9-7-2006

Meeting Notes 2006-09-07

Joint Policy Advisory Committee on Transportation

A G E N D A

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232-2736
TEL 503-797-1916 | FAX 503-797-1930

METRO

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

DATE: **September 7, 2006**

TIME: **7:30 A.M.**

PLACE: **Council Chambers, Metro Regional Center**

7:30 AM	1.		**CALL TO ORDER AND DECLARATION OF A QUORUM**	**Rex Burkholder, Chair**
7:35 AM	2.		**INTRODUCTIONS**	**Rex Burkholder, Chair**
7:35 AM	3.		**CITIZEN COMMUNICATIONS**	
7:40 AM	4.		**COMMENTS FROM THE CHAIR**	**Rex Burkholder, Chair**
7:45 AM	5.	*	**CONSENT AGENDA** Consideration of JPACT minutes for August 10, 2006	**Rex Burkholder, Chair**
	6		**INFORMATION / DISCUSSION ITEMS**	
7:50 AM	6.**1**	*	MTIP Review / Comments from TPAC – INFORMATION	**Ted Leybold**
8:15 AM	6.**2**	*	RTP Outcomes and Measures- INFORMATION	**Kim Ellis**
8:45 AM	6.**3**	*	TriMet TIP - INFORMATION	**Phil Selinger**
9:00 AM	7		**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.
All material will be available at the meeting.

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METRO

Joint Policy Advisory Committee on Transportation

M I N U T E S
August 10, 2006
7:30 a.m. – 9:00 a.m.
Council Chambers

MEMBERS PRESENT	AFFILIATION
Rex Burkholder, Chair	Metro Council
Rod Park, Vice Chair	Metro Council
Sam Adams	City of Portland
Rob Drake	City of Beaverton, representing Cities of Washington County
Fred Hansen	TriMet
Bill Kennemer	Clackamas County
Paul Thalhofer	City of Troutdale, representing Cities of Multnomah County
Don Wagner	Washington DOT
Lynn Peterson	City of Lake Oswego, representing Cities of Clackamas County

MEMBERS EXCUSED	AFFILIATION
Brian Newman	Metro Council
Dick Pedersen	DEQ
Jason Tell	Oregon Department of Transportation (ODOT - Region 1)
Royce Pollard	City of Vancouver
Roy Rogers	Washington County
Maria Rojo de Steffey	Multnomah County
Bill Wyatt	Port of Portland
Steve Stuart	Clark County

ALTERNATES PRESENT	AFFILIATION
Charles Becker	Cities of Gresham, representing Clackamas County
James Bernard	City of Milwaukie, representing cities of Clackamas County
Dean Lookingbill	Southwest Washington Regional Transportation Council
Rian Windsheimer	Oregon Department of Transportation (ODOT - Region 1)

GUESTS PRESENT	AFFILIATION
Kenny Asher	City of Milwaukie
Edward Barnes	Washington State Transportation Commission
Meeky Blizzard	Office of Congressman Blumenauer
Scott Bricker	BTA
Kathy Busse	Washington County
Roland Chlapowski	City of Portland
Danielle Cowan	City of Wilsinville
Jeff Dalin	City of Cornelius
Jennifer Dill	PSU

Fred Eberle	ODOT
Marianne Fitzgerald	DEQ
Karen Frost	Westside Transportation Alliance
Cam Gilmour	Clackamas County
Frank Green	CRC
Robert Liberty	Metro Council
Tom Markgraf	CRC
Sharon Nasset	ETA
Ron Papsdorf	City of Gresham
Lynn Peterson	Lynn Peterson Consulting
Phil Selinger	TriMet
Lanie Smith	ODOT
Paul Smith	City of Portland
Dee Wescott	City of Damascus

STAFF
Andy Cotugno, Kim Ellis, Jessica Martin, Pam Peck, Kathryn Sofich, Randy Tucker, Jerry Uba, Caleb Winter

I. CALL TO ORDER
Chair Rex Burkholder declared a quorum and called the meeting to order at 7:37 a.m.

II. INTRODUCTIONS

Chair Burkholder introduced Mr. Rian Windsheimer, alternate to Mr. Jason Tell. He also welcomed Mayor Charles Becker alternate to Mayor Paul Thalhofer.

II. CITIZEN COMMUNICATIONS

Due to time constraints Chair Burkholder inquired about postponing Citizen Communications until the next regular JPACT meeting. Hearing no objections, the committee proceeded to the consent agenda.

IV. CONSENT AGENDA

Consideration of minutes for the July 13, 2006 JPACT meeting

Mr. Fred Hansen requested his comments regarding TriMet' concern for streetcar be expanded to reflect the following:

Mr. Fred Hansen stated TriMet's strong support for streetcar. He called the committees attention to three significant ~~issues~~ conditions from TriMet's prospective: 2) the ability to make streetcar work on the alignment; including maintaining schedules in heavy truck and auto traffic, and pedestrian connections across MLK to Grand with particular emphasis on the needs of the elderly and disabled ~~on the full alignment;~~ 2) identification of operating revenues; and 3) identification of local match necessary to meet the capital costs of the projects.

ACTION: Mayor Rob Drake moved, seconded by Commissioner Bill Kennemer, to approve the July 13, 2006 meeting minutes with Mr. Hansen's additions. The motion passed.

V. COMMENTS FROM THE CHAIR

Chair Burkholder encouraged committee members to attend the capstone event of Get Centered! 2006, which is a guided tour of Vancouver B.C on September 14-16. Tour attendees will meet with and learn from developers, planners, and government leaders in Vancouver. The tour will visit key sites to learn how the Vancouver region has managed to accommodate a similar size population in half the land area while gaining worldwide attention for its livable communities.

As part of the RTP Update, Chair Burkholder noted that there would be several updates to JPACT. The Metropolitan Policy Advisory Committee (MPAC) invited JPACT to join them at their October 25th meeting to discuss transportation and land use. The joint meeting will be held at the Oregon Convention Center and dinner will be served.

Councilor Rod Park announced that last week was the kick-off for the Regional Freight and Goods Movement Committee. As committee members have concerns with freight issues, they should check in with Metro staff members Ms. Bridget Wieghart or Ms. Deena Platman.

VI. ACTION ITEMS

Resolution No. 06-3717, For The Purpose of Endorsing Regional Support of the "Plug-In" Partners National Campaign

Chair Burkholder introduced Resolution No 06-3717, which would which would endorse regional support of the "Plug-In" partners national campaign.

"Plug-In Partners" is a national grass-roots initiative to demonstrate to automakers that a market for flexible-fuel Plug-in Hybrid Electric Vehicle (PHEVs) exists. The goal of the initiative is to encourage local and state governments to work with utilities and environmental, consumer and business organizations to demonstrate the viability of a market for PHEVs through development of rebates, "soft" fleet orders, petitions, and endorsements. In becoming a partner, Metro would pass a resolution of support, sign a letter of commitment, and make a "soft" fleet order. Making a "soft" fleet order says that Metro will "seriously consider" purchasing a certain amount of vehicles if they are produced by automakers. In addition, Metro would make a commitment to support local, state and federal policies that would promote flexible fuel plug-in hybrid vehicles and work with the local government, education, business, and environmental community to advocate for the purchase of flexible-fuel plug-in hybrid vehicles.

ACTION: Councilor Park moved, seconded by Mayor Drake to approve Resolution 06-3717. The motion passed.

VII. INFORMATION / DISCUSSION ITEMS

Seniors and People with Disabilities Transportation and Land Use Study

Mr. Phil Selinger and Councilor Lynn Peterson appeared before the committee to present TriMet's Seniors and People with Disabilities Transportation and Land Use Study. Their presentation (included as part of the meeting record) covered the following information:

- Challenges
- Questions
- National/Regional Research
- Case Studies: Findings, Needs, Issues
- Corridor and Center Analysis: Gateway, Inner Division, Outer Division, McLoughlin Boulevard

- Corridor and Center Analysis: Findings
- Action Items

The committee discussed misuses of the LIFT system.

Mr. Hansen stated that TriMet's strategy has not been about pushing people off LIFT, but rather making the mass transit more accessible.

Chair Burkholder thanked Mr. Selinger and Ms. Peterson and recommended they present this study to MPAC.

RTO Program Overview

Ms. Pam Peck appeared before the committee and provided a brief update on the Regional Travel Options Program (RTO) and Drive Less Save More campaign. The campaign, managed by Metro with cooperation from TriMet, and with oversight from a statewide ODOT Travel Options Marketing Steering Committee was launched in February 2006. To date, the campaign has generated earned media valued at more than $286,000 and has leveraged an additional $175,000 in in-kind and cash contributions from sponsors and partners. Ms. Peck reviewed the program partners, goals and components. She added that in FY 05-06 the RTO regional evaluation role shifted from TriMet to Metro. Metro contracted with Portland State University's urban studies center to conduct an independent evaluation of all RTO funded programs for FY 04-05 and to make recommendations for measuring and evaluating RTO programs outputs and outcomes in the future

RTO Program Evaluation

Ms. Peck introduced Dr. Jennifer Dill who presented the Regional Travel Options 2004-05 Program Evaluation Report. Dr. Dill noted that the RTO program has gone through significant changes in the past three years and will continue to do so over the next few years. She added while the program has made significant progress due to a shift in objectives; there is still work to do in order to meet regional travel objectives for non-single occupant vehicles. Dr. Dill reviewed and the committee discussed the report's key findings and recommendations.

VIII. CONVERSATION WITH CONGRESSMAN EARL BLUMENAUER

Chair Burkholder welcomed Congressman Earl Blumenauer. Congressman Blumenauer stated his appreciation for the opportunity to have an ongoing discussion about transportation with the committee. He noted the significance of the JPACT dialog and the role the committee has in shaping policy, some of which has found its way into national policy. As a Portlander and Oregonian, he stated his particular appreciation for the work the committee has accomplished. He noted his particular interest in speaking about where we are going from this point forward for the next reauthorization.

He stated his appreciation for the hard work the committee is doing collectively in dealing with the resource allocation. 20-years ago it was a lot easier around the JPACT table to be creative, innovative, and cooperative due to the large amount of funding that was available for transportation projects. He added that JPACT is not the only group to now apply a more rigorous analysis in determining the priority of projects.

Congressman Blumenauer said that he is hopeful that we can get a running start in the next round of reauthorization to reinforce what the committee is trying to do and reward it. He noted that he is looking at how we deal with the new realities at the funding level. One of the things that will be different, is the trust

fund will run out. He is working with other groups, organizations, businesses, MPOs, environmental and various communities around the country to raise the profile. He noted that support from everyone is needed to put pressure on Congress to ensure more money is made available.

After meeting with ODOT yesterday, the Congressman feels that a $400 billion target is needed at the federal level. With that said, he acknowledged that there will need to be tough decisions made as to where that money will come from. He commented that the work done from this committee on the demand side: issue of tolls and registration based on mileage is important and will be part of the funding solution in the next decade.

In addition to talking about how we provide pressure at the Federal level so that the Federal Government is the type of partner that is needed, he added there also needs to be serious discussions with the various groups this committee is part of, including National League of Cities, State League of Cities, Mayors, County Commissioners and leaders from professional organizations. He emphasized the importance of making sure the federal legislation reflects the hard discussions this committee is having. As a nation, he added that we cannot afford to fund projects indiscriminately that may make the problems worse or shuffle congestion to another city or county. He noted that he is interested in incentives in Federal legislation that will reinforce what the committee is trying to do.

Congressman Blumenauer spoke about the Mt. Hood legislation. He added that the transportation network that brings people to and from Mt. Hood and safely transports people from place-to-place on the mountain is stressed. The proposal would direct the Forest Service to work with the State of Oregon to develop an integrated, multi-modal transportation plan for the Mt. Hood region to enhance existing transportation plans, prioritize projects, and identify revenue sources. A key focus would be identifying transportation alternatives, including potential gondola connections, and creating a transportation center to move more people, but in fewer cars, to and from key recreation destinations.

