal.

Develop a multi-modal transportation system

This is a policy emphasis category for the Transportation Priorities program. RTO projects contribute to the development of a multi-modal system by educating and providing incentives to reduce trips or use existing pedestrian, bicycle and public transit facilities.

Meet the average annual requirements of the State air quality implementation plan

While the RTO programs promote use of the facilities provided by the requirements, it does not specifically address this policy goal.

Transit Oriented Development (TOD)

- The TOD rail station area and urban centers programs are recommended for funding equal to the previous allocation.
- The Beaverton TOD site acquisition project is also recommended for funding at \$2 million, equal to the previous allocation to the Gresham Civic station site in the previous allocation. This would be a \$1 million cut from the requested amount. It is recommended that the City of Beaverton investigate use of other sources to match the large regional contribution to the project. \$500,000 of this cut would be restored in the Option 1 package.
- The Gateway TOD site would be funded for \$500,000 in the Option 1 package.

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- The urban centers program is recommended for an additional \$500,000 in the Option 2 package but the same \$500,000 is recommended to be eliminated from the TOD category, with no specific recommendation on what project or program to reduce, in the Option 2 package.

Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the Metro staff recommendation within the transit oriented development category addresses the following policy guidance.

Economic development in priority land use areas

- Link to retention and/or attraction of traded-sector jobs

- Address transportation barrier to development in 2040 priority land use areas
The TOD program and recommended projects address market development barriers to development in 2040 priority mixed-use land use areas.

- Support livability and attractiveness of the region.

The TOD program and recommended projects support implementation of regional and local comprehensive plans by supporting mixed-use development at densities and with amenities beyond what the current market will bear in emerging mixed-use areas.

Emphasize modes that do not have other sources of revenue

While urban renewal and other programs facilitate new development, transit oriented development projects are specifically designed to increase the efficiency of the regions investment in the transit system and is not supported by other sources funding.

Complete gaps in modal systems

The TOD program and projects do not address this policy goal.

Develop a multi-modal transportation system

This is a modal policy emphasis category for the Transportation Priorities program. TOD projects contribute to the development of a multi-modal system by increasing the density and design of development in areas well served by existing pedestrian, bicycle and public transit facilities. This increases the use of those facilities and makes them more cost-effective.

Meet the average annual requirements of the State air quality implementation plan

While the TOD programs promote use of the facilities provided by the requirements, it does not specifically address this policy goal.

Exhibit C

Transit

- The existing commitments (by Metro Resolution) to rail transit projects in the region are recommended for funding.
- The Frequent Bus program is recommended for funding at a rate equal to the previous allocation amount.
- The Eastside Streetcar is recommended for funding in the Option 1 package.
- The South Metro Amtrak station is recommended for funding at \$1.15 million in the Option 1 package and for \$1 million in the Option 2 package.

Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the Metro staff recommendation within the transit modal category addresses the following policy guidance.

Economic development in priority land use areas

- Link to retention and/or attraction of traded-sector jobs

Office and commercial space in the mixed-use areas served by these transit projects may serve traded-sector employment and locates that employment in the regions priority development areas that are well served by existing urban infrastructure.

- Address transportation barrier to development in 2040 priority land use areas

The 2000 RTP allows development in the region's priority 2040 mixed-use areas even when motor vehicle congestion is forecast in the peak hour as long as certain conditions exist, one of which is the availability of frequent transit service. The existing rail commitments and the Frequent Bus capital improvement program are steps in providing reliable frequent transit service to mixed-use and industrial areas region-wide, key pieces of investment to ensuring the allowance of future development to proceed in those areas.

- Support livability and attractiveness of the region.

The development of a comprehensive regional transit system with frequent and reliable access to 2040 priority land use areas contribute to the economic vitality of the region by increasing trips that do not require more land intensive and costly auto parking spaces in those areas where efficient use of land is most critical. The provision of a well-designed network of transit facilities also contributes to the overall livability and attractiveness to both companies and work force to locate in the region.

Emphasize modes that do not have other sources of revenue

The existing rail commitments and the Eastside Streetcar fund applications are used to leverage large federal grants to construct those projects. Currently, TriMet general fund revenues are committed to transit service as a means of not having to cut bus service hours and to start new light rail service during the on-going recession. While this was a

Exhibit C

resource allocation choice, on-street capital improvements for the Frequent Bus program now come solely from the Transportation Priorities program. The south Amtrak station improvements are not eligible for any other source of transportation revenues.

Complete gaps in modal systems

The rail commitment s and Eastside Streetcar projects extend high frequency service to new areas consistent with the RTP and local Transportation System Plans, however, they do not strictly fill in gaps within the existing rail network. Frequent Bus improvements will allow new frequent bus service connecting gaps in the existing system.

Develop a multi-modal transportation system

This is a modal policy emphasis category for the Transportation Priorities program. Transit projects contribute to the development of a multi-modal system by providing higher efficiency transit service in the corridors served by those projects.

Meet the average annual requirements of the State air quality implementation plan

While the rail commitment and Frequent Bus program do not result directly in the provision of additional service hours as required by the air quality implementation plan, they do contribute to service efficiencies that can then be reallocated to providing additional transit service.

Exhibit D

Transportation Priorities 2006-09: *Investing in the 2040 Growth Concept*

Conditions of Program Approval

Bike/Trail

All projects will meet Metro signage and public notification requirements.

(Bk2052) The MAX multi-use path project funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of Hispanic and low-income populations in the vicinity of the project.

(Bk3072) The Powerline Trail (Schuepback Park to Burntwood Drive) funding is conditioned on the execution of the purchase option of the Mt. Williams property for use of right-of-way for the project. If the purchase option is not executed, Metro may rescind the funds for future reallocation.

Boulevard

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guide book (Metro; 2nd edition; June 2002).

projects will incorporate stormwater design solutions (in addition to street trees) consistent with Section 5.3 of the *Green Streets* guide book and plant street trees consistent with the planting dimensions (p 56) and species (p 17) of the *Trees for Green Streets* guide book (Metro: 2002).

(Bd3020) The Rose Biggi project funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of Hispanic and low-income populations in the vicinity of the project.

(Bd1051) The E Burnside project funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of low-income population in the vicinity of the project.

(Bd1260) The Killingsworth project funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of Black and low-income populations in the vicinity of the project.

Large Bridge

(RR1012) Funding of the Sellwood Bridge project is contingent on the programming \$1.5 million of STIP funding and Multnomah County prioritizing the Sellwood Bridge as the first priority large bridge project for receipt of HBRR funds after completion of the Sauvie Island bridge in 2007.

Freight

(Fr4063): Funding of the N Lombard project is contingent on the demonstration of a financial strategy that does not rely on large (> \$2 m) future contributions from the Transportation Priorities process.

(Fr4087): Funding for the Ledbetter over crossing project is contingent on the programming of \$6 million in ODOT OTIA III funding and \$2 million of local match by the Port of Portland to the project.

The N Lombard and N Ledbetter over crossing project funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of Black population in the vicinity of the project.

Green Streets

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* and *Green Streets* guidebooks (Metro; June 2002).

(GS1224): The Cully Boulevard project funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of Black, Hispanic and low-income populations in the vicinity of the project. It is also conditioned on provision of results of the water quantity and quality testing as described in the project application.

Planning

(PI0002): The RTP Corridor Plan – Next Priority Corridor is conditioned on a project budget and scope being defined in the appropriate Unified Work Program.

Pedestrian

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guidebook (Metro; 2nd edition; June 2002).

Road Capacity

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guidebook (Metro; 2nd edition; June 2002).

(RC7001) The 172nd Avenue project funding is conditioned on a project design that implements the transportation guidelines and recommendations of an adopted Damascus concept plan. Based on the results of the plan, the County may request a different arterial improvement location or scope.

(RC 1184) The Beaverton-Hillsdale/Scholls Ferry/Oleson Road intersection PE funding is conditioned on the provision of a redevelopment plan being completed for the area encompassed by the project construction impacts in conjunction with PE activities. A general scope for such redevelopment plan will be further defined prior to the March 17th JPACT meeting. Demonstration of a financial strategy (not a commitment) for funding of right-of-way and construction that does not rely on large future allocations from regional flexible funds is also required prior to programming of awarded funds.

Road Reconstruction

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guidebook (Metro; 2nd edition; June 2002).

(RR2035) Cleveland Avenue is conditioned on the provision of green street elements as described in the project application.

Regional Travel Options

Transit Oriented Development (TOD)

All projects will meet Metro signage and public notification requirements.

(TD8005): Upon completion of a full funding grant agreement, station areas of the I-205 MAX and Washington County commuter rail are eligible for TOD program project support.

Transit

Capital projects will meet Metro signage and public notification requirements.