Chair Burkholder briefly updated the Congressman on the current efforts of the Regional Transportation Plan Update. He noted that the Transportation Plan would be updated by taking an outcomes-based approach in terms of development, urban form and economic activity in a fiscally constrained situation not experienced before. He added that work needs to be done to think about how these efforts can be translated into supporting federal policies that are multi-modal and outcomes based versus issues based on traffic numbers. He questioned how to gain support for management techniques like pricing. He stated that Transportation Secretary Minetta commented that congestion pricing would be important as a future funding source to manage congestion, yet it is currently illegal to price interstate freeways.

Chair Burkholder commented that by the beginning of 2007, both the Regional Transportation Plan and New Look would have broad policy discussions settled. He added that the possibility of dropping the level of service on the roadway system is being looked at, even though there will be a great deal of push back from the Federal Highway Administration. He added that they are looking into other performance measures that are more sophisticated and more responsive to the reality of modern urban areas that deal with accessibility and mobility.

Congressman Blumenauer recognized that the federal standards of analysis are outdated, in some cases counterproductive and waste money on Federal processes that aren't needed anymore. He noted that Mr. Fred Hansen from TriMet probably has many suggestions for ways to accept responsibility for system performance and move forward.

Mr. Hansen noted that one of the most significant things to occur that allowed us to make smarter decisions was the requirement for conformity with air quality. Regarding the reauthorization, he asked why there couldn't be conformity for comprehensive land use as a requirement.

Commissioner Adams stated his appreciation for Congressman Blumenauer's comments on the laborious federal process. He added that he would like to see a more systematic approach to rewarding good local and state governments decisions. Regarding the process, he noted that there isn't consideration to how local decisions are made and how allocations award these decisions.

Mayor Bernard stated that many options to fund transportation are being looked into including tolling. He added that they are out looking at any way possible to find ways to build roads and parkways in Damascus all of which will require innovative public/private partnerships. He noted his interest in looking at how the public/private partnership issue will be handled in Oregon.

Mayor Rob Drake inquired as to whether there have been discussions in Congress regarding the condition of our national infrastructure for the long-term. Congressman Blumenauer responded that there is a growing, informal understanding that something needs to happen.

In closing, Congressman Blumenauer added that he would like to have another informal conversation and/or brainstorm session with the committee soon.

IX. ADJOURN

There being no further business, Chair Burkholder adjourned the meeting at 9:17 a.m.

Respectfully submitted,

Jessica Martin
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR AUGUST 10, 2006

The following have been included as part of the official public record:

	ITEM	TOPIC	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
**	**III**	Information Sheet	N/A	To: JPACT From: Lisa Miles, Patty Montgomery Re: Get Centered! Vancouver B.C Trip	081006-JPACT-01
*	**IV**	Minutes	7/17/06	JPACT Meeting Minutes of July 17, 2006	081006-JPACT-02
*	**V**	Resolution	5/4/06	Resolution No 06-3717, For the Purpose of Endorsing Regional Support of the "Plug-In" Partners National Campaign	081006-JPACT-03
*	**V**	Information Sheet	N/A	FAQ about Plug-In Hybrid Electric Vehicles	081006-JPACT-04
**	**VI**	PowerPoint Presentation	8/2/06	To: JPACT From: Lynn Peterson Re: Seniors and People with Disabilities Transportation and Land Use Study	081006-JPACT-05
*	**VI**	Information Sheet	N/A	Regional Travel Options Application Summary	081006-JPACT-06
**	**VI**	PowerPoint Presentation	8/10/06	To: JPACT From: Pam Peck Re: Regional Travel Options Program	081006-JPACT-07
**	**VI**	PowerPoint Presentation	8/10/06	To: JPACT From: Dr. Jennifer Dill Re: 2004-2005 RTO Program Evaluation	081006-JPACT-08

* Included in packet

**Distributed at meeting

M E M O R A N D U M

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
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METRO

DATE: August 30, 2006

TO: JPACT and Interested Parties

FROM: Ted Leybold: MTIP Manager

SUBJECT: Transportation Priorities Technical Evaluation

* * * * * * *

Purpose

- Receive update on status of Transportation Priorities allocation process.

- Provide any additional direction to technical staff regarding development of a First Cut List recommendation.

Background

Sixty seven applications were received requesting $133.4 million of federal funds. Approximately $64 million will be allocated this funding cycle. Of the $64 million:

- $18.6 million has been pledged to payment on debt service for rail transit projects. $45.4 million remains for distribution.

- $1.993 million represents inflation adjusted funding traditionally allocated to Metro for MPO required planning activities. These funds replaced the local jurisdiction dues system. Allocation to this activity would allow $43.4 million for distribution.

- Current allocations levels to the Transit Oriented Development and Regional Travel Options programs are $6 million and $4.446 million respectively.

Funding these programs at existing levels and Metro Planning would leave $33.4 million for distribution.

- A systematic allocation for Intelligent Transportation Systems projects throughout the region has been proposed at $3 million.

- Additional planning applications: work that analyzes corridor or system wide conditions, needs or policies, request $1.8 million.

- Project development requests: planning, preliminary engineering, environmental assessment and preliminary right-of-way research activities to prepare a specific project to enter final design and engineering, amount to $4.1 million.

- Diesel retrofit requests to reduce emissions equal $3.8 million. These applications are responding to new policy language in SAFETEA-LU designating these types of projects as a priority for CMAQ funds.

- Requests to address increased project costs from previous allocations to a project represent $4.2 million.

- Project requests to complete projects that had previous phases (PE or right-of-way) or segments funded through the Transportation Priorities process total $24.6 million.

Policy Guidance for the 2008-11 Transportation Priorities Program

Program Objectives

The primary policy objective for MTIP and the allocation of region flexible transportation funds is to:

- Leverage economic development in priority 2040 land-use areas through investment to 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 dedicated revenues,
- 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, and
- Meet the average annual requirements of the State Implementation Plan for air quality for the provision of pedestrian and bicycle facilities.

Factors Used to Develop Narrowing Recommendations

In developing narrowing recommendations, technical staff are to consider the following information and policies:

- Honoring previous funding commitments made by JPACT and the Metro Council.

- Program policy direction relating to:
  - Economic development in priority land use areas;
  - Modal emphasis on bicycle, boulevard, green streets demonstration, freight, pedestrian, RTO, TOD and transit;
  - Addressing system gaps;
  - Emphasis on modes without other dedicated sources of revenue; and
  - Meeting SIP air quality requirements for miles of bike and pedestrian projects.

- Funding projects throughout the region.

- Technical rankings and qualitative factors:
  - The top-ranked projects at clear break points in technical scoring in the bicycle, boulevard, freight, green streets, pedestrian, regional travel options, transit and TOD categories (with limited consideration of qualitative issues and public comments).
  - 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 overall 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).
  - Recommend additional funding for existing projects when the project scores well and documents legitimate cost increases relative to unanticipated factors. It is expected, however, that projects will be managed to budget. Only in the most extraordinary of circumstances will additional monies to cover these costs be granted.

- 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.

- As a means of further emphasis on implementation of Green Street principles, staff may propose conditional approval of project funding to further review of the feasibility of including green street elements.

First Cut Target

The traditional cost target amount for the technical recommendation of a first cut list of project has been 150% of available funds. Assuming the commitment to the bonded debt payment is reduced from the projected revenues, the 150% target would be $68.1 million.

In the past, Metro staff has not recommended cutting any of the planning activities during the first cut. Planning activities were not technically evaluated in a quantitative manner. Selection of planning activities were done based on feedback from the public comment period and from policy bodies based on qualitative criteria and their relative cost and importance to candidate construction projects.

With the advent of "project development" applications, which typically cannot be technically evaluated in a quantitative matter, the diesel retrofit applications, and growth in the programmatic requests for TOD, RTO and ITS programs, TPAC expressed a desire to attempt to narrow these candidate applications as part of the first cut process. TPAC also expressed the desire to provide JPACT and the Metro Council with a disciplined recommendation to meet the traditional 150% target, consistent with the adopted policy direction.

Options for additional narrowing during the first cut process

To meet the 150% target with the increased number of applications that have not traditionally been narrowed at the first cut stage, several options exist.

- Narrow planning activities
- Narrow project development work

- Scale individual projects by phase or size
- Scale programs by scope or size

Potential areas of JPACT direction to technical staff

1. Provide direction on whether technical staff should consider narrowing of Planning, Project Development, Diesel Retrofit, and/or Programmatic applications as part of the First Cut recommendation. If so, provide any additional policy guidance on method to make such recommendation.
2. Confirm that 150% of expected funds, reduced by the existing commitment to repay bond debt, is a firm target for total cost of the First Cut list recommendation ($68.1 million).

DRAFT

METRO

2007 Transportation Priorities And 2008-11 MTIP:

Investing in the 2040 Growth Concept

Calendar of Activities

2006

February	JPACT/Metro Council adopt Program policy objectives.
June 30	Final applications due to Metro.
July	MTIP Subcommittee: Review of project/program applications.
August 14	MTIP Subcommittee review and comment on draft Transportation Priorities technical scores.
August 25	TPAC review of draft Metro Staff recommended First Cut List.
September 7	JPACT review of draft Metro Staff recommended First Cut List.
September 29	TPAC action on First Cut List.
October 10	Metro Council work session on release of First Cut List.
October 12	JPACT action on release of First Cut List.
October 13– December 1	Public comment period, listening posts on First Cut List and Draft ODOT STIP (including TriMet TIP and SMART programming).

Listening Posts:

November 9 (Thursday) 5 to 8 PM
Springwater Trail Room: City Hall Building
1333 NW Eastman Parkway, Gresham

November 13 (Monday) 5 to 8 PM
Beaverton Community Center: Community Room and Vose Room
12350 SW Fifth Street, Beaverton

November 14 (Tuesday) 5 to 8 PM
Pioneer Community Center
615 Fifth Street, Oregon City

November 16 (Thursday) 5 to 8 PM
Metro Central: Council Chamber and Council Annex
600 NE Grand Ave., Portland

Updated 8/30/06

December	Metro Council work session: policy discussion and direction to staff on narrowing to the Final Cut List.
December	JPACT briefing on public comment report and policy discussion about direction to staff on narrowing to the Final Cut List.

2007

January	JPACT action on policy direction to staff on narrowing to the Final Cut List.
January	TPAC action on Final Cut List.
February	Public hearing on draft Final Cut List at Metro Council.
March	JPACT action on Final Cut List pending air quality analysis.
March	Metro Council action on Final Cut List pending air quality analysis.
April - June	Programming of funds. Air quality conformity analysis.
July	Public review of draft MTIP with air quality conformity analysis.
August	Adopt air quality conformity analysis and submit to USDOT for approval. Adopt MTIP, including final Metro area state highway programming and TriMet and SMART Transit Investment Plan, and submit to Governor for approval. Governor approves incorporation of MTIP and STIP and submittal of STIP to USDOT.
September	Receive concurrence from USDOT: Printed in final STIP.
October	Obligation of FFY 2008 programming begins.

METRO

Transportation Priorities 2008-11:

Investing in the 2040 Growth Concept

Draft Technical Evaluation and Qualitative Factors Summary

September 7, 2006

Transportation Priorities 2008-11 Projects: Draft Technical Rankings

Bike/Trail Projects

Agency	Code	Technical Rank	Project Title	Federal Funds Requested (millions)	Total Project Points	MODAL PERFORMANCE	SAFETY	SUPPORTS 2040	COST EFFECTIVENESS
City of Portland	Bk1126	**1**	NE/SE 50s Bikeway: NE Thompson to SE Woodstock	$1.366	**78**	18	16	29	15
City of Portland	Bk1048	**2**	Willamette Greenway Trail : SW Gibbs to SW Lowell.	$1.800	**72**	20	8	40	4
City of Lake Oswego	Bk5053	**3**	PE for trail between Milwaukie TC and Lake Oswego TC	$0.583	**69*** **	8	20	31	N/A
City of Portland	Not in RTP	**4**	NE/SE 70s Bikeway 70s: NE Killingsworth to SE Clatsop	$3.698	**65**	18	13	27	7
N. Clackamas Parks and Recreation District	Bk5026	**5**	Trolley Trail: Arista to Glen Echo	$1.875	**65**	17	10	27	11
Hillsboro	Bk3012	**6**	Rock Creek Trail: Orchard Park to NW Wilkins	$0.600	**64**	15	20	25	4
City of Portland	Bk4011	**7**	Marine Dr. Bike Lanes and Trail Gaps: NE 6th Ave. to NE 185th Ave.	$1.873	**61**	7	20	31	3
West Linn	Bk5193	**8**	Willamette Falls Drive: Hwy 43 to 10th St	$2.987	**48**	11	15	19	3
Hillsboro	Bk3114	**9**	NE 28th Ave: E. Main St to NE Grant	$0.300	**47****	7	6	27	N/A
Project development									
City of Portland	N/A		Sullivan's Gulch Planning Study: Eastbank Esplanade to 122nd Ave	$0.224					
Metro	Bk3014,3072, 3092, 6020		Westside Corridor Trail (aka Beaverton Power Line Trail) - Tualatin River to Willamette River	$0.300					

TOTAL: $15.606

* overmatch for NE 28th is 23% (90,000/390,000), but pro-rata formula yields a 30% overmatch (city leveraging MTIP PE $ to get local arterial TIF funds)

** NE 28th Ave original score of 40 weighted since project is ineligible for cost effectiveness points

***PE for Trestle original score of 59 weighted since project is ineligible for cost effectiveness points

**** Rock Creek Trail already counted toward bike TCM for '08-'09 allocation

***** A portion (1.5 miles) of Marine Dr already counted toward Bike TCM in '08-'09 allocation

Transportation Priorities 2008-11 Projects: Qualitative Factors
Bike/Trail Projects

Agency	Project title	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schools?	Environmental Justice Impact?	Received public comments?	Transportation Control Measure for air quality?	Estimated reduction in CO emissions (kg/day)	QUALITATIVE FACTORS
City of Portland	NE/SE 50s Bikeway: NE Thompson to SE Woodstock		Y	Y	Y		Y	Y		4.30		Links to several other projects: Division Streetscape, Hawthorne Transit and Pedestrian improvements, Hollywood-Sandy Streetscape, Foster Streetscape, Hollywood Transit Center station area planning. Project intersects several established bikeways: Tillamook bikeway, Burnside corridor bikeway, Lincoln-Harrison bikeway, Clinton Woodward bikeway, Woodstock bike lanes, Duke bike lanes. Project will dramatically improve multi-modal characteristics of the corridor. Main design element employs innovative alternating curb extensions (with bicycle passage) that lends itself to "green treatments" for stormwater retention.
City of Portland	Willamette Greenway Trail : SW Gibbs to SW Lowell.		Y	Y	Y		Y			0.47		The Greenway and associated trail development is an innovative combination of brownfield restoration, habitat improvement and dense mixed-use development. Trail users will travel through or next to five blocks of the $6 million dollar "greenway" project (SW Gibbs to Lane), which is not included in this MTIP request. Wildlife and human visitors will use new features including in-water habitat structures for salmon, nesting structures, overlook with bird blind, interpretative plaza, light water craft dock, several viewing terraces, shade pavilion, lawn terraces, meadows, seating, bioswales and extensive wetland and riparian plantings.
City of Lake Oswego	PE for trail between Milwaukie TC and Lake Oswego TC	Y	Y	Y	Y							Project connects east and west sides of Wilamette river in area with nobike/ped bridge crossing for several miles (Sellwood Bridge to the West Linn/Oregon City Bridge). The future construction of a safe trail crossing would prevent potential accidents on the railroad bridge (some users currently attempt to cross on it). The path would connect downtown Lake Oswego with downtown Milwaukie, the Trolley Trail and the Oak Grove neighborhood. Project development work previously funded begins next fiscal year - will develop more accurate PE cost estimate. Applicant must identify a project in the financially constrained RTP to trade out, if this project were to be funded.
City of Portland	NE/SE 70s Bikeway 70s: NE Killingsworth to SE Clatsop		Y		Y		Y	Y		7.60		Links to several other projects: Lents Urban Renewal District, Foster Streetscape. Project intersects several established east-west bikeways: Killingsworth-Lombard bicycle lanes, Tillamook bikeway, Clinton-Woodward bikeway, Woodstock bike lanes, Duke bike lanes, Flavel bike lanes, Springwater trail. Main design element employs innovative alternating curb extensions (with bicycle passage) that lends itself to "green treatments" for stormwater retention. Applicant must identify a project in the financially constrained RTP to trade out, if this project were to be funded.
N. Clackamas Parks and Recreation District	Trolley Trail: Arista to Glen Echo	Y	Y	Y	Y		Y			3.00		Trail has tremendous public support and input from citizens and business owners. Constructing the remaining portion of trail will complete a critical gap in the regional bicycle network. Project will serve 12 schools within a half-mile of trail and provide a functional link between the town centers of Milwaukie and Gladstone.
Hillsboro	Rock Creek Trail: Orchard Park to NW Wilkins	Y	Y		Y	Y	Y			0.66 ****		Serves as primary multi-modal trail in the Hillsboro area, and is the number one priority of the Hillsboro Bicycle / Pedestrian Task Force. It has been strongly supported by the community at numerous public meetings, and through phone calls, emails and letters. The trail follows along a regionally significant greenspace corridor. In partnership with the City, Clean Water Services has invested significantly in habitat enhancement and restoration projects along Rock Creek, with plans for continued efforts.
City of Portland	Marine Dr. Bike Lanes and Trail Gaps: NE 6th Ave. to NE 185th Ave.	Y	Y		Y					2.40 *****		Completes a gap that is still incomplete after 20 years of constructing individual segments. Would improve access to Kelley Point Park, Smith and Bybee Lakes Wildlife area, Heron Lakes Golf Course, Portland International Raceway, East Delta Park, Broughton Beach, Blue Lake Park and Sandy River Delta Natural area. Serves concentration of Black population.
West Linn	Willamette Falls Drive: Hwy 43 to 10th St		Y	Y	Y	Y	Y			2.33		Project location provides the only "water level" surface street through area and connects to two significant projects: 1) Boulevard design along Willamette Falls Dr (from 10th to 16th), which has led to the revitalization and redevelopment of the historic Willamette townsite. 2)10th Street corridor along Blankenship Rd to the north and to the I-205/Tenth St interchange that have been funded by private interests in association with large commercial, office, and residential developments along this corridor.
Hillsboro	NE 28th Ave: E. Main St to NE Grant		Y	Y	Y	Y*	Y	Y				Project completes missing link in the City's bicycle network. This funding request for PE would leverage use of local arterial Traffic Impact Fee funds which would then be used for the accompanying roadway infrastructure improvements, yielding a 70/30 split and a resulting local over-match. The leveraging of the requested funds would also leverage adjacent private investment opportunity in mixed use development within the 28th/Main "Main Street" district. Project serves one Environmental Justice population: Hispanic (21%).
Project development												
City of Portland	Sullivan's Gulch Planning Study: Eastbank Esplanade to 122nd Ave							Y				Project connects with 40-mile loop system and creates complete trail loop in eastside of Portland (via Eastbank Esplanade,Springwater and I-205 trails). Although some bike facilities on streets north and south of the Gulch have been improved, this route would provide a good alternative to NE Sandy and eastern portions of NE Halsey and Glisan. In addition, some cyclists are not comfortable in streets such as NE Lloyd (30 mph), Multnomah, Sandy (30-35 mph), Glisan (35 mph) or Halsey (35 mph) even when bike lanes are striped. Project serves three environmental justice populations: Asian (pop. 1127), Black (pop. 1170), and Low-Income (pop. 2151). Applicant must identify a project in the financially constrained RTP to trade out, if this project were to be funded.
Metro	Westside Corridor Trail (aka Beaverton Power Line Trail) - Tualatin River to Willamette River							Y				The corridor presents a unique opportunity to develop a critical piece of the regional transportation system serving as a spine connecting people, jobs (e.g. Nike, Columbia Sportswear, etc.) town centers, bus and MAX station, parks, natural areas, and schools. Project serves one Environmental Justice population: Asian (pop. 1023).

Transportation Priorities 2008-11 Projects: Draft Technical Rankings

Boulevard Projects

Agency	Code	Technical Rank	Project Title	Federal Funds Requested (millions)	Total Project Points	MODAL PERFORMANCE	SAFETY	SUPPORTS 2040	GREEN STREETS	COST EFFECTIVENESS
City of Cornelius	Bd3169	1	E Baseline: 10th to 19th	$3.231	**96**	22	13	36	10	15
City of Portland	Bd3169	2	E Burnside/Couch Street: 3rd to 14th	$4.700	**93**	22	17	36	10	8
City of Oregon City	Bd5134	3	McLoughlin Blvd: Clackamas River to Dunes Dr.	$2.800	**91**	22	10	34	10	15
City of Gresham	Bd2104	4	Burnside Road: 181st to Stark	$1.500	**90**	22	13	30	10	15
City of Portland	Bd2015	4	NE 102nd Ave: Stark to Glisan	$1.918	**90**	15	13	37	10	15
City of Portland	Bd1221	6	Killingsworth Phase 2: Commercial to MLK	$1.955	**84**	18	10	31	10	15
City of Beaverton	Bd3020	7	Rose Biggi extension: Crescent St. to Hall	$5.387	**78**	15	14	39	10	0
City of Lake Oswego	Bd6127	7	Boones Ferry Rd: Red Cedar to S. of Reese Rd.	$3.491	**78**	14	10	36	10	8

TOTAL: 24.982

Transportation Priorities 2008-11 Projects: Qualitative Factors
Boulevard Projects

Agency	Project title	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schools?	Environmental Justice Impact?	Received public comments?	Transportation Control Measure for air quality (Bike)	Trasportation Control Measure for air quality (ped)	Estimated reduction in CO emissions (kg/day)	QUALITATIVE FACTORS
City of Cornelius	E Baseline: 10th to 19th		Y	Y	Y		Y	Y		**0.54**	**0.18**		Project complements boulevard improvements to Adair Street funded through Transportation Priorities 2000. Project provides a new pedestrian link between Adair and Baseline. The City's southern neighborhoods house significant numbers of low and moderate-income, transit dependent families. These neighborhoods rely on commercial, educational, medical and social services that dictate walking along and across Baseline Street. The community has the longest average home-to-work commutes of any city inside Metro's jurisdiction (resulting from unhealthy jobs/housing balance). The project serves one Environmental Justice population: Hispanic (26%).
City of Portland	E Burnside/Couch Street: 3rd to 14th	**Y**	**Y**	**Y**	**Y**					**0.55**	**1.10**		Project is critical to allowing significant new development at either end of the project area. Two new blocks of development opportunity are created by the redesign of the 12th/Sandy/Burnside intersection. At the West end of the project, the Bridgehead Development is dependent on access provided by the couplet.
City of Oregon City	McLoughlin Blvd: Clackamas River to Dunes Dr.		**Y**	**Y**	**Y**	**Y**					**0.41**		Project considered a vital public investment that will further set the stage and be a catalyst for private development and redevelopment successes in the Oregon City Regional Center, particularly in the Clackamette Cove and Oregon City Shopping Center areas. Received point credit for narrowing of travel lanes that is subject to ODOT of approval freight element of STA plan.
City of Gresham	Burnside Road: 181st to Stark				**Y**	**Y**	**Y**	**Y**		**0.48**	**0.48**		Project has been identified as a priority need in several City plans. Boulevard design would attract new private investment and redevelopment opportunities to Rockwood. In light of the critical importance of the project, the Rockwood-W. Gresham Urban Renewal District is prepared to provide a significant over match of nearly $3 million towards the project. This overmatch includes funding to underground utilities improve the light rail track area which will improve aesthetics and safety of the boulevard. The project serves two Environmental Justice populations: Hispanic (28%) and Low-Income (pop. 3433).
City of Portland	NE 102nd Ave: Stark to Glisan	**Y**	**Y**		**Y**					**0.50**	**0.50**		The project has received strong regional and congressional support and is considered one of the most important elements in developing the Gateway Regional Center.
City of Portland	Killingsworth Phase 2: Commercial to MLK	**Y**	**Y**		**Y**	**Y***	**Y**	**Y**					Project need and design resulted from 6-month planning process that involved more than 1,000 community members and a citizen advisory committee. Community process included surveys in 4 languages, presentations to more than 15 community groups and phone calls to encourage participation in community meetings. Complements Interstate MAX improvements, PCC Cascade campus expansion, the Jefferson Pavilion Project Interstate urban renewal area monies and other mixed-use redevelopment efforts in community. This project serves two Environmental Justice populations: Black (35%) and Low-Income (pop. 2544).
City of Beaverton	Rose Biggi extension: Crescent St. to Hall	**Y**	**Y**	**Y**	**Y**						**0.16**		Project complements extensive planning and redevelopment in downtown Beaverton - library expansion, The Round, Hall/Watson Beautification Plan, downtown parking and street design study and other plans. Provides critical multi-modal connection to the Round and Beaverton Transit Center which serves light rail, bus and future commuter rail. Supports other transit oriented development activities, such as the recently purchased old theatre site. The project is identified as a positive improvement serving Minority Race and Hispanic Origin Populations and Low Income Populations as identified on Metro maps.
City of Lake Oswego	Boones Ferry Rd: Red Cedar to S. of Reese Rd.		**Y**	**Y**	**Y**		**Y**			**0.25**			Project ranked as high priority in the Lake Grove Village Center Plan. In many respects it is the critical component of Plan. The roadway is being relied upon to hold the district together, bring users of the Center to, from and through the Center. Lake Grove Elementary has served as a community focus and landmark in the area dating back to the 1920s.