Allocations to Interstate MAX, South Corridor planning and priority project development, Washington County commuter rail, and North Macadam development per Metro Resolution Nos. 99-2442, 99-2804A and 03-3290 will be limited to actual interest and finance costs accrued and not those forecasted for cost estimating purposes as defined within the resolutions. Residual revenues will be reallocated through a subsequent MTIP update or amendment.

(TR1106) The Eastside Streetcar project funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of low-income population in the vicinity of the project. It is also conditioned on the securing of other funding to complete the preliminary design and engineering costs of the project.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 05-3529, FOR THE PURPOSE OF ALLOCATING \$62.2 MILLION OF TRANSPORTATION PRIORITIES FUNDING FOR THE FEDERAL FISCAL YEARS 2008 AND 2009 PENDING AIR QUALITY CONFORMITY DETERMINATION.

Date: January 7, 2004

Prepared by: Ted Leybold

BACKGROUND

The Transportation Priorities 2006-09; Investing in the 2040 Growth Concept program allocates transportation funding to Metro area transportation agencies from two federal grant programs; the Surface Transportation and Congestion Mitigation/Air Quality programs. The Metro region is forecast to receive \$60.5 million from these sources in the federal fiscal years of 2008 and 2009. Previous allocations have identified projects and programs to receive funds during the fiscal years of 2006 and 2007.

Prior to the application process, an outreach process identified a general policy direction for the allocation of these funds. The primary objective of the program as adopted by the Metro Council is to leverage economic development through investments that support Region 2040 centers, industrial areas and urban growth boundary expansion areas that have completed concept plans. Other policy objectives include emphasizing modes that do not have other sources of dedicated revenue, completing gaps in modal systems and developing a multi-modal transportation system.

Metro expects to distribute approximately \$62.2 million in regional flexible funds during the Transportation Priorities process. Table 1 demonstrates the new funds forecast to be available for projects and programs.

Table 1: New Regional Flexible Funds Available for Programming

	2006	2007	2008	2009
STP			\$16,811,716	\$16,860,254
CMAQ			\$13,540,123	\$13,579,087
Interstate Transfer	\$1,728,000			
Total			\$30,351,849	\$30,439,341

More than 70 project and program applications were received requesting more than \$140 million. A technical ranking of projects was completed for the project applications within twelve modal categories. This technical analysis, along with qualitative considerations was used to inform a decision process to select a first cut of project and program applications for public comment. Public comments were received for all applications and the first cut list between October 15th and December 16th 2004.

Further policy direction was provided by the Metro Council and JPACT to direct staff on how to narrow the First Cut List to a draft staff recommended Final Cut List. The direction included honoring past commitments for these funds and continuing funding of Metro planning. The direction also included funding projects in all 2040 mixed-use and industrial land areas and emphasizing non-road or bridge projects in mixed-use areas to maximize development and multi-modal objectives. Finally, all projects

and programs were to be screened based on their relationship to the implementation of mixed-use and/or industrial area plans and development using the 2040 technical score and qualitative issues identified in project applications or through public comments.

The staff recommended Final Cut List and an explanation of the recommendation is attached as Exhibit C. The draft conditions of program approval, directing applicants on tasks to be completed as a condition of receiving funds, is attached as Exhibit E.

Attached are the following updated Transportation Priorities 2006-2009 documents:

Exhibit A: Summary of program policy goals and objectives and policy direction from Metro Council and JPACT to technical staff on how to narrow the First Cut List to a 100% Cut List.

Exhibit B: Technical evaluation and qualitative factors summary

Exhibit C: Executive summary of the public comment report. The complete public comment report may be downloaded from the Metro website (www.metro-region.org), or will be mailed on request (call Francine Floyd at 503-797-1839) and will be available at the JPACT meeting.

Exhibit D: Metro staff recommended Final Cut List of projects and programs provided for review and public comment at the January 28, 2004 TPAC meeting, February 17, 2004 public hearing, March 17, 2004 JPACT meeting and March 24, 2004 Metro Council meeting.

Exhibit E: Explanation of Metro Staff Project/Program Recommendations

Exhibit F: Draft recommendation outlining the conditions to be met to allow obligation of Transportation Priorities funds for each project or program recommended for funding.

ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** This resolution allocates transportation funds in accordance with the federal transportation authorizing legislation (currently known as the Transportation Equity Act for the 21st Century or TEA-21). The allocation process is intended to implement the Transportation Priorities 2006-09 program policies as defined by Metro Resolution No. 05-3529.
3. **Anticipated Effects** Adoption of this resolution would instigate an air quality conformity analysis of the effects of implementing these projects and programs for compliance with the State Implementation Plan for air quality.
4. **Budget Impacts** Adoption of the resolution would begin staff analysis of the air quality impacts of implementing the list of projects and programs as provided for in the Unified Work Program.

RECOMMENDED ACTION

Approve the resolution as recommended.

M E M O R A N D U M

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



METRO

DATE: February 7, 2005
TO: Joint Policy Advisory Committee on Transportation and Interested Parties
FROM: Ted Leybold: Principal Transportation Planner
SUBJECT: TPAC Recommendation and Public Hearing on Transportation Priorities 2006-09 Final Cut List

* * * * *

This memorandum and attachments supplements the materials you received in your JPACT mailing packet regarding the TPAC recommendation on the Transportation Priorities Final Cut List.

Following the policy direction provided by the Council and the Joint Policy Advisory Committee on Transportation (JPACT), Metro staff released a draft recommendation to TPAC on the award of transportation funds. The recommendation was structured into a "base package" of projects that most clearly reflects the policy direction provided, representing approximately 85% of the funds available. A series of potential add packages to allocate the remaining 15% of funds were recommended for further consideration from a "next tier" of candidate projects that also meet policy direction but not as clearly as the projects in the base package.

The Transportation Policy Alternatives Committee (TPAC) acted on the Metro Staff recommendation Friday, February 4th and recommended two options for further consideration. JPACT will be briefed on the TPAC recommendation February 10th and there will be a joint Metro Council/JPACT public hearing February 17th at 5:00 pm in the Council Chamber.

Attachment 1 - Table 1 summarizes the Metro staff recommendation of candidate projects to include in a base package and a next tier of projects to be considered for inclusion in potential add packages to the base program. The add packages would allocate the remaining 15% of available funds and represent remaining policy choices for decision makers where the application of existing policy direction by technical staff is not already clear.

TPAC recommended two options for public comment, and JPACT and Metro Council consideration. Those options are summarized in Attachment 1 - Table 2 and listed in total in Attachment 1 - Tables 3 and 4.

The JPACT mailing contained an error that has been corrected in these attachments. TPAC recommended option B included right-of-way funding for the Powerline Trail (north) project. Total cost for Option B is also corrected.

A summary of all TPAC actions is also attached for your information.

Candidate project descriptions and a summary of the TPAC recommendation is available by contacting Metro at 503-797-1839 or on the Metro website at: <http://www.metro-region.org/>

Summary of TPAC Actions
February 4th, 2005
Transportation Priorities 2006-09
Final Cut Recommendation

Metro staff introduced its recommendation for the Transportation Priorities 2006-09 Final Cut list of projects and programs to be funded. The recommendation included a base package of projects that best met the program policy guidance provided by JPACT and the Metro Council, a list of “next tier” of technically ranked projects that addressed the policy objectives but not as definitively as the base package, and a list of four potential add packages of projects from the next tier list that represented different policy choices of how to allocate the remaining funds after funding the base package. The base package and next tier project list is included in this mailing as Attachment 1 – Table 1.

The add packages presented included an option that allocated funds to a group of projects that focused on alternative modes, two options that focused on roads and a package that included projects across all of the modes.

TPAC members were then asked to discuss their preferences on projects, potential add packages and how they wished to proceed with the process of developing a recommendation to JPACT. After discussion of member perspectives on these issues, which included the merits of several additional add packages, there was a general consensus to move and vote on presenting JPACT with two add packages to the Metro staff recommended base package, if the committee could vote to define and support two packages. One package would be oriented towards alternative modes, the other towards compromise proposals submitted by Washington County and Clackamas County and Cities of Clackamas County.

A motion was made to take up as one add-package option an alternative mode oriented package as introduced by Chris Smith. Mr. Smith accepted friendly amendments to add the Capitol Highway pedestrian (PE) project, eliminate partial funding of PE on the Willamette Shoreline transit improvement, and to reflect the actual funding necessary for completion of the Marine Drive bike lanes and trail gaps project. After discussion, this add package was approved by the committee with two no votes by the Clackamas and Washington County representatives. This option is summarized in Attachment 1 – Table 2 and listed in whole in Attachment 1 – Table 3.

A motion was then made to consider as a second add-package an option of projects submitted to the committee by the representatives of the Clackamas County and Cities of Clackamas County. This add package as proposed also included cuts in funding to 3 projects/programs in the Metro staff recommended base package. A motion was made to amend this option by reducing the proposed funding to the Southeast 172nd Avenue project from \$3 million to \$2 million and adding \$900,000 to fully fund the North Ledbetter extension project. The proposed amendment passed on a vote of 8 to 6 with Clackamas County, citizen James Castaneda, citizen Greg Diloreto, Washington County, Multnomah County and Cities of Clackamas County representative voting no on the

amendment. A vote was then taken to approve the Option 2 package as amended. The vote passed 13 to 1 with Clackamas County voting no.

A motion was then made to consider as a third add-package the Metro staff recommended "Road 2" option. This motion was defeated by a vote of 11 to 3 with the ODOT, Cities of Washington County and Multnomah County representatives voting yes.

A motion was then made to consider another add-package consisting of \$900,000 to N Ledbetter extension, \$685,000 to Marine Drive bike lanes and trail gaps, \$1.14 million for right-of-way for the Rose Biggi extension, an additional \$1.25 million to the Sellwood Bridge, and \$1.25 million to Southeast 172nd Avenue. This motion was defeated 11 to 3 with ODOT, the Port of Portland, Cities of Washington County and Multnomah County representatives voting yes.

Finally, a motion to approve the recommendation of the two options as whole package for JPACT consideration was made. This motion passed by a vote of 13 to 1 with Clackamas County representatives voting no.

Attachment 1 – Table 2

**TPAC Recommended Options
Base Package with the following changes:**

Project	Agency	Option A (\$ millions)	Option B (\$ millions)
Add to Base Package			
Marine Drive Bike Lanes and Trail Gaps	Portland	\$.685	
Powerline Trail North (ROW)	THPRD	\$.600	\$.600
Rockwood Pedestrian to MAX	Gresham	\$.900	
Site acquisition: Beaverton regional center TOD	Beaverton	\$.650	
Southwest Capitol Highway Pedestrian (PE)	Portland	\$.538	
Gateway Transit Center TOD	Portland	\$.500	
Eastside Streetcar	Portland	\$ 1.000	
South Metro Amtrak Station: Phase II	Oregon City	\$ 1.150	\$ 1.000
Bike Model and Interactive Map	Metro		\$.201
TOD Urban Center Program	Metro		\$.500
Sellwood Bridge	Multnomah Co.		\$.500
Southwest B-H/Scholls/Oleson intersection (PE)	Washington Co.		\$ 1.000
North Ledbetter extension	Port of Portland		\$.900
Southeast 172 nd Avenue	Clackamas Co.		\$ 2.000
Cleveland Avenue	Gresham		\$ 1.000
Subtotal		\$ 6.023	\$ 7.701
Remove from Base Package			
Trolley Trail			(\$.742)
TOD Category			(\$.500)
RTO Category			(\$.500)
Subtotal			(\$ 1.742)
Total Addition to Base		\$ 6.023	\$ 5.959
Total Cost with Base		\$ 62.931	\$ 62.867
Over programmed		\$.703	\$.639

Mode	Planning		Mode	Bike/Trail		Mode	Pedestrian		
	Requested Amount (millions of \$)	Recommended for Funding		Requested Amount (millions of \$)	Recommended for Funding		Requested Amount (millions of \$)	Recommended for Funding	
Planning & Travel Options	Recommended for Funding		Recommended for Funding		Recommended for Funding		Recommended for Funding		
	93	BK1005 Springwater Trail-Sellwood Gap- SE 19th to SE Umatilla	\$1,629	90	PA3162 Forest Grove Town Center Pedestrian Improvements	\$0,650			
	94	PA0005 Regional Freight Planning: region wide	\$0,300	82	BA0011 Manne Dr. Bike Lanes & Trail Gaps: 6th Ave to 185th	\$1,651	88	PA0054 Milwaukee Town Center Main/Hanson/21st	\$0,450
	95	PA0001 MPO Required Planning: region wide	\$1,731	81	BA2055 Springwater Trailhead at Main City Park	\$0,310	75	PA2105 Rockwood Ped to MAX: 188th Avenue and Burnside	\$0,000
	Comridor Planning			76	BA2052 MAX Multi-use Path: Cleveland Station to Ruby Junction	\$0,890	74	PA2102 SW Capitol Highway (PE): Multnomah to Taylors Ferry	\$0,538
	96	PA1003 Milwaukee LRT Supplemental EIS: Portland central city to Milwaukee town center	\$2,000	75	BA3018 Trolley Trail: Arista to Glen Echo (Segments 5-8)	\$0,742			
	97	PA0053 Multi-Use Master Plans: Lake Oswego to Milwaukee, Tonquin Trail, Mt. Scott-Scouters Loop	\$0,300	73	BA3017 Rock Creek Trail: Orchard Park to NW Wilkens	\$0,675			
	98	PA0002 Next Priority Corridor Study	\$0,500	85	BA3072 Powerline Trail (north): Schuepbach Park to Burnwood Dr. (ROW)	\$0,600			
	99	PA1017 Willamette Shoreline - Hwy 43 Transit alternatives analysis: Portland South Waterfront to Lake Oswego	\$0,685						
		Subtotal:	\$5,519		Subtotal:	\$6,497		Subtotal:	\$2,548
Not Currently Recommended for Funding			Not Currently Recommended for Funding			Not Currently Recommended for Funding			
Program Enhancements			Program Enhancements			Program Enhancements			
94	PA0004 Livable Streets Update: region wide	\$0,200	47	BA5110 Jennifer St: 106th to 122nd	\$0,550	78	PA2127 Tacoma Street: 6th to 21st	\$1,402	
95	PA0006 Bike Model and Interactive Map: region wide	\$0,201	50	BA5028 Trolley Trail: Arista to Glen Echo (Segments 7-8)	\$0,742	44	PA1019 Transit Safe Street Crossings	\$0,500	
96	PA0005 Fuller Road at I-205	\$0,500	53	BA3072 Powerline Trail (north): Schuepbach Park to Burnwood Dr. (PE/Con)	\$1,842	94	PA0007 ODOT Preservation Supplement (Powell: 50th to I-205)	\$0,500	
Comridor Planning			63	BA0051 Washington Square Regional Center Trail: Hwy. 217 to Fanno Creek Trail	\$1,258	68	PA1050 SE Hawthorne: 20th to 50th	\$0,622	
97	PA0053 Multi-Use Master Plans: Lake Oswego to Milwaukee, Tonquin Trail, Mt. Scott-Scouters Loop	\$0,290				63	PA2021 SW Scholls Ferry Road: Raleigh Hills town center	\$0,436	
98	PA1017 Willamette Shoreline - Hwy 43 Transit alternatives analysis: Portland South Waterfront to Lake Oswego	\$1,350				59	PA2093 SW Murray Blvd (west side only): TV Hwy to Farmington (+ bike lane)	\$0,923	
99	PA1003 Milwaukee LRT Supplemental EIS: Portland central city to Milwaukee town center	\$1,725				49	PA5209 SE 129th Sidewalks and bike lane: Scott Creek Ln. to Mountain Gate Rd.	\$0,707	
95	PA5016 I205-Hwy 213 Interchange Reconnaissance Study	\$0,300				75	PA2105 Rockwood Ped to MAX: 188th Avenue and Burnside	\$0,500	
96	PA3121 Tualatin Valley Highway Corridor Study: Hwy 217 to Baseline Road	\$1,900							
	Subtotal:	\$6,466		Subtotal:	\$4,390		Subtotal:	\$5,790	
Mode Category Total:		\$11,985	Mode Category Total:		\$10,887	Mode Category Total:		\$8,338	
Regional Travel Options	Recommended for Funding		Recommended for Funding		Recommended for Funding		Recommended for Funding		
	94	PA0005 Regional Freight Planning: region wide	\$0,300	94	PA0005 Regional Freight Planning: region wide	\$0,300	94	PA0005 Regional Freight Planning: region wide	\$0,300
	95	PA0001 MPO Required Planning: region wide	\$1,731	95	PA0001 MPO Required Planning: region wide	\$1,731	95	PA0001 MPO Required Planning: region wide	\$1,731
	96	PA0002 Next Priority Corridor Study	\$0,500	96	PA0002 Next Priority Corridor Study	\$0,500	96	PA0002 Next Priority Corridor Study	\$0,500
	97	PA1017 Willamette Shoreline - Hwy 43 Transit alternatives analysis: Portland South Waterfront to Lake Oswego	\$0,685	97	PA1017 Willamette Shoreline - Hwy 43 Transit alternatives analysis: Portland South Waterfront to Lake Oswego	\$0,685	97	PA1017 Willamette Shoreline - Hwy 43 Transit alternatives analysis: Portland South Waterfront to Lake Oswego	\$0,685
	98	PA1003 Milwaukee LRT Supplemental EIS: Portland central city to Milwaukee town center	\$2,000	98	PA1003 Milwaukee LRT Supplemental EIS: Portland central city to Milwaukee town center	\$2,000	98	PA1003 Milwaukee LRT Supplemental EIS: Portland central city to Milwaukee town center	\$2,000
	99	PA5016 I205-Hwy 213 Interchange Reconnaissance Study	\$0,300	99	PA5016 I205-Hwy 213 Interchange Reconnaissance Study	\$0,300	99	PA5016 I205-Hwy 213 Interchange Reconnaissance Study	\$0,300
	96	PA3121 Tualatin Valley Highway Corridor Study: Hwy 217 to Baseline Road	\$1,900	96	PA3121 Tualatin Valley Highway Corridor Study: Hwy 217 to Baseline Road	\$1,900	96	PA3121 Tualatin Valley Highway Corridor Study: Hwy 217 to Baseline Road	\$1,900
		Subtotal:	\$4,100		Subtotal:	\$7,156		Subtotal:	\$23,500
	Not Currently Recommended for Funding			Not Currently Recommended for Funding			Not Currently Recommended for Funding		
94	PA0004 Livable Streets Update: region wide	\$0,200	95	PA0004 Livable Streets Update: region wide	\$0,200	94	PA0004 Livable Streets Update: region wide	\$0,200	
95	PA0006 Bike Model and Interactive Map: region wide	\$0,201	96	PA0006 Bike Model and Interactive Map: region wide	\$0,201	95	PA0006 Bike Model and Interactive Map: region wide	\$0,201	
96	PA0005 Fuller Road at I-205	\$0,500	97	PA0005 Fuller Road at I-205	\$0,500	96	PA0005 Fuller Road at I-205	\$0,500	
	Subtotal:	\$2,503		Subtotal:	\$1,850		Subtotal:	\$0,651	
Mode Category Total:		\$6,603	Mode Category Total:		\$9,006	Mode Category Total:		\$24,351	
Road Capacity	Recommended for Funding		Recommended for Funding		Recommended for Funding		Recommended for Funding		
	74	PA2014 SW Greenburg Road/Washington Square Dr to Tedeman	\$1,000	102	BA2023 Rose Bigg extension: Crescent St to Hall (PE)	\$0,530	97	BA1051 Burnside Street: Bridge to E 14th (PE)	\$1,650
		Subtotal:	\$1,000		Subtotal:	\$0,000	95	BA1250 Killingsworth: N Commercial to NE MLK (PE)	\$0,400
	Not Currently Recommended for Funding			Not Currently Recommended for Funding			Not Currently Recommended for Funding		
	95	PA0011 Boones Ferry Road at Lanewood Street	\$1,400	81	PA0011 Boones Ferry Road at Lanewood Street	\$1,400	94	PA2020 Rose Bigg extension: Crescent St to Hall (ROW)	\$1,140
	95	PA2194 Beaverton-Hillsdale Hwy/Oleson Scholls Ferry intersection (PE)	\$2,900	91	PA0066 10th Avenue at Highway 8 Intersections	\$0,937	84	BA2020 Rose Bigg extension: Crescent St to Hall (Con)	\$0,187
	95	PA2110 Wood Village Blvd: Arista to Halsey	\$0,815	88	PA2035 Cleveland St: NE Stark to SE Powell	\$1,540	84	BA1051 Burnside Street: Bridge to E 14th (PE)	\$1,110
	92	PA2070 SE 112nd Ave: Phase I, Sunnyside to Hwy 212 (ROW)	\$2,000	84	PA2035 Cleveland St: NE Stark to SE Powell	\$1,540	84	BA1250 Killingsworth: I-5 Overpass	\$0,395
	92	PA2000 SE 112nd Ave: Phase I, Sunnyside to Hwy 212 (Con)	\$2,300	84	PA2035 Cleveland St: NE Stark to SE Powell	\$1,540	84	BA1250 Killingsworth: I-5 Overpass	\$0,395
	98	PA2013 Clackamas County ITS: Safety and operational improvements at 4 railroad crossings	\$0,500	81	PA2011 NE 242nd Ave: Stark to Gresham	\$0,540	84	BA1250 Killingsworth: N Commercial to NE MLK (Con)	\$1,279
			72	PA1015 NW 23rd Avenue: Burnside to Lovejoy	\$2,594	84	PA1014 Cornish Road: Seitzman to Hillier	\$0,355	