Transportation Control Measure: 5 miles average per biennium.

*Killingsworth overmatch is for final design & engineering. ROW & Construction has regular local match

Transportation Priorities 2008-11

Diesel Retrofit Projects

Agency	Code	Project Title	Federal Funds Requested
LRAPA	DR0001	Sierra Cascade SmartWay Technology and outreach center	$0.200
TriMet	DR8028	Transit Bus Diesel Engine Emission Reduction	$3.592
		Total	$3.792

Transportation Priorities 2008-11 Projects: Draft Technical Rankings

Freight Projects

Agency	Code	Technical Rank	Project Title	Federal Funds Requested	Total Project Points	USE FACTOR	SAFETY	SUPPORTS 2040	COST EFFECTIVENESS
PoP/CoP	Fr4044	1	82nd Avenue/Columbia Blvd Intersection Improvement	$2.00	86.75	25	13.75	40	8
CoP	Fr0001	2	N. Burgard/Lombard Street Improvements	$3.97	70.00	14	15.00	37	4
Project development									
CoP	Fr0002		N. Portland Rd/Columbia Boulevard Intersection Improvements	$0.54					

TOTAL: $6.506

Transportation Priorities 2008-11 Projects: Qualitative Factors
Freight Projects

Agency	Project Title	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch?	Affordable Housing/ Schools?	Environmental Jusitce Impact?	Received public comments?	Transportation Control Measure for air quality?	Estimated reduction in CO emissions (kg/day)	QUALITATIVE FACTORS
PoP/CoP	82nd Avenue/Columbia Blvd Intersection Improvement		**Y**	**Y**	**Y**	**Y**						LINKED: A project currently under construction east of the proposed improvement, the East Columbia-Lombard Connector, improves the intersection between Columbia and Lombard (Killingsworth) and Columbia Blvd east of NE 82nd. This project extends Columbia Blvd improvements west of NE 82nd. Includes inter-tie of signalization. MULTI-MODAL BENEFITS: Project includes bicycle and pedestrian facilities. OVERMATCH: Port of Portland is providing a 41% match for the proposed project.
CoP	N. Burgard/Lombard Street Improvements		**Y**	**Y**	**Y**							LINKED: Bridge over abandoned Union Pacific rail track is scheduled for replacement due to structural deficiencies. It is programmed in the 2006-2009 STIP, with construction beginning 2006/2007. Columbia/Burgard intersection, at northern terminus of the proposed project, was upgraded in 1999 with additional lane capacity, signalization, bicycle and pedestrian facilities. N Lombard overpass, north of Burgard/Columbia intersection, was completed in 2005. MULTI-MODAL BENEFITS: Project includes bicycle and pedestrian facilities.
Project development												
CoP	N. Portland Rd/Columbia Boulevard Intersection Improvements		**Y**	**Y**	**Y**			**Y**				MULTI-MODAL BENEFITS: Project includes bicycle and pedestrian facilities. EJ: Project impacts two Environmental Justice populations: Black (10%) and Low-Income (pop. 1378).

Transportation Priorities 2008-11 Projects: Draft Technical Rankings

Green Street Retrofit

Agency	Code	Technical Rank	Project Title	Federal Funds Requested	Total Project Points	MODAL PERFORMANCE	SAFETY	SUPPORTS 2040	COST EFFECTIVENESS
City of Portland	GS1224	1	NE Cully Boulevard: 60th to Prescott	$3.207	77.50	45	17.50	7	8
City of Tigard	GS6050	2	Tigard Main Street retrofit: Hwy 99 to Railroad crossing	$2.540	72.00	52	5	7	8
			TOTAL:	$5.747					

Transportation Priorities 2008-11 Projects: Draft Technical Rankings

Green Street Culvert

Agency	Code	Technical Rank	Project Title	Federal Funds Requested	Total Project Points	MODAL PERFORMANCE	COST EFFECTIVENESS
City of Milwaukie	GS5049	1	McLoughlin Blvd: Kellog Lake culvert/dam removal	$1.055	100	70	30
			TOTAL:	$1.055			

Transportation Priorities 2008-11 Projects: Qualitative Factors
Green Street Retrofit

Agency	Project Title	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schools?	Environmental Jusitce Impact?	Received public comments?	Transportation Control Measure for air quality?	Estimated reduction in CO emissions (kg/day)	QUALITATIVE FACTORS
City of Portland	NE Cully Boulevard: 60th to Prescott	Y			Y	Y	Y	Y				REGIONAL COMMITMENT:The project was awarded MTIP funds in 2002 during the 2004 – 2007 Priorities process. MULTI-MODAL: New sidewalks and bike lanes will complete needed gaps in the street network and connect to existing sidewalks and bike lanes on Cully Boulevard to the north and south of the reconstruction project. AFFORDABLE HOUSING: Project associated with low income community and housing development. EJ: Serves concentrations of Black, Hispanic and low-income populations. Project serves one Environmental Justice population: Low-Income (pop.1024).
City of Tigard	Tigard Main Street retrofit: Hwy 99 to Railroad crossing		Y	Y	Y	Y	Y					LINKED:Tigard has defined and adopted a new Downtown Plan, and Urban Renewal Plan that are in support of the key objectives identified in the Metro 2040 Plan. MINIMUM PHASE: If funding provided is insufficient to fund the entire Phase 1 scope, Phase 1 can be subdivided into two segments with the segment from the rail corridor southwest to Fanno Creek (approximately 900 lineal feet) as the high priority for funding. MULTI-MODAL: Five TriMet bus routes travel through Downtown Tigard. Commuter rail from Wilsonville to Beaverton through Tigard will have a commuter rail station adjacent to the Transit Center. Enhancing pedestrian access to the bus stops and Transit Center. AFFORDABLE HOUSING: The downtown area contains some 185 low-rent housing units. Other affordable housing in the downtown includes the older, 37-unit Cascade Mobile Villa. The City recently adopted a policy of encouraging the development of affordable housing in the Downtown area.

Transportation Priorities 2008-11 Projects: Qualitative Factors
Green Street Culvert

Agency	Project Title	Multiple culverts on samestream?	Consistent with Green Streets guidebook?	Geomorphology analysis?	On regional culvert inventory?	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schools?	Environmental Jusitce Impact?	Received public comments?	Transportation Control Measure for air quality?	Estimated reduction in CO emissions (kg/day)	QUALITATIVE FACTORS
City of Milwaukie	McLoughlin Blvd: Kellog Lake culvert/dam removal		Y	Y	Y		Y		Y	Y						CULVERT INVENTORY: High priority culvert. LINKED:The replacement bridge would lie at the southern terminus of the recently completed McLoughlin Boulevard project, a series of pedestrian and other boulevard treatments in a designated "Special Transportation Area. MULTI-MODAL: The redesigned bridge would include a substantially improved bike lane and sidewalk on the east side.West side facilities would be designed to complement or connect with the Trolley Trail currently under design by the North Clackamas Parks and Recreation District.

Transportation Priorities 2008-11 Projects: Draft Technical Rankings

Pedestrian Projects

Agency	Code	Technical Rank	Project Title	Federal Funds Requested	Total Project Points	MODAL PERFORMANCE	SAFETY	SUPPORTS 2040	COST EFFECTIVENESS
City of Gresham	Pd2057	1	Hood Avenue: SE Division to SE Powell	$0.887	90.00	25	10	40	15
City of Portland	Pd1160	2	Foster-Woodstock: SE 87th to SE 101st	$1.931	87.00	25	20	32	10
City of Milwaukie	Pd5052	3	17th Ave: SE Ochoco to SE Lava Drive	$1.655	82.00	25	17	30	10
City of Portland	Pd1120	4	Sandy Blvd Pedestrian Improvements	$0.712	70.00	15	15	25	15
City of Sherwood	Pd6117	5	Pine Street: Willamette Street to Sunset Blvd	$1.100	47.00	10	10	22	5
Project development									
THPRD	Pd6007		Hall Blvd Bike/Ped crossing study: Fanno Creek trail and Hall	$0.359					
TriMet	Pd8035		Pedestrian Network Analysis	$0.247					

TOTAL: $6.890

Transportation Priorities 2008-11 Projects: Qualitative Factors

Pedestrian Projects

Agency	Project Title	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schools?	Environmental Jusitce Impact?	Received public comments?	Transportation Control Measure for air quality?	Estimated reduction in CO emissions (kg/day)	QUALITATIVE FACTORS
City of Gresham	Hood Avenue: SE Division to SE Powell		Y		Y					.18 mi		LINKED: Improvements to the pedestrian system on Hood Avenue to facilitate access to the Gresham Central Transit Center/Light Rail station have been identified as a priority need in documents including the Gresham study titled "Accomodating Pedestrians to "Max" Light Rail Stations in Gresham," the Gresham TSP, and the Gresham CIP. MULTI-MODAL: The project will enhance multi-modal opportunities and safety by providing additional sidewalks on the east side of Hood Avenue within the project with ADA accessible ramps The project will provide multi-modal access to lands zoned Central Urban Core and Downtown Transit, both of which are targeted for economic development and jobs benefit by the Gresham Downtown Plan District.
City of Portland	Foster-Woodstock: SE 87th to SE 101st		Y		Y		Y			1.13 mi		LINKED: The project is directly supportive of the region's intent to create a 2040 town center in Lents and the on-going efforts of the City to implement the town center designation through the urban renewal district. The project also supports the planned I-205 MAX project. MULTI-MODAL: The project is in close proximity to the planned Lents/ Foster Road light rail station and will improve access to the new transit service and desirability of living in transit oriented developments within the station area.AFFORDABLE HOUSING: Reedway Place is a 24 unit affordable housing project adjacent to the project area and those residents would directly benefit from the proposed streetscape improvements.
City of Milwaukie	17th Ave: SE Ochoco to SE Lava Drive		Y	Y	Y					.9 mi		LINKED: The proposed 17th Ave. Connector would link two major regional multi-use trail systems, the Trolley Trail and the Springwater Corridor. the proposed project would improve multi-modal access to any downtown Milwaukie LRT stop, as envisioned in the South Corridor study (currently funded for EIS). MINIMUM PHASE: Design of the project will preserve the possibility of completing the east side sidewalks at a later point. MULTI-MODAL: The proposed project primarily benefits pedestrians and bicyclists. In addition, new sidewalks would improve pedestrian and ADA access to a TriMet frequent service bus route along 17th Ave. (70-12th Ave).
City of Portland	Sandy Blvd Pedestrian Improvements		Y		Y					.24 mi		LINKED: The improvements identified in this application are included in the Sandy Boulevard Resurfacing and Streetscape Plan adopted by City Council April 2005. MULTI-MODAL: The multimodal facilities along Sandy Boulevard will remove pedestrian barriers to crossing Sandy Boulevard. The project will benefit pedestrians by shortening the crossing distance at intersections, eliminating driveways or reducing their width, and adding on-street parking where feasible.
City of Sherwood	Pine Street: Willamette Street to Sunset Blvd			Y	Y	Y				.47 mi		MINIMUM PHASE: The City of Sherwood has reserved local sources to fund all design and ROW phases of the project. MULTI-MODAL: Replaces sidewalks, adds raised crossings and marked crossings.
Project development												
THPRD	Hall Blvd Bike/Ped crossing study: Fanno Creek trail and Hall		Y	Y	Y		Y					LINKED: This trail was the subject of a Metro study in 2003 and would help complete trail network in the Washington Square area. MINIMUM PHASE: Planning study to identify alternatives. MULTI-MODAL: trail supports pedestrian and bicycling, and specifically addresses a difficult crossing point. SCHOOLS: three schools within one mile of crossing point.
TriMet	Pedestrian Network Analysis		Y	Y	Y							LINKED: builds on Oregon Bicycle and Pedestrian Plan (ODOT) MULTI-MODAL: pedestrian and transit

Transportation Control Measure: 1.5 miles average per biennium.