Attachment 1- Table 3

TPAC Recommendation
Option A

Roads & Bridges	54 RC3114 NE 28th Avenue, East Main to Grant	\$1,682		87 BA3169 E Baseline: 10th to 20th	\$2,457	
		Subtotal: \$11,597			Subtotal: \$12,533	
	Mode Category Total: \$12,597			Mode Category Total: \$15,163		
	Freight	Requested Amount (millions of \$)	Large Bridge	Requested Amount (millions of \$)	Green Streets	Requested Amount (millions of \$)
	Recommended for Funding		Recommended for Funding		Recommended for Funding	
	79 FR4063 N Lombard Slough overcrossing	\$2,210	71 RR1012 Sellwood Bridge Replacement, Type, Size & Location Study, Preliminary environmental	\$1,500	88 GS1224 NE Cully Boulevard, Prescott to Killingsworth	\$2,457
	77 FR1016 SW Tualatin-Sherwood Road ATMS, I-5 to Highway 99W	\$0,341			89 GS2123 Beaver Creek Culverts, Troutdale, Cochran, Stark	\$1,000
	68 FR4087 N Leadbetter Extension, N Bybee Lake Ct to Marine Dr.	\$0,900				
	67 FR4086 Kinsman Road extension, Barber to Boeckman	\$1,400				
	65 FR0000 Freight Data Collection Infrastructure and Archive System, Approximately 50 interchanges region wide	\$0,179				
	Subtotal: \$5,030		Subtotal: \$1,500		Subtotal: \$3,457	
Not Currently Recommended for Funding		Not Currently Recommended for Funding		Not Currently Recommended for Funding		
FR4087 N Leadbetter Extension, N Bybee Lake Ct to Marine Dr.	\$2,100	RR1012 Sellwood Bridge Replacement, Type, Size & Location Study, Preliminary environmental	\$2,100	GS2123 Beaver Creek Culverts, Troutdale, Cochran, Stark	\$0,470	
61 FR2074 NE Sandy Blvd. (PE/ROW) 207th to 238th	\$0,630					
FR4083 N Lombard Slough overcrossing	\$2,210					
65 FR8065 SW Herman Road, Teton to 108th Avenue	\$2,000					
	Subtotal: \$6,940		Subtotal: \$2,100		Subtotal: \$0,470	
Mode Category Total: \$11,970			Mode Category Total: \$3,600		Mode Category Total: \$3,927	
				Roads and Bridges Recommended Total \$13,617		
				Planning and Travel Options \$49,314		
				Recommended Total: \$62,931		
				Expected 2008-09 Funding Authorized \$62,228		

Street	Planning	Requested Amount (millions of \$)	Street	Bike/Trail	Requested Amount (millions of \$)	Street	Pedestrian	Requested Amount (millions of \$)
Recommended for Funding			Recommended for Funding			Recommended for Funding		
Ongoing Programs			Ongoing Programs			Ongoing Programs		
NA P0005	Regional Freight Planning: region wide	\$0.300	93 BR1008	Springwater Trail-Sailwood Gap, SE 19th to SE Umatilla	\$1.829	90 PA3193	Forest Grove Town Center Pedestrian Improvements	\$0.660
NA P0001	MPO Required Planning: region wide	\$1.731	87 BR1011	Manne Dr. Bike Lanes & Trail Gaps 28th Ave. to 185th	\$0.966	88 PA0554	Milwaukee Town Center; Main/Harrison/21st	\$0.450
Corridor Planning			Corridor Planning			Corridor Planning		
NA P1003	Milwaukee LRT Supplemental EIS: Portland central city to Milwaukee town center	\$2.000	76 BR2052	MAX Multi-use Path: Cleveland Station to Ruby Junction	\$0.890			
NA P0553	Multi-Use Master Plans: Lake Oswego to Milwaukee, Tonquin Trail, Mt. Scott-Scouter's Loop	\$0.300	73 BR2012	Rock Creek Path: Orchard Park to NW Wilkens	\$0.675			
NA P0002	Next Priority Corridor Study	\$0.500	65 BR2072	Powerline Trail (north): Schuepback Park to Burnwood Dr. (ROW)	\$0.600			
NA P1017	Willamette Shoreline - Hwy 43 Transit alternatives analysis: Portland South Waterfront to Lake Oswego	\$0.688						
Program Enhancements			Program Enhancements			Program Enhancements		
NA P0600	Bike Model and Interactive Map: region wide	\$0.201						
	Subtotal:	\$5.720		Subtotal:	\$5.070		Subtotal:	\$1.110
Not Currently Recommended for Funding			Not Currently Recommended for Funding			Not Currently Recommended for Funding		
Corridor Planning			Corridor Planning			Corridor Planning		
NA P0553	Multi-Use Master Plans: Lake Oswego to Milwaukee, Tonquin Trail, Mt. Scott-Scouter's Loop	\$0.290	67 BR1110	Jennifer St: 106th to 122nd	\$0.550	78 PA1227	Tacoma Street: 6th to 21st	\$1.402
NA P1017	Willamette Shoreline - Hwy 43 Transit alternatives analysis: Portland South Waterfront to Lake Oswego	\$1.350	865026	Trolley Trail: Arata to Glen Echo	\$1.484	75 PA2105	Rockwood Ped to MAX: 188th Avenue and Burnside	\$1.400
NA P1003	Milwaukee LRT Supplemental EIS: Portland central city to Milwaukee town center	\$1.725	843072	Powerline Trail (north): Schuepback Park to Burnwood Dr. (PE/Con)	\$0.900	74 PA1202	SW Capitol Highway (PE), Multnomah to Taylors Ferry	\$0.538
NA P0516	I205/Hwy 213 Interchange Reconnaissance Study	\$0.300	63 BR0057	Washington Square Regional Center Trail: Hwy 217 to Fanno Creek Trail	\$1.256	44 PA1019	Transit Safe Street Crossings	\$0.500
NA P0121	Tualatin Valley Highway Corridor Study: Hwy 217 to Baseline Road	\$1.900	53 BR0020	Powerline Trail (South): Barrows to Beef Bend Rd.	\$0.942	NA P0907	ODOT Preservation Supplement (Powell: 50th to I-205)	\$0.500
Program Enhancements			Program Enhancements			Program Enhancements		
NA P0064	Livable Streets Update: region wide	\$0.200	82 BR1011	Manne Dr. Bike Lanes & Trail Gaps 6th Ave. to 28th	\$0.685	60 PA1090	SE Hawthorne: 20th to 50th	\$0.822
NA T0005	Fuller Road at I-205	\$0.500				63 PA1021	SW Scholls Ferry Road: Raleigh Hills town center	\$0.436
	Subtotal:	\$8.265		Subtotal:	\$5.617	59 PA1093	SW Murray Blvd (west side only): TV Hwy to Farmington (+ bike lane)	\$0.923
						18 PA1059	SE 129th Sidewalks and bike lane: Scott Creek Ln. to Mountain Gate Rd.	\$0.707
	Subtotal:	\$8.265		Subtotal:	\$5.617		Subtotal:	\$7.228
Mode Category Total: \$11.985			Mode Category Total: \$10.887			Mode Category Total: \$8.338		
Street	Regional Travel Options	Requested Amount (millions of \$)	Street	TOD	Requested Amount (millions of \$)	Street	Transit	Requested Amount (millions of \$)
Recommended for Funding			Recommended for Funding			Recommended for Funding		
NA P0005	Program management & administration	\$0.340	98 T00005	Regional TOD LRT Station Area Program	\$2.500	NA T1001	I-205 LRT, Commuter Rail, S Waterfront Streetcar	\$16.000
NA P0001	Regional marketing program	\$2.460	95 T00002	Regional TOD Urban Center Program	\$1.500	NA T1002	I-205 Supplemental	\$2.600
NA P0001	Regional evaluation	\$0.300	88 T00003	Site acquisition: Beaverton regional center	\$2.000	93 T1005	Frequent Bus Capital program	\$2.750
NA P0001	I TravelSmart project	\$0.500				67 T5126	South Metro Amtrak Station, Phase II	\$1.000
	Subtotal:	\$3.600		Subtotal:	\$6.000		Subtotal:	\$22.350
Not Currently Recommended for Funding			Not Currently Recommended for Funding			Not Currently Recommended for Funding		
NA P0001	4 TravelSmart projects	\$2.000	95 T00007	Regional TOD Urban Center Program	\$0.500	81 T1106	Eastside Streetcar (Con)	\$1.000
NA P0001	Regional marketing program	\$0.500	88 T00003	Site acquisition: Beaverton regional center	\$1.000	57 T5124	South Metro Amtrak Station Phase II	\$0.150
NA P0001	Regional Vanpool fleet	\$0.500	41 T00004	Gateway Transit Center Redevelopment	\$0.500	26 T00018	SW Ash Street extension	\$0.851
	Subtotal:	\$3.000	98 T00005	Regional TOD LRT Station Area Program	\$1.000		Subtotal:	\$2.601
	Subtotal:	\$3.000		Subtotal:	\$3.000		Subtotal:	\$24.351
Mode Category Total: \$6.603			Mode Category Total: \$9.000			Mode Category Total: \$24.351		
Street	Road Capacity	Requested Amount (millions of \$)	Street	Road Reconstruction	Requested Amount (millions of \$)	Street	Boulevard	Requested Amount (millions of \$)
Recommended for Funding			Recommended for Funding			Recommended for Funding		
74 PA0014	SW Greenburg Road Washington Square Dr. to Tiedeman	\$1.000	98 PA0011	Cleveland St. NE Stark to SE Powell	\$1.200	102 PA0010	Rose Bggn extension: Crescent St. to Hall (PE)	\$2.600
55 PA1164	Beaverton-Hillsdale Hwy/Oleson Scholls Ferry intersection (PE)	\$1.000				97 PA1164	Burnside Street Bridge to E. 14th (PE)	\$1.650
62 PA1090	SE 172nd Ave/Phase I, Sunnyside to Hwy 212 (ROW)	\$2.000				88 PA1161	Killingsworth: NE Commercial to NE Mohr (PE)	\$0.400
	Subtotal:	\$4.000		Subtotal:	\$1.000		Subtotal:	\$2.650
Not Currently Recommended for Funding			Not Currently Recommended for Funding			Not Currently Recommended for Funding		
65 PA1127	Boones Ferry Road at Lanewood Street	\$1.400	91 PA1155	Hale Parkway NW Davis to SW Market	\$3.840	89112	Rose Bggn extension: Crescent St. to Hall (RCV)	\$1.140
PA1164	Beaverton-Hillsdale Hwy/Oleson Scholls Ferry intersection (PE)	\$1.500	91 PA1164	10th Avenue at Highway & Intersections	\$0.837	90112	Rose Bggn extension: Crescent St. to Hall (Con)	\$0.287
61 PA1110	Wood Village Blvd. Arata to Halsey	\$0.615	93 PA1121	Cleveland St. NE Stark to SE Powell	\$3.540	89111	Burnside Street Bridge to E. 14th (PE)	\$1.715

Planning & Travel Options

Attachment 1- Table 4

TPAC Recommendation
Option B

Mode	Freight		Large Bridge		Green Streets			
	Requested Amount (millions of \$)	% of V	Requested Amount (millions of \$)	% of V	Requested Amount (millions of \$)	% of V		
	Recommended for Funding		Recommended for Funding		Recommended for Funding			
RC1000	SE 172nd Ave. Phase I, Sunnyside to Hwy 212 (Con)	\$2,300	84	RR5027 Lake Rd. 21st to Hwy 224	\$1,864	Bd1260	Killingsworth I-5 Overpass	\$0,035
46	RC5103 Clackamas County ITS: Safety and operational improvements at 4 railroad crossings	\$0,500	81	RR2005 NE 242nd Ave., Stark to Gisan	\$0,840	8d1260	Killingsworth N Commercial to NE MLK (Con)	\$1,679
58	RC3114 NE 28th Avenue, East Main to Grant	\$1,582	79	RR1268 NW 23rd Avenue, Burnside to Lovejoy	\$2,694	89	8d1884 Cornhill Road: Saltzman to 119th	\$2,535
	Subtotal:	\$8,557		Subtotal:	\$10,635	87	8d2169 E Baseline 10th to 20th	\$2,447
	Mode Category Total:	\$12,597		Mode Category Total:	\$11,635		Subtotal:	\$12,533
Not Currently Recommended for Funding		Not Currently Recommended for Funding		Not Currently Recommended for Funding				
79	F14063 N Lombard Slough overcrossing	\$2,210	71	RP1012 Sellwood Bridge Replacement, Type, Size & Location Study, Preliminary environmental	\$2,000	88	GS1224 NE Cully Boulevard, Prescott to Killingsworth	\$2,451
77	F13016 SW Tualatin-Sherwood Road ATMS I-5 to Highway 99W	\$0,341				93	GS1123 Beaver Creek Culverts, Troutdale, Cochran, Stark	\$1,000
48	F14087 N Leadbetter Extension, N Bybee Lake Ct to Marine Dr.	\$1,800						
67	F16086 Kinsman Road extension: Barber to Boeckman	\$1,400						
65	F18008 Freight Data Collection Infrastructure and Archive System, Approximately 50 interchanges region wide	\$0,179						
	Subtotal:	\$5,930		Subtotal:	\$2,000		Subtotal:	\$3,457
61	F12074 NE Sandy Blvd (PE/ROW) 207th to 238th	\$0,630	RR1012	Sellwood Bridge Replacement, Type, Size & Location Study, Preliminary environmental	\$1,600	GS2123	Beaver Creek Culverts, Troutdale, Cochran, Stark	\$0,470
	F14063 N Lombard Slough overcrossing	\$2,210						
	F14087 N Leadbetter Extension, N Bybee Lake Ct. to Marine Dr.	\$1,200						
45	F16065 SW Herman Road, Teton to 108th Avenue	\$2,000						
	Subtotal:	\$6,040		Subtotal:	\$1,600		Subtotal:	\$0,470
	Mode Category Total:	\$11,970		Mode Category Total:	\$3,600		Mode Category Total:	\$3,927