Transportation Priorities 2008-11
Planning Projects

Agency	Code	Project Title	Federal Funds Requested	Comments
Metro	PI0002	Metro Livable Streets Policy and Guidebook Update	$0.200	
City of Hillsboro	PI0003	Tanasborne Town Center	$0.200	Project serves one Environmental Justice population: Asian (pop. 1292).
Metro	PI0001	Metro Big Streets: design solutions for 2040 corridors	$0.250	
City of Hillsboro	PI0004	Hillsboro Regional Center	$0.350	Project serves two Environmental Justice populations: Hispanic (32%) and Low-Income (pop. 1200).
City of Happy Valley	PI0007	Happy Valley Town Center	$0.432	
Metro	PI0005	Metro RTP Corridor	$0.600	
Metro	PI0006	Metro MPO planning	$1.993	
		Total	$4.025	

Transportation Priorities 2008-11
Project Development

Agency	Code	Project Title	Federal Funds Requested	Evaluation summary
Bike/Trail				
City of Portland	Bk0001	Sullivan's Gulch Planning Study: Eastbank Esplanade to 122nd Ave	$0.224	Had a technical evaluation been done for this project it would have received 12 of 15 points for modal performance (not including a ridership score of up to 10 points), 14 out of 20 for safety, 24 out of 30 for meeting 2040 land use objectives (not including a % trips serving centers score of up to 10 points). Cost effectiveness does not apply yet.
Metro	Bk3014	Westside Corridor Trail (aka Beaverton Power Line Trail) - Tualatin River to Willamette River following the BPA power line corridor	$0.300	Had a technical evaluation been done for this project it would have received 12 of 15 points for modal performance (not including a ridership score of up to 10 points), 20 out of 20 for safety, 7 out of 10 for meeting 2040 land use objectives (not including a % trips serving centers core of up to 10 points, and an economic/comunity development score of up to 20 points.) Cost effectiveness does not apply yet.
Freight				
City of Portland	Fr0002	N. Portland Rd/Columbia Boulevard Intersection Improvements	$0.538	Had a technical evaluation been done for this project it would have received 15 out of 25 points for modal performance for improving freight network connectivity, Portland Rd and Columbia Blvd are Roadway connectors on the regional system as well as NHS connectors. Did not receive points for increasing travel time reliability- no data available. The project received 11.25 points out of 20 for safety. It would have received 40 out of 40 points for supporting 2040 land use because of streets in the project area on the NHS system, serves Rivergate industrial area and meets general economic development objectives for improving mobility and access to industrial areas. Cost effectiveness does not apply yet.
Pedestrian				
THPRD	Pd6007	Hall Blvd Bike/Ped crossing study	$0.359	Had a technical evaluation been done for this project it would have received 20 out of 25 points for modal performance for being in an a pedestrian district. It would not receive points for completing a missing sidewalk link. Project would receive 10 out of 20 for safety for addressing some safety factors that deter walking, but does not document a safety problem with quantitative data. The project would receive 30 out of 40 for meeting 2040 land use objectives for bing in a regional center, but it does not have a high leve of community focus. Cost effectiveness does not apply yet. .
TriMet	Pd8035	Pedestrian Network Analysis	$0.247	Application is for programmatic work and is not suited for quantitative analysis.
Road Capacity				
Washington County	3023	217 Environmental Assessment	$0.500	Had a technical analysis been performed for this project it would have received 19 points out of 25 for modal performance for a high V/C ratio and TSMO elements. The project would have received 10 out of 40 points for supporting 2040 land use for economic development activities, but project is not in a 2040 land use area. The project would have received 15 out of 15 for high cost effectiveness and 3 out of 10 bonus points for transit and freight benefits. Safety did not apply.
TOD				
CoP/TriMet	TD8025	Hollywood Transit Center Redesign and Development	$0.202	Had a technical evaluation been done for this project it would have received 25 out of 25 points for increasing non-auto mode share it would be expected to generate 26,800 transit trips a year. The project would have received 20 out of 20 points for density by requiring private development on the site to provide ground floor active uses and a minimum of 36 housing units in a project with a minimum floor area ratio (FAR) of 2:1. The project would have received 35 out of 40 points for supporting 2040 land use. Cost effectiveness does not apply yet.
Transit				
TriMet	Tr1003	South Corridor Ph. 2: Preliminary Engineering	$2.000	Forecasted to serve 25,330 daily riders (2020), and would improve schedule reliability and customer experience: would received maximum modal performance points. Project serves the Central City and Milwaukie regional center and light rail has demonstrated ability to orient development - would receive maximum 2040 points. Project would improve safety and security for a high number of riders - would receive maximum safety points. Cost-effectiveness does not yet apply.
Tigard	Tr8025	Tigard Transit Center Redesign	$0.160	Transit center serves ---daily trips and would improve customer experience-would receive a medium/low modal performance score. Project serves a town center and attemptss to identify a TOD site - would received a medium 2040 score. Design might improve safety and security for passengers, but score does not apply as design outcome is not known. Cost-effectiveness is also not known until outcome of design process.
		Total	$4.530	

Transportation Priorities 2008-11 Projects: Draft Technical Rankings

Road Capacity Projects

Agency	Code	Technical Rank	Project Title	Federal Funds Requested	Total Project Points	USE FACTOR	SAFETY	SUPPORTS 2040	Cost Effectiveness	Bonus Points
Clackamas County	5069	1	Harmony Road: 82nd Ave to Highway 224	$1.500	84.50	17	12.50	33	15	8
City of Beaverton	3030	2	Farmington Road: Sw Murray to SW Hocken	$4.284	80.75	20	11.25	33	12	5
Washington County	3016	3	Tualatin-Sherwood Road ATMS: 99W to I-5	$1.561	77.00	19	7.50	36	10	5
City of Hillsboro	3113	4	10th Avenue: Southbound right turn lane	$0.600	76.25	15	8.75	30	15	8
City of Gresham	7036	5	190th: Pleasant View/Highland to 30th	$3.967	75.50	17	11.25	26	15	6
Clackamas County	7000	6	172nd Avenue: Sunnyside Road to Multnomah County line	$1.500	69.50	14	5	33	15	3
Washington County	3150	7	Cornell Road System Management: Downtown Hillsboro to US 26	$2.002	67.75	18	6.25	29	10	5
Multnomah County	2110	8	Wood Village Boulevard: Halsey to Arata	$0.643	61.50	17	10.00	27	5	3
Washington County	3192	9	Sue/Dogwood Connection	$3.455	30.25	10	7.50	9	0	4
Clackamas County	var.		Clackamas County ITS (Pedestrian, etc.)	$0.592						
Metro	var.		ITS Programatic Allocation	$3.000						
Project development										
Washington County	3023		217 Environmental Assessment	$0.500						
			TOTAL:	$23.603						

Transportation Priorities 2008-11 Project: Qualitative Factors
Road Capacity Projects

Agency	Project title	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schools?	Environmental Jusitce Impact?	Received public comments?	Transportation Control Measure for air quality?	Estimated reduction in CO emissions (kg/day)	QUALITATIVE FACTORS
Clackamas County	Harmony Road: 82nd Ave to Highway 224		Y	Y	Y	Y	Y					LINKED: links to ODOT ITS project. MULTI-MODAL BENEFIT: will grade-separate crossing of SP Freight rail and Amtrak line. OVERMATCH: provided by Clackamas County. HOUSING/SCHOOLS: is close to Clackamas Community College and LaSalle schools.
City of Beaverton	Farmington Road: Sw Murray to SW Hocken	Y					Y					REGIONAL COMMITMENT: Engineering for project funded previously through MTIP. HOUSING/SCHOOLS: close to schools.
Washington County	Tualatin-Sherwood Road ATMS: 99W to I-5	Y	Y	Y	Y							REGIONAL COMMITMENT: has received previous MTIP funding. LINKED: close to other Washington County project. MULTI-MODAL: would support transit signal priority on regional bus system route.
City of Hillsboro	10th Avenue: Southbound right turn lane	Y			Y			Y				REGIONAL COMMITMENT: project has already been given some funding. MULTI-MODAL BENEFIT: project helps manage high traffic volumes around crossing of light rail tracks near downtown Hillsboro. EJ: project serves two Environmental Justice populations: Hispanic (41%) and Low-Income (pop. 1337).
City of Gresham	190th: Pleasant View/Highland to 30th					Y	Y					MULTI-MODAL BENEFIT: project provides transit and bike improvements. OVERMATCH: provided by city of Gresham. HOUSING/SCHOOLS: close to schools and low-income housing.
Clackamas County	172nd Avenue: Sunnyside Road to Multnomah County line		Y	Y								LINKED: project links to Sunnyside Rd project. MINIMUM PHASE: only requesting $$ for Final Design & Engineering phase.
Washington County	Cornell Road System Management: Downtown Hillsboro to US 26		Y	Y	Y		Y	Y				LINKED: close to ODOT project. HOUSING/SCHOOLS: close to schools and low-income housing. MULTI-MODAL BENEFIT: project helps manage high traffic volumes around crossing of light rail tracks near downtown Hillsboro. EJ: project serves two Environmental Justice populations: Hispanic (20%) and Low-Income (pop. 1405).
Multnomah County	Wood Village Boulevard: Halsey to Arata		Y	Y		Y						LINKED: project allows other Multnomah County project to improve safety and function of nearby 223rd and Halsey intersection.
Washington County	Sue/Dogwood Connection		Y				Y					LINKED: close to other projects on Cornell, Murray, Saltzman roads. HOUSING/SCHOOLS: is close to two schools.
Clackamas County	Clackamas County ITS (Pedestrian, etc.)				Y							MULTI-MODAL BENEFIT: project will provide pedestrian countdown timers.
Metro	ITS Programatic Allocation											
Washington County	217 Environmental Assessment	Y	Y	Y	Y	Y						REGIONAL COMMITMENT: Metro has funded planning work for project. MINIMUM PHASE: only asking for $$ for Preliminary Engineering/Planning. LINKED: will link to other projects on Hwy. 217. MULTI-MODAL BENEFIT: will improve bike/ped facilities. OVERMATCH: provided by County. ECONOMIC IMPACT: in area with high anticipated job growth.