Roads and Bridges Recommended Total \$19,017
 Planning and Travel Options \$43,850
 Recommended Total \$62,867
 Expected 2008-09 Funding Authorized \$62,228

Attachment 1 – Table 2

**TPAC Recommended Options
Base Package with the following changes:**

Project	Agency	Option A (\$ millions)	Option B (\$ millions)	Clackamas Co. & Cities Option B-1 (\$ millions)
Add to Base Package				
Marine Drive Bike Lanes and Trail Gaps	Portland	\$.685		
Powerline Trail North (ROW)	THPRD	\$.600	\$.600	\$.600
Rockwood Pedestrian to MAX	Gresham	\$.900		
Site acquisition: Beaverton regional center TOD	Beaverton	\$.650		
Southwest Capitol Highway Pedestrian (PE)	Portland	\$.538		
Gateway Transit Center TOD	Portland	\$.500		
Eastside Streetcar	Portland	\$ 1.000		
South Metro Amtrak Station: Phase II	Oregon City	\$ 1.150	\$ 1.000	\$ 1.000
Bike Model and Interactive Map	Metro		\$.201	\$.201
TOD Urban Center Program	Metro		\$.500	\$.500
Sellwood Bridge	Multnomah Co.		\$.500	\$.500
Southwest B-H/Scholls/Oleson intersection (PE)	Washington Co.		\$ 1.000	\$ 1.000
North Ledbetter extension	Port of Portland		\$.900	\$.900
Southeast 172 nd Avenue	Clackamas Co.		\$ 2.000	\$ 2.742
Cleveland Avenue	Gresham		\$ 1.000	\$ 1.000
Subtotal		\$6.023	\$7.701	\$8.443
Remove from Base Package				
Trolley Trail			(\$.742)	(\$.742)
TOD Category			(\$.500)	(\$.500)
COP/Port of Portland				(\$.900)
RTO Category			(\$.500)	(\$.500)
Subtotal			(\$1.742)	(\$2.642)
Total Addition to Base		\$6.023	\$5.959	\$5.801
Total Cost with Base		\$62.931	\$62.867	\$62.709
Over programmed		\$.703	\$.639	\$.481

Attachment 1- Table 3

TPAC Recommendation Option A

Score	Planning		Score	Bike/Trail		Score	Pedestrian				
	Requested Amount (millions of \$)			Requested Amount (millions of \$)			Requested Amount (millions of \$)				
	Recommended for Funding			Recommended for Funding			Recommended for Funding				
	Ongoing Programs		93	Bk1009	Springwater Trail-Sellwood Gap: SE 19th to SE Umatilla	\$1,629	90	Pd3183	Forest Grove Town Center Pedestrian Improvements	\$0,660	
n/a	P10005	Regional Freight Planning: region wide	\$0,300	82	Bk4011	Marine Dr. Bike Lanes & Trail Gaps: 6th Ave to 185th	\$1,651	88	Pd5054	Milwaukie Town Center: Main/Harrison/21st	\$0,450
n/a	P10001	MPO Required Planning: region wide	\$1,731	81	Bk2055	Springwater Trailhead at Main City Park	\$0,310	75	Pd2105	Rockwood Ped to MAX: 188th Avenue and Burnside	\$0,900
	Corridor Planning		76	Bk2052	MAX Multi-use Path: Cleveland Station to Ruby Junction	\$0,890	74	Pd1202	SW Capitol Highway (PE): Multnomah to Taylors Ferry	\$0,538	
n/a	P11003	Milwaukie LRT Supplemental EIS: Portland central city to Milwaukie town center	\$2,000	75	Bk5026	Trolley Trail: Arista to Glen Echo (Segments 5-6)	\$0,742				
n/a	P15053	Multi-Use Master Plans: Lake Oswego to Milwaukie, Tonquin Trail, Mt. Scott -Scouter's Loop	\$0,300	73	Bk3012	Rock Creek Trail: Orchard Park to NW Wilkens	\$0,675				
n/a	P10002	Next Priority Corridor Study	\$0,500	65	Bk3072	Powerline Trail (north): Schuepback Park to Burnwood Dr. (ROW)	\$0,600				
n/a	P11017	Willamette Shoreline - Hwy 43 Transit alternatives analysis: Portland South Waterfront to Lake Oswego	\$0,688								
	Subtotal: \$5,519			Subtotal: \$6,497			Subtotal: \$2,548				
	Not Currently Recommended for Funding			Not Currently Recommended for Funding			Not Currently Recommended for Funding				
	Program Enhancements		67	Bk5110	Jennifer St: 106th to 122nd	\$0,550	78	Pd1227	Tacoma Street: 6th to 21st	\$1,402	
n/a	P10004	Livable Streets Update: region wide	\$0,200				44	Pd1019	Transit Safe Street Crossings	\$0,500	
n/a	P18000	Bike Model and Interactive Map: region wide	\$0,201	53	Bk3072	Powerline Trail (north): Schuepback Park to Burnwood Dr. (PE/Con)	\$1,842	n/a	Pd6007	ODOT Preservation Supplement (Powell: 50th to I-205)	\$0,500
n/a	TD0005	Fuller Road at I-205	\$0,500	63	Bk8057	Washington Square Regional Center Trail: Hwy 217 to Fanno Creek Trail	\$1,256	68	Pd1080	SE Hawthorne: 20th to 50th	\$0,822
	Corridor Planning						63	Pd3021	SW Scholls Ferry Road: Raleigh Hills town center	\$0,436	
n/a	P15053	Multi-Use Master Plans: Lake Oswego to Milwaukie, Tonquin Trail, Mt. Scott -Scouter's Loop	\$0,290				59	Pd3093	SW Murray Blvd (west side only): TV Hwy to Farmington (+ bike lane)	\$0,923	
n/a	P11017	Willamette Shoreline - Hwy 43 Transit alternatives analysis: Portland South Waterfront to Lake Oswego	\$1,350				49	Pd5209	SE 129th Sidewalks and bike lane: Scott Creek Ln to Mountain Gate Rd.	\$0,707	
n/a	P11003	Milwaukie LRT Supplemental EIS: Portland central city to Milwaukie town center	\$1,725				75	Pd2105	Rockwood Ped to MAX: 188th Avenue and Burnside	\$0,500	
n/a	P15016	1205-/Hwy 213 Interchange Reconnaissance Study	\$0,300								
n/a	P13121	Tualatin Valley Highway Corridor Study: Hwy 217 to Baseline Road	\$1,900								
	Subtotal: \$6,466			Subtotal: \$4,390			Subtotal: \$5,790				
	Mode Category Total: \$11,985			Mode Category Total: \$10,887			Mode Category Total: \$8,338				
Score	Regional Travel Options		Score	TOD		Score	Transit				
Requested Amount (millions of \$)		Requested Amount (millions of \$)		Requested Amount (millions of \$)		Requested Amount (millions of \$)					
Recommended for Funding		Recommended for Funding		Recommended for Funding		Recommended for Funding					
n/a	Program management & administration		\$0,340	98	TD8005	Regional TOD LRT Station Area Program	\$3,000	n/a	Tr1001	I-205 LRT, Commuter Rail, S Waterfront Streetcar	\$16,000
n/a	Regional marketing program		\$2,960	95	TD0002	Regional TOD Urban Center Program	\$1,000	n/a	Tr1002	I-205 Supplemental	\$2,600
n/a	Regional evaluation		\$0,300	88	TD0003	Site acquisition: Beaverton regional center	\$2,650	93	Tr6035	Frequent Bus Capital program	\$2,750
n/a	1 TravelSmart project		\$0,500	81	TD0004	Gateway Transit Center Redevelopment	\$0,500	81	Tr1108	Eastside Streetcar (Con)	\$1,000
	Subtotal: \$4,100			Subtotal: \$7,150			Subtotal: \$23,500				
	Not Currently Recommended for Funding			Not Currently Recommended for Funding			Not Currently Recommended for Funding				
n/a	4 TravelSmart projects		\$2,000	95	TD0002	Regional TOD Urban Center Program	\$1,000	28	RC8038	SW Ash Street extension	\$0,851
n/a	Regional Vanpool fleet		\$0,503	88	TD0003	Site acquisition: Beaverton regional center	\$0,350				
	Subtotal: \$2,503			Subtotal: \$1,850			Subtotal: \$0,851				
	Mode Category Total: \$6,603			Mode Category Total: \$9,000			Mode Category Total: \$24,351				
Score	Road Capacity		Score	Road Reconstruction		Score	Boulevard				
Requested Amount (millions of \$)		Requested Amount (millions of \$)		Requested Amount (millions of \$)		Requested Amount (millions of \$)					
Recommended for Funding		Recommended for Funding		Recommended for Funding		Recommended for Funding					
74	RC6014	SW Greenburg Road: Washington Square Dr. to Tiedeman	\$1,000					102	Bd3020	Rose Biggi extension: Crescent St. to Hall (PE)	\$0,580
	Subtotal: \$1,000			Subtotal: \$0,000			Subtotal: \$2,630				
	Not Currently Recommended for Funding			Not Currently Recommended for Funding			Not Currently Recommended for Funding				
65	Pd6127	Boones Ferry Road at Lanewood Street	\$1,400	91	RR1053	Naito Parkway: NW Davis to SW Market	\$3,840	843020	Rose Biggi extension: Crescent St. to Hall (ROW)	\$1,140	
65	RC1184	Beaverton-Hillsdale Hwy/Oleson/Scholls Ferry intersection (PE)	\$2,900	91	Fd1166	10th Avenue at Highway 8 Intersections	\$0,837	843020	Rose Biggi extension: Crescent St. to Hall (Con)	\$2,087	
85	RC2110	Wood Village Blvd.: Arista to Halsey	\$0,815	98	RR2035	Cleveland St.: NE Stark to SE Powell	\$1,540	8d1051	Burnside Street: Bridge to E 14th (PE)	\$1,710	
62	RC7000	SE 172nd Ave: Phase I: Sunnyside to Hwy 212 (ROW)	\$2,000	84	RR5037	Lake Rd: 21st to Hwy 224	\$1,884	8d1260	Killingsworth: I-5 Overpass	\$0,935	
	RC7000 SE 172nd Ave: Phase I: Sunnyside to Hwy 212 (Con)		\$2,300	81	RR2001	NE 242nd Ave.: Stark to Glisan	\$0,840	8d1280	Killingsworth: N Commercial to NE MLK (Con)	\$1,679	
46	RC5103	Clackamas County ITS: Safety and operational improvements at 4 railroad crossings	\$0,500	70	RR1209	NW 23rd Avenue: Burnside to Lovejoy	\$2,694	89	Bd3184	Cornell Road: Saltzman to 119th	\$2,535
55	RC3114	NE 26th Avenue: East Main to Grant	\$1,682					87	Bd3169	E Baseline: 10th to 20th	\$2,447
	Subtotal: \$11,597			Subtotal: \$11,635			Subtotal: \$12,533				
	Mode Category Total: \$12,597			Mode Category Total: \$11,635			Mode Category Total: \$15,163				
Score	Freight		Score	Large Bridge		Score	Green Streets				
Requested Amount (millions of \$)		Requested Amount (millions of \$)		Requested Amount (millions of \$)		Requested Amount (millions of \$)					
Recommended for Funding		Recommended for Funding		Recommended for Funding		Recommended for Funding					
79	Fd4083	N Lombard: Slough overcrossing	\$2,210	71	RR1012	Sellwood Bridge Replacement: Type, Size & Location Study, Preliminary environmental	\$1,500	88	Gd1224	NE Cully Boulevard: Prescott to Killingsworth	\$2,457
77	Fd3016	SW Tualatin-Sherwood Road ATMS: I-5 to Highway 99W	\$0,341					93	Gd2123	Beaver Creek Culverts: Troutdale, Cochran, Stark	\$1,000
68	Fd4087	N Leadbetter Extension: N Bybee Lake Ct. to Marine Dr.	\$0,900								
67	Fd6096	Kinsman Road extension: Barber to Boeckman	\$1,400								
65	Fd6008	Freight Data Collection Infrastructure and Archive System: Approximately 50 interchanges region wide	\$0,179								
	Subtotal: \$5,030			Subtotal: \$1,500			Subtotal: \$3,457				
	Not Currently Recommended for Funding			Not Currently Recommended for Funding			Not Currently Recommended for Funding				
n/a	Fd4087	N Leadbetter Extension: N Bybee Lake Ct. to Marine Dr.	\$2,100	RR1012	Sellwood Bridge Replacement: Type, Size & Location Study, Preliminary environmental	\$2,100					
61	Fd2074	NE Sandy Blvd. (PE/ROW): 207th to 238th	\$0,630								
	Fd4083	N Lombard: Slough overcrossing	\$2,210								
45	Fd6085	SW Herman Road: Teton to 108th Avenue	\$2,000								
	Subtotal: \$6,940			Subtotal: \$2,100			Subtotal: \$0,470				
	Mode Category Total: \$11,970			Mode Category Total: \$3,600			Mode Category Total: \$3,927				
Roads and Bridges Recommended Total: \$13,617 Planning and Travel Options Recommended Total: \$49,314 Expected 2008-09 Funding Authorized: \$62,931 Expected 2008-09 Funding Authorized: \$62,228											

February 10, 2005

John VanLandingham, Chair
Land Conservation and Development Commission
635 Capitol St., NE
Suite 150
Salem, OR 97301-2540

Dear Chair VanLandingham:

Thank you for the opportunity to comment on the proposed amendments to the Transportation Planning Rule (TPR). We commend the joint OTC/LCDC Transportation Subcommittee for producing these amendments in such a short time frame, and support the Commission's effort to focus this first round of amendments on the critical issues raised by the Jaqua vs. City of Springfield case. In our prior comments we have argued that the Jaqua case is simply a call for "fine tuning" amendments to the TPR, and not a major overhaul that would undermine the many valuable provisions contained in the rule. With some notable exceptions discussed below, the public comment draft of the TPR meets this test.

"Going Slow" on New TPR Provisions

The January 3, 2005 public comment draft of the TPR generally focuses on amendments that respond to the Jaqua ruling, and we believe will prevent this case from creating a de facto concurrency requirement in the TPR. However, the provisions to apply a special test for system adequacy along Interstate highway corridors goes beyond the Jaqua remedies, and represents a major shift in policy. While we support the state's interest in protecting the integrity of the Interstate system, we also believe this goal can be more effectively met through other strategies outside this round of rulemaking.

As the map in Attachment B illustrates, the effects on the Metro region, alone, is sweeping and undermines the ability of the region to develop many of the compact urban centers called out in the Region 2040 plan that happen to be located near the Interstate highway system. Implementation of this provision would be further complicated in the Metro region by the fact that almost all of the interstate system has been designated for "refinement planning" under the TPR, and thus has no specific transportation improvements called out in the Regional Transportation Plan until this work is completed. *The LCDC should defer action on this component of the proposed TPR amendments to a separate round of rulemaking, where the effects of the new language can be fully evaluated.*

More specific comments on these new provisions for Interstate highways are outlined in Attachment A. Instead of these proposed additions to the TPR, we recommend that the OTC consider amendments to the Oregon Highway Plan to create a two-tiered process for establishing interchange management plans for all Interstate Highway access points within MPO areas, and key access points in other areas. The process would include:

1. Inventorying, evaluating and ranking by relative importance the interchanges within an MPO area for their significance in providing access to the interstate system. This evaluation and ranking would consider relative vulnerability to land use changes that could compromise the function of an interchange.
2. Development of individual Interchange Management Plans for existing and planned facilities, according to ranking of importance. Interchange Management Plans would include an element to be adopted in local and regional TSPs, establish a geographic extent for the management plan and would provide a framework for specific mitigation improvements and programs needed to protect the function of the interchange and adjacent Interstate Highway segment.

Protecting Existing TPR Provisions

Our recommendation to limit the proposed TPR amendments to remedies that respond solely to the Jaqua case are rooted in our concern that a broader overhaul of the rule could threaten critical provisions that should not be compromised. While in the Metro region, the acknowledged 2000 Regional Transportation Plan (RTP) exceeds many of the TPR provisions, the rule still functions as an important backstop for our adopted plans. To this extent, we do not support changes to the rule that would weaken the following key elements of the RTP:

- **Level of Service Policy** – the Metro region adopted a graduated level of service policy in 2000 that balances mobility needs and funding realities. Unrealistic standards would have produced \$14 billion in road projects over 20 years, compared to \$1.5 billion in available capital during the 20-year planning period. The new policy maintains mobility on major freight corridors, while relying on travel alternatives in major commute corridors. The resulting road improvements needed to implement the policy total just over \$4 billion over 20 years, and are part of a more multi-modal transportation system that has broad land use and air quality benefits for the region.