Transportation Priorities 2008-11 Projects: Draft Technical Rankings

Road Reconstruction Projects

Agency	Code	Technical Rank	Project Title	Federal Funds Requested	Total Project Points	USE FACTOR	SAFETY	SUPPORTS 2040	COST EFFECTIVENESS	BONUS POINTS
City of Portland	RR1214	1	Division Streetscape and Reconstruction Project:: SE 6th to 39th	$2.500	79.00	21.00	6.25	28.00	15.00	8.75
Multnomah County	RR2081	2	223rd RR Undercrossing	$1.000	76.00	21.00	15.00	30.00	5.00	5.00
Multnomah County	RR1010	3	Morrison Bridge deck replacement	$2.000	75.75	10.00	13.75	37.00	10.00	5.00
			TOTAL:	$5.500						

Transportation Priorities 2008-11 Projects: Qualitative Factors
Road Reconstruction Projects

Agency	Code	Technical Rank	Project Title	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schools?	Environmental Jusitce Impact?	Received public comments?	Transportation Control Measure for air quality?	Estimated reduction in CO emissions (kg/day)	QUALITATIVE FACTORS
City of Portland	RR1214	1	Division Streetscape and Reconstruction Project:: SE 6th to 39th	**Y**	**Y**			**Y**	**Y**					REGIONAL COMMITMENT: previously awarded MTIP funds. LINKED: will link to BES stormwater project. OVERMATCH: project is overmatched to 23%. HOUSING/SCHOOLS: close to schools and proposed low-income housing project.
Multnomah County	RR2081	2	223rd RR Undercrossing	**Y**	**Y**	**Y**	**Y**	**Y**						REGIONAL COMMITMENT: previously awarded MTIP funds. LINKED: links to ODOT-funded intersection improvements. MULTI-MODAL BENEFIT: will improve bike/ped/freight facilities.
Multnomah County	RR1010	3	Morrison Bridge deck replacement		**Y**		**Y**	**Y**		**Y**				LINKED: will link to other projects on the bridge. MULTI-MODAL BENEFIT: will improve bike/ped access on the bridge. EJ: project serves two Environmental Justice populations: Black (9%) and Low-Income (pop. 1855).

Transportation Priorities 2008-11 Projects: Draft Technical Rankings

TOD Projects

Agency	Code	Technical Rank	Project Title	Federal Funds Requested	Total Project Points	Increase non-auto mode share (25 possible)	Density (20 possible)	SUPPORTS 2040 (40 possible)	COST EFFECTIVENESS (15 possible)
Metro	TD8005 a	1	TOD Implementation Program	$4.000	97.00	25	20	37	15
Metro	TD8005 b	2	Centers Implementation Program	$2.000	82.00*	25	20	37	*
Project development									
CoP/TriMet	TD8025		Hollywood Transit Center Redesign and Development	$0.202					

TOTAL: $6.202

Notes:
*Centers Implementation Program not scored on cost effectiveness because first project is currently under construction: Analysis to be conducted by PSU.

*Hollywood Project not scored on cost-effectiveness because funds are for planning, not capital costs.

Transportation Priorities 2008-11 Projects: Qualitative Factors

TOD Projects

Agency	Code	Technical Rank	Project Title	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schools?	Environmental Jusitce Impact?	Received public comments?	Transportation Control Measure for air quality?	Estimated cost to CO emissions from VMT ($/1000 VMT reduced)	QUALITATIVE FACTORS
Metro	TD8005 a	1	TOD Implementation Program	**Y**	**Y**	**Y**	**Y**	**Y**	**Y**					
Metro	TD8005 b	2	Centers Implementation Program	**Y**	**Y**	**Y**	**Y**	**Y**	**Y**					
Project development														
CoP/TriMet	TD8025		Hollywood Transit Center Redesign and Development	**Y**	**Y**		**Y**	**Y**	**Y**					

Transportation Priorities 2008-11 Projects: Draft Technical Rankings

Transit Projects

Agency	Code	Technical Rank	Project Title	Federal Funds Requested	Total Project Points	USE FACTOR	SAFETY & SECURITY	SUPPORTS 2040	COST EFFECTIVENESS
Portland	Tr1106	1	Eastside Streetcar: NW10th to NE Oregon	$1.000	80	20	10	40	10
TriMet	Tr8035	2	On-Street Transit Facilities	$2.750	74	25	14	20	15
Previous Commitments									
	Tr1001	N/A	Rail Capital Bond Debt Service	$18.600					
Project Develoment									
TriMet	Tr1003	N/A	South Corridor Ph. 2: Preliminary Engineering	$2.000					
Tigard	Tr8025	N/A	Tigard Transit Center Redesign	$0.160					

TOTAL: $23.510

Transportation Priorities 2008-11 Projects: Qualitative Factors
Transit Projects

Agency	Code	Technical Rank	Project Title	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schools?	Environmental Jusitce Impact?	Received public comments?	Transportation Control Measure for air quality?	Estimated reduction in CO emissions (kg/day)	QUALITATIVE FACTORS
Portland	Tr1106	1	Eastside Streetcar: NW10th to NE Oregon	Y	Y	Y	Y	Y		Y				Extension of existing Streetcar to to northeast Portland as next segment of Central City circulator. Includes pedestrian improvements near stops. Property owner assessments will be used to provide more than minimum local match of project costs. Project serves three Environmental Justice populations: Black (7%), Low-Income (pop. 2859), and Disabled (pop. 1128).
TriMet	Tr8035	2	On-Street Transit Facilities	Y	Y		Y			Y				Would continue current level of investment in on-street transit capital facilities: bus shelters, schedule info, ADA/pedestiran access to stops. Linked to Streamline program to increase service efficieny and Frequent Bus program. EJ: facilities would serve a significant population of low-income persons.
Previous commitments														
	Tr1001	N/A	Rail Capital Bond Debt Service	Y	Y		Y	Y						Provides funds committed to pay costs of bonded debt for I-205/Mall LRT, Beaverton-Wilsonville commuter rail, and S. Waterfront streetcar projects. This amount needed through 2015. Project serves one Environmental Justice population: Hispanic (pop. 2688).
Project Develoment														
TriMet	Tr1003	N/A	South Corridor Ph. 2: Preliminary Engineering	Y	Y	Y	Y			Y				Funding for preliminary engineering of preferred alternative to emerge from Supplemental Draft Environmenatl Impact Statement work in the South Corridor process. Project serves two Environmental Justice populations: Low-Income (pop. 5472) and Disabled (pop. 1128).
Tigard	Tr8025	N/A	Tigard Transit Center Redesign		Y	Y	Y							Linked to Beaverton-Wilsonville commuter rail improvements with potential benefits for transit oriented development and to pedestrian and bicycle modes.

Transportation Priorities 2008-11 Program

"Investing in the 2040 Growth Concept"

Draft Environmental Justice Report

August 2006

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PURPOSE

Because the 2008-11 Transportation Priorities program will receive federal funding through the Surface Transportation Program and the Congestion Mitigation/Air Quality program, it is required to be in full compliance with all federal and state regulations regarding environmental justice. The importance of environmental justice analysis lies in ensuring that the costs and benefits of each transportation project are distributed equitably among communities in our region, and to minimize situations in which the benefits of a project do not incur to those who are suffering the costs.

Title VI of the Civil Rights Act of 1964 mandates, "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance" (United States Department of Justice, 1964). Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations," states that the duty of each public agency is to identify and address "disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations" (Clinton, 1994). Metro is also require to comply with the Civil Rights Restoration Act of 1987 as required by Title 23 Code of Federal Regulations (CFR) Part 200, and Title 49 CFR Part 21.

This draft currently assesses 2008-11 MTIP candidate projects, and will be updated at a later date to reflect environmental justice effects of projects selected for funding.

METHODOLOGY

Environmental Justice populations are defined as significant concentrations of persons with one or more of the following demographic characteristics:

- Minority racial group (Black, Asian, American Indian/Alaska Native, Hawaiian/Pacific Islander)
- Hispanic origin
- Low-Income (households that earned 1.99 times the federally-defined poverty level or less in 1999)
- Elderly (persons 65 years of age or older)
- Disabled (persons 5 years or older with any type of disability: sensory, physical, mental, self-care, go-outside-the-home, or employment)
- Non-English Speaking (persons who stated that they didn't speak any English at all in 2000)

The analysis was done using Geographic Information System application of year 2000 U.S. Census data. Each project was given a half-mile buffer and analyzed to determine the relative concentration of Environmental Justice populations within each buffer. A significant concentration is one in which 2.5 times the regional average or 1000 total persons or more of the surrounding population belong to an environmental justice category. Table 1 lists the regional average populations of each category as well as 2.5 times the regional average. The regional average was calculated for the tri-county region.

TABLE 1: Environmental Justice Regional Averages

	Regional Average	**2.5 times the Regional Average**
American Indian/Alaska Native	1% *(11,688)*	2.5%
Asian	5% *(75,340)*	12.5%
Black	3% *(42,548)*	7.5%
Disabled	11% *(165,733)*	27.5%
Elderly	10% *(150,386)*	25%
Hawaiian/Pacific Islander	0% *(4,526)*	1%
Hispanic	8% *(115,971)*	20%
Non-English-Speaking	0% *(1,427)*	1%
Low-Income	24% *(344,699)*	60%
Total Population (2000)	*1,444,219*	

Source: U.S. Census Bureau, 2000

Table 2 shows the MTIP applications that are located in an area with a significant concentration of an Environmental Justice population. The attached map shows the locations of the identified MTIP applications. NOTE: Each project was analyzed for all of the above-mentioned demographic categories, but none were in proximity to a significant non-English-speaking population; therefore, non-English-speaking is not listed in Table 2.

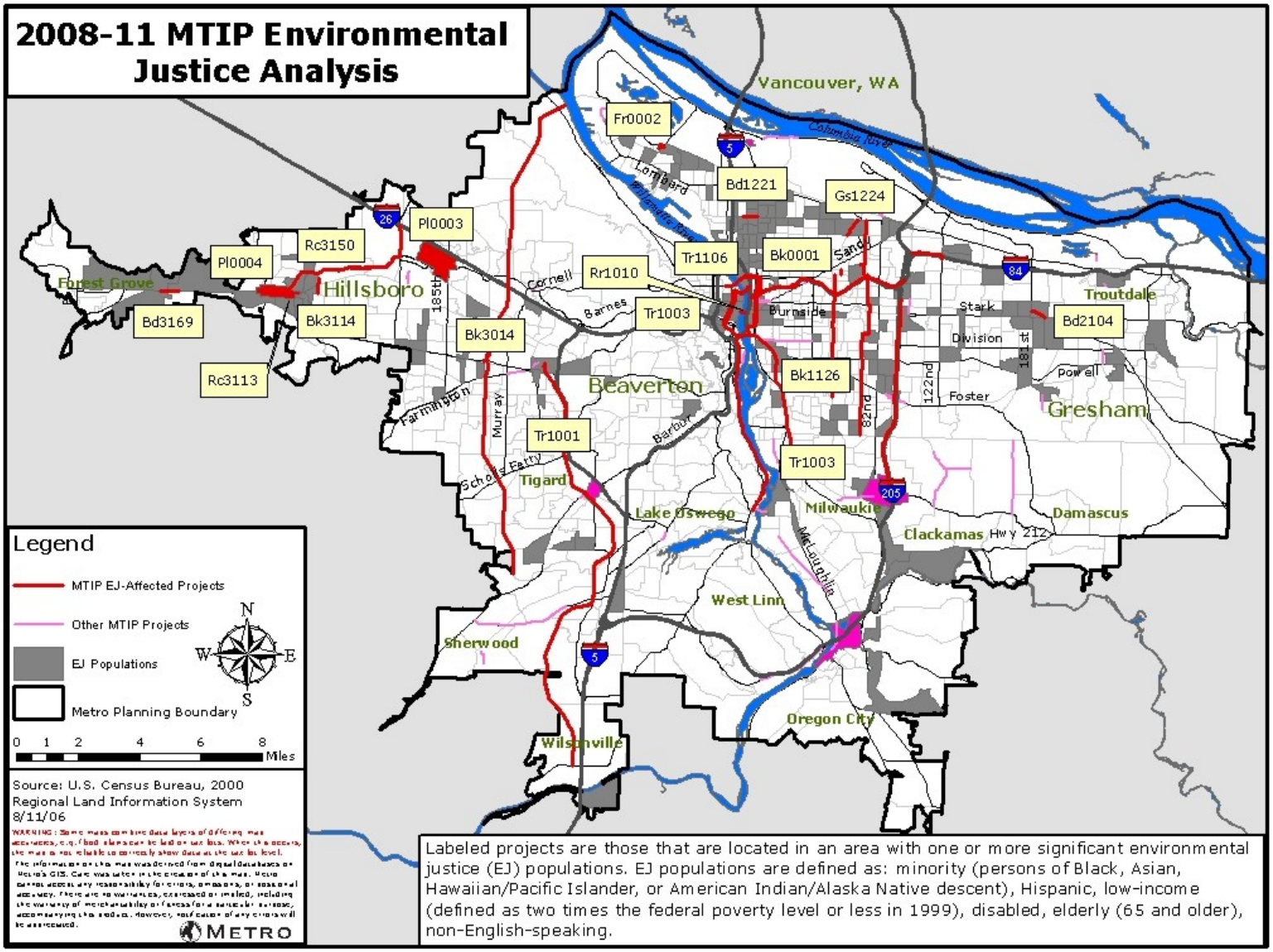
TABLE 2: MTIP Projects Affecting a Significant Concentration* of Environmental Justice Populations