Metro needs the TPR provisions that give Metropolitan Planning Organizations (MPOs) the authority to adopt comprehensive level of service standards for metropolitan areas. For the Metro region, this provision prevents the adoption of local, potentially conflicting policies by

the dozens of overlapping state and local transportation providers here, and ensures a consistent approach to road sizing for the major routes that often span these jurisdictional boundaries.

- **Parking Policy** – Parking minimum and maximum standards were adopted by Metro in 1996, and have since been incorporated into local codes for the 24 cities and three counties in the region. The policy is driven by a desire to reduce the construction of excess parking in an effort to minimize land consumption – particularly in mixed-use centers. A second component of the parking policy is to develop large parking lots with “street-like” features, such as curbs, sidewalks, street trees, with the goal of allowing parking lots to gradually infill over time with new structures. Several major parking lots have been successfully developed with these features in recent years, including the Jantzen Beach and Eastport Plaza redevelopments, Gresham Station, and a number of other large sites. These successes demonstrate that the TPR parking provisions are both attainable and effective, and should be retained in the rule without major changes.
- **Street Connectivity** – Metro’s Livable Streets program also included a street connectivity study that demonstrated the close relationship between poorly connected local street systems and resulting congestion and delay on adjacent major streets. This study led to new regional connectivity standards in 1996 for new residential and mixed use developments, with maximum street spacing of 530 feet, and limits on cul-de-sac length of 200 feet. These standards have since been adopted in local plans and codes across the region. The TPR provisions and state Local Street Guidelines provide an important foundation for these regional standards.
- **New Throughways** – In response to the 2040 Growth Concept, and subsequent update to the Regional Transportation Plan (RTP) in 2000, four strategic new throughways were identified to ensure mobility in rapidly growing areas of the region. These include:
 - Tualatin Valley Highway
 - I-5 to 99W Connector
 - McLoughlin/224 Corridor
 - Sunrise Corridor

The Tualatin Valley Highway and McLoughlin/224 corridors represent consolidation projects, where the RTP calls for improving mobility on existing highways through incremental access consolidation and interchange improvements. The I-5 to 99W Connector and Sunrise Corridor project represent new facilities that would replace existing state routes. All four projects require a corridor refinement plan under the Transportation Planning Rule. For these, and other, major travel

corridors, the TPR provides a critical forum for identifying major corridor improvements as part of the regional planning process.

- **Mode Targets** – The 2000 RTP employs an alternative strategy for addressing the TPR requirement to reduce per capita vehicle miles traveled (VMT/capita). The Metro region uses a series of 2040 mode targets that are based on land use types and expected non-auto travel patterns that will result from the 2040 Growth Concept. For each land use type, the mode target consists of the combined transit, walk, bike and shared ride travel as a portion of overall travel. Metro recently received a TGM grant to explore additional strategies for reaching the targets, and to better measure the effectiveness of these strategies at meeting the targets. The study may result in recommended fine-tuning of the TPR in order to best support any needed changes to the regional policy on modal targets.
- **Street Design Program** – Metro’s Livable Streets program was developed in 1996 as a strategy to retrofit existing major streets and construct new streets to meet the modal demands of the 2040 Growth Concept. This marked the first time that land use plans were used to define street design details. Metro published “Creating Livable Streets” to promote the new policy, and has also implemented the program with more than \$20 million allocated to over a dozen “boulevard” retrofit projects across the region. Metro relies in the TPR provisions for promoting travel options as an important foundation for these street retrofit improvements that add transit, pedestrian and bicycling facilities to existing routes.

ODOT Incentives for Regional Planning

The recent state review of metropolitan planning also reports that the Metro region is the only one of six federally recognized metropolitan areas in the state to adopt a coordinated land use and transportation strategy that satisfies the TPR. While this is due, in part, to Metro’s unique regional planning authority, the reality is that our policies are largely developed through regional consensus, and enacted through local ordinances. We believe that the other MPOs could be encouraged to find consensus without a structure like Metro if transportation funding incentives were provided by ODOT.

For example, Metro has actively used federal flexible (STP) and CMAQ funding to promote transportation projects that provide travel options to driving alone. More than \$25 million has been allocated annually from these sources since the mid 1990s to fund transit, pedestrian, bicycle, demand management, transit-oriented development and boulevard projects.

We propose that a similar strategy be used to encourage other MPOs in the state to adopt coordinated regional land use and transportation plans like that in place in the Metro region, and called for in the TPR. ODOT could allocate flexible funds at the state level to similar projects when they occur in an MPO area that has completed a coordinated regional plan, providing an important incentive to MPOs that would represent a modest share of the State Transportation Improvement Program (STIP). We encourage the LCDC and OTC to explore this concept as part of the current joint subcommittee discussion.

State Role in Greater Metro Area Planning

Metro has worked to achieve Area Commission on Transportation (ACT) status with the Oregon Transportation Commission over the past two years, without success. While we believe that we can effectively communicate on many ACT issues without being recognized as such, we also see a need for the LCDC and OTC to step up involvement in regional planning issues that extend beyond federal MPO boundaries. Two examples include the greater Metro region, where our travelshed includes many cities located outside our planning boundary, and the Corvallis-Albany-Lebanon triangle, where the cities are linked by disparate employment and housing opportunities, placing a growing strain on transportation facilities.

Metro does not advocate for extensive rulemaking on this front as part of the TPR update. Instead, we support a new provision for consultation among agencies that share a daily travelshed, with ODOT and DLCD staff convening stakeholders for this purpose. We also support a separate, larger examination of whether a "Valley Goal" is needed to better evaluate the incremental effect of individual urban growth boundary and transportation project decisions on the long-term urbanization of the Willamette Valley.

We look forward to continued participation and comment as rulemaking and legislation proceeds, and as other portions of the TPR are reviewed in coming months. Thank you for the opportunity to comment on this important rulemaking.

Sincerely,

Rex Burkholder
JPACT Chair

David Bragdon
Metro Council

cc: Members of the LCDC
Lane Shetterly, Department of Land Conservation and Development
Members of the Oregon Transportation Commission
Bruce Warner, Oregon Department of Transportation

Attachment 'A'

Specific Comments on Draft TPR Amendments

The January 3, 2005 public comment draft of the proposed TPR revisions represents a good effort in providing the needed fine-tuning to address the Jaqua decision. Upon reviewing the draft amendments, we recommend further revisions to the public comment draft, as follows:

Section 1 - Defining "Significant Effect"

The following minor revisions to the draft TPR amendments would help clarify how "significant effect" is defined:

Section 660-012-0060 (1)(b) Change standards implementing travel function to be inconsistent with a functional classification system, or

Section 660-012-0060 (1)(c)(A) Allow land uses ~~types~~ or levels of development ~~land-uses~~ that would result in levels of travel or access that are inconsistent with the functional classification...

Section 2 - Local Remedies

We support the proposed amendments to this section without changes - particularly the added provision to allowed conditions of approval to be applied.

Section 3 - Mitigating Impacts

We support the proposed amendments to this section without further change.

Section 4 - Evaluating the Effects of an Amendment

The following proposed revisions reflect our concerns over (1) the inappropriate inclusion of amendments that go beyond the needed remedy to the Jaqua decision, (2) the lack of specific guidance for ODOT in managing existing and planned interchanges in the context of plan amendments, and (3) the role of ODOT in certifying whether a proposed change will impact the system:

660-012-0060 (4) Determinations under sections (1) - (3) of this rule shall be coordinated with affected transportation facility and service providers and other affected local governments.

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

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

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

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

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

660-12-0060 (4)(b) When the amendment involves property within one-half mile of an existing or planned interchange on an Interstate Highway, as measured from the center point of the interchange, in determining whether an amendment has a significant effect on an existing or planned transportation facility under section 1(c) of this rule, local governments shall rely on existing transportation facilities and services and the planned transportation facilities, improvements and services in (a)(A) through (C) of this section.

~~However, if ODOT provides a written statement that the amendment would not adversely impact the interchange, then local governments may also rely on the improvements identified in subsections (a)(D) and (E) of this section.~~

Section 5 - Definitions

660-012-0005 Definitions

Transportation facility - physical improvements that serve one or more modes of travel, including motor vehicles, transit, bicycles and pedestrians.

Attachment 'B'

Map: Areas affected by the Interstate Highway protection provisions in the Draft Oregon Transportation Planning Rule amendments.

[note: this map is under development, and will be provided at the February 10 JPACT meeting]