Project Number	RTP Number	Project Title	Total Population	Minority/Ethnic Population	Low-Income Population	Elderly or Disabled population
Bd1221	1221	Killingsworth	11193	Black: 35% (3941)	Low-Income: 23% (2544)	
Bd2104	2104	Burnside	9360	Hispanic: 28% (2587)	Low-Income: 37% (3433)	
Bd3169	3169	E. Baseline (Cornelius)	1468	Hispanic: 26% (384)		
Bk0001	N/a	Sullivan's Gulch Trail Planning Study	49050	Asian: 2% (1127) Black: 2% (1170)	Low-Income: 4% (2151)	
Bk1126	1126 (70s not in RTP)	NE/SE 50s bikeway; NE/SE 70s bikeways	91266	Asian: 36% (3268) Hispanic: 1% (1085)	Low-Income: 2% (1702)	
Bk3014	3014, 3072, 3092, 6020	Westside Corridor Trail	47333	Asian: 2% (1023)		
Bk3114	3114	NE 28th Ave	6546	Hispanic: 21% (1375)		
Fr0002	Pending adoption of freight master plan in the RTP update	Portland Road/Columbia intersection improvements	4993	Black: 10% (524)	Low-Income: 27% (1378)	
GS1224	1224	Cully Boulevard Green Street Project	8149		Low-Income: 13% (1024)	
Pl0003	N/a	Tanasbourne Town Center Infrastructure Planning Study	17801	Asian: 7% (1292)		
Pl0004	N/a	Hillsboro Regional Center Infrastructure Planning Study	16196	Hispanic: 32% (5182)	Low-Income: 7% (1200)	
RC3113	3113	SE 10th Ave	6903	Hispanic: 41%	Low-Income: 19%	

Project Number	RTP Number	Project Title	Total Population	Minority/Ethnic Population	Low-Income Population	Elderly or Disabled population
				(2848)	(1337)	
RC3150	3150	Cornell Road ATMS and ATIS	21377	Hispanic: 20% (4196)	Low-Income: 7% (1405)	
RR1010	1010	Morrison Bridge Rehab	4797	Black: 9% (439)	Low-Income: 38% (1855)	
Tr1001	1001	I-205 LRT, Commuter Rail, S Waterfront Streetcar	84599	Hispanic: 3% (2688)		Elderly: 1% (1026)
Tr1003	1003 modified	South Corridor Phase 2: PE	40456		Low-Income: 14% (5472)	Disabled: 4% (1807)
Tr1106	1106, 1107	Eastside Transit Alternatives Analysis - Streetcar Alternative alignment Project	17038	Black: 7% (1159)	Low-Income: 17% (2859)	Disabled: 6% (1128)

Source: U.S. Census Bureau, 2000

*Significant concentration is defined as 2.5 times the Regional Average population within each category OR greater than 1000 total persons


2008-11 MTIP Environmental Justice Analysis
Vancouver, WA
Columbia River
Fr0002
Bd1221
Gs1224
Pl0003
Rc3150
Pl0004
Forest Grove
Hillsboro
Tr1106
Bk0001
Rr1010
Cornell
Barnes
Tr1003
Burnside
Sandy
Troutdale
Stark
Bd2104
Division
Powell
Foster
Gresham
Bd3169
Bk3114
Bk3014
Rc3113
Bk1126
Beaverton
Farmington
Murray
Tr1001
Barbur
Tr1003
Tigard
Scholls Ferry
Lake Oswego
Milwaukie
Damascus
Clackamas
Hwy 212
McLoughlin
West Linn
Sherwood
Oregon City
Wilsonville
Legend
MTIP EJ-Affected Projects
Other MTIP Projects
EJ Populations
Metro Planning Boundary
0 1 2 4 6 8 Miles
N
W
E
S
Source: U.S. Census Bureau, 2000
Regional Land Information System
8/11/06
METRO
Labeled projects are those that are located in an area with one or more significant environmental justice (EJ) populations. EJ populations are defined as: minority (persons of Black, Asian, Hawaiian/Pacific Islander, or American Indian/Alaska Native descent), Hispanic, low-income (defined as two times the federal poverty level or less in 1999), disabled, elderly (65 and older), non-English-speaking.

RESULTS

The Transportation Priorities funding allocation process received 54 construction or project development applications that can be evaluated for environmental justice impacts (the remaining programs are general planning or programs whose impacts are region wide). One method to evaluate whether the potential benefits and impacts of the program places a disproportional burden on minority, ethnic or low-income populations is to measure the percentage of candidate applications benefiting/impacting environmental justice populations to the percentage of these populations relative to the regional average.

Fifteen out of fifty four Transportation Priorities candidate projects benefit or impact one or more minority and/or ethnic populations (five Black, eight Hispanic, and four Asian). This represents 27.8% of the candidate projects. Minority and ethnic populations represent 17.3% of the regional population. This represents a slightly higher distribution of benefits and impacts to minority and ethnic populations relative to the regional average.

Twelve out of fifty four Transportation Priorities candidate projects benefit or impact significant concentrations of low-income populations. This represents 22.2% of the candidate projects. Low-income persons constitute 24% of the regional population. This represents an even distribution of benefits and impacts to low-income persons relative to the regional population.

Three out of fifty four Transportation Priorities candidate projects benefit or impact significant concentrations of elderly or disabled populations. This represents 5.6% of the candidate projects. Elderly and disabled populations represent 10% and 11% of the regional population respectively.

The only projects that are estimated at this time to have significant negative impacts (more than one displacement) are the Harmony Road project (RC5069) and a potential light rail project emerging from Preliminary Engineering of the South Corridor Phase II (Tr1003). The FEIS may also identify noise/vibration impacts associated with the potential light rail project. The Harmony Road project is not benefiting/impacting a significant concentration of an Environmental Justice population. The South Corridor project would benefit/impact a significant number (5,472) of low-income persons.

All of the projects are expected to provide benefits to the surrounding populations. These include increased number of travel options and access to jobs and services and decreased congestion.

Transportation Priorities 2008-11 Program

"Investing in the 2040 Growth Concept"

Draft Diesel Retrofit and CMAQ Funding Evaluation Report

August 2006

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REPORT OVERVIEW

The purpose of this report is to provide guidance and background information regarding diesel retrofit projects in the MTIP application process. The report will explain relevant regulations and guidance for diesel retrofit projects, diesel emissions health and environmental issues, diesel emission reduction strategies, and will provide information on diesel emissions specific to the Portland area. The report will conclude with recommendations for evaluation procedures and next steps for diesel retrofit project prioritization.

Diesel retrofit projects are important to carefully consider in the MTIP process because of the significant human health risk associated with diesel emissions. Although the EPA has yet to release specific guidelines regarding acceptable levels of diesel emissions, much evidence has shown the direct link between diesel emissions and increased risk of lung cancer and other respiratory diseases.

DIESEL RETROFIT REGULATIONS AND GUIDANCE

The 2005 federal legislative act entitled "Safe, Accountable, Flexible, Efficient Transportation Equity Act—A Legacy for Users," (SAFETEA-LU) includes specific regulations regarding the status of diesel retrofit projects in the Congestion Mitigation Air Quality (CMAQ) funding program. SAFETEA-LU states:

"States and metropolitan planning organizations shall give priority in distributing funds received for congestion mitigation and air quality projects and programs…to diesel retrofits, particularly where necessary to facilitate contract compliance, and other cost-effective emission reduction activities, taking into consideration air quality and health effects" (SAFETEA-LU Section 1808).

The U.S. Environmental Protection Agency also advocates the use of diesel retrofit technology. Their 2006 guidance document, "Diesel Retrofits: Quantifying and Using their Benefits in SIPs and Conformity" states: "Diesel retrofit technologies reduce pollution from the existing diesel engine fleet by up to 90% for particulate matter, up to 50% for nitrogen oxides, and up to 90% for volatile organic compounds" (EPA 2006:7). The EPA asserts that retrofit projects provide a unique and cost-effective opportunity for state and local governments to reduce pollution from highway and non-road diesel vehicle and equipment fleets. EPA recommends the use of the National Mobile Inventory Model (NMIM) to estimate emission reductions from retrofit projects for SIPs and for conformity analyses.

DIESEL EMISSIONS ISSUES

Health and the Environment

Diesel emissions are hazardous to human health. Short-term exposure to diesel emissions can cause irritation of the lungs, throat, or eyes, can cause lightheadedness or nausea, and can cause respiratory problems such as coughing or phlegm. Long-term exposure to diesel emissions can result in serious respiratory complications or lung cancer (EPA 2002:1-4).

The Clean Air Task Force is a non-profit organization dedicated to research, education, and advocacy promoting clean air. Their 2005 report, "Diesel Health in America: The Lingering Threat," asserts the following:

- "Reducing diesel fine particle emissions 50 percent by 2010, 75 percent by 2015 and 85 percent by 2020 would save nearly 100,000 lives between now and 2030" (3)
- "Fine particle pollution from diesels shortens the lives of nearly 21,000 people each year. This includes almost 3,000 early deaths from lung cancer" (3)
- "Tens of thousands of Americans suffer each year from asthma attacks, heart attacks and respiratory problems associated with fine particles from diesel vehicles" (3)

The report also explains that diesel exhaust poses a higher cancer risk than other air toxics and that children and seniors are at the highest risk from diesel exhaust. The report ranked metropolitan areas by number of deaths attributable to diesel fine particles per capita in 1999. Portland ranked 26th on a list of the top 50 metropolitan areas; there were 13 deaths per 100,000 adults in 1999 attributable to diesel fine particles and 14 heart attacks per 100,000 adults for the same reason (CATF 2005:8).

Air Quality

Diesel exhaust contributes a significant amount of the total particulate matter (PM) and Nitrogen Oxides (NOx) emissions. According to the EPA's 2002 report entitled "Health Assessment Document for Diesel Engine Exhaust," diesel emissions contributed to 23% of the total national PM2.5 inventory in 1998 (EPA 2002:1-2). Diesel engine emissions constituted 18% of the total national PM10 inventory in 1998 (EPA 2002:2-19). Similarly, diesel engine emissions were 20% of the total national NOx inventory in 1998 (EPA 2002:2-21).

Diesel engine emissions were not a large source of either Volatile Organic Compounds (VOC) or Carbon Monoxide (CO), emitting approximately 2% of the total national inventory of each pollutant in 1998 (EPA 2002:2-23).

Diesel emissions are concentrated in intersections and roadways, and are particularly harmful towards people who operate or work around diesel engines, live near areas of significant diesel emission concentrations (particularly major transportation routes such as highways and railroad yards), regularly ride on buses or trains, or commute daily in heavy traffic. (CATF 2005:13).

Air Toxics

Diesel particulate matter is a large contributor to several hazardous air toxics that contribute to the risk of cancer and respiratory illnesses. In fact, diesel particulate matter represents a potentially greater risk of cancer than most other air toxic sources (PATA 2006:83-85). According to the Portland Air Toxics Assessment, "Diesel particulate matter is among the top three sources of risk within the Portland area" (PATA 2006:112).

METRO AREA DIESEL EMISSION CONDITIONS

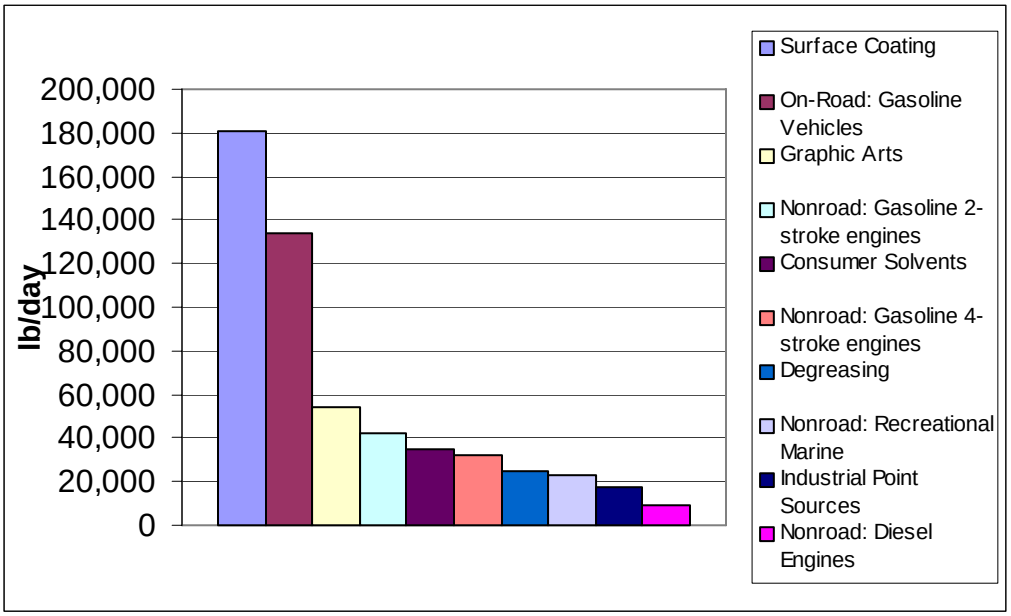
SIP status

The Portland area was re-designated as a CO Maintenance area in 1996. This means that the Portland area meets all federal standards for acceptable levels of CO but is still being monitored for compliance. The Portland area was once in violation for ozone standards, but is now in full compliance. It has never been in violation of federal standards for PM. Because we were once in violation of both ozone and CO standards, we are eligible for funding to reduce emissions contributing to those two pollutant categories.

Diesel Emission Contribution to Ozone, CO, and PM

The two major ozone precursors are VOC and NOx. Figure 1 shows the top ten sources of VOC in the Portland area in 2002. Non-road diesel vehicles were the tenth-highest category of VOC sources.

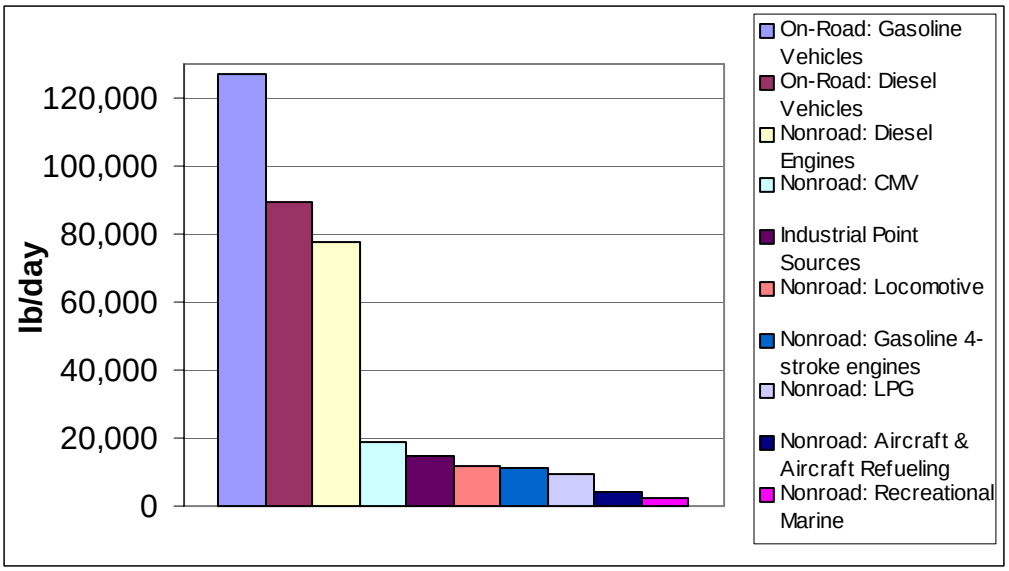
Figure 1: Portland Area 2002 VOC Top Ten Sources



Source: DEQ

Figure 2 shows the top ten sources of NOx in the Portland area. On-road diesel vehicles were the second highest source, and non-road diesel vehicles were the third highest source of NOx pollution in 2002.

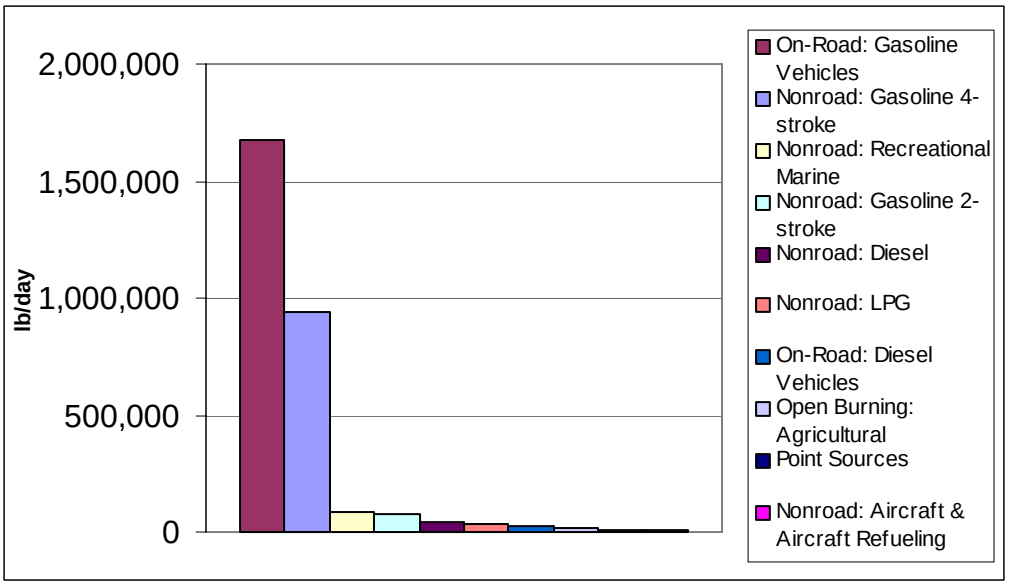
Figure 2: Portland Area 2002 NOx Top Ten Sources



Source: DEQ

Figure 3 shows the top ten sources of CO in the Portland area in 2002. Non-road diesel vehicles were the fifth largest source of CO and on-road diesel vehicles were the seventh highest source of CO in 2002.

Figure 3: Portland Area 2002 CO Top Ten Sources



Source: DEQ

Approximately 2% of the 2002 estimated PM10 Emissions were from diesel vehicles, both on-road and non-road. Table 1 summarizes the percentages of on-road and non-road diesel emissions for each pollutant in 2002.

Table 1: Total Portland Area On-Road and Non-Road Diesel Emissions by Pollutant in 2002

	CO	NOx	VOC	PM10
On-road Diesel Emissions	24,822 Lb/day **0.84%**	89,546 Lb/day **23.7%**	5,308 Lb/day **0.53%**	532.3 Tons/Year **0.71%**
Non-road Diesel Emissions	41,986 Lb/day **1.43%**	77,376 Lb/day **20.48%**	9.035 Lb/Day **0.90%**	905.9 Tons/Year **1.21%**
Total Diesel Emissions	66,808 Lb/day **2.27%**	166,922 Lb/day **44.18%**	14,342 Lb/Day **1.42%**	1,516 Tons/Year **2.03%**

Source: DEQ

Diesel emissions provide the highest total percentage of NOx, followed by CO, PM10, and VOC. However, it is important to consider that risk from a pollutant is not necessarily related to its total mass or concentration. Although diesel particulate matter may not represent a large share of emissions in total, it still represents a significant health risk.

POTENTIAL EVALUATION METHODS

The National Mobile Inventory Model, recommended by the EPA, is potentially a useful tool for evaluating emission reductions. EPA developed this model and it requires the following inputs: pollutant, vehicle class, start and end calendar years of program, initial and final model years for retrofit to be applied, percentage of fleet that is retrofit in each year, and percentage effectiveness of the retrofit. Given the two current MTIP applications, however, it may be difficult to glean the appropriate information from the applicants to run the model effectively.

Both diesel retrofit applications provided preliminary information on the emission reduction potential of their projects. Tri-Met provided the following information regarding forecasted emission reductions per bus:

- 85% reduction in PM
- 60% reduction in HC (VOC)
- 60% reduction in CO

Cascade Sierra Solutions provided the following measures of the potential emission reduction per truck:

- 25%-90% reduction in PM
- 25% reduction in CO
- 25%-50% reduction in NOx

The Cascade Sierra Solutions numbers depend on each truck being outfitted with special technology that may or may not be available at a reduced cost at the proposed outreach center.

A recommended methodology by DEQ staff is to use four criteria that are similar to the criteria used to evaluate other MTIP applications. The criteria are: modal performance

(40 points possible), safety (40 points possible), and cost effectiveness (20 points possible). Modal would consider the amount of emission reduction. Safety would consider the extent of emission reductions and risk factors related to health. This could measure the exposure to people and particularly at-risk populations and/or Environmental Justice populations. The cost effectiveness score would be based on amount of emission reduced and exposure to people reduced by unit cost. Emission reduction may be calculated using EPA's online SmartWay calculator (http://www.epa.gov/smartway/calculator/loancalc.htm), or by using information provided by the applicant.

RECOMMENDED NEXT STEPS

1. Brief JPACT on diesel emission report and recommend evaluation method for diesel retrofit applications in current 2008-11 Transportation Priorities funding cycle.
2. TPAC review draft evaluations of current applications.
3. Summarize evaluation of candidate applications for public comment period.
4. Identify potential updates to Transportation Priorities policy objectives for the 2010-14 funding cycle.

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METRO

DATE: August 31, 2006

TO: JPACT and Interested Persons

FROM: Kim Ellis, Principal Transportation Planner

SUBJECT: Integrating An Outcomes-Based Approach to Update the Regional Transportation Plan

****

Purpose

The purpose of the September 7 JPACT agenda item is to provide committee members with a brief overview of the next steps for the 2035 RTP update as described in this memo and begin discussion of desired outcomes (*goals*) and measures *(objectives)* to analyze performance of the regional transportation system and assess the degree to which current policies *(actions)* are achieving the broader desired outcomes embodied in the 2040 Growth Concept.

Background

The Metro Council directed the 2035 Regional Transportation Plan (RTP) update to incorporate an outcomes-based approach on September 22, 2005 with approval of Resolution #05-3610A (for the Purpose of Issuing a Request for Proposals to Develop a Work Scope for an Expanded 2005-08 Regional Transportation Plan Update that Incorporates the "Budgeting for Outcomes" Approach to Establishing Regional Transportation Priorities).

With Metro Council approval of the 2035 Regional Transportation Plan (RTP) work program on June 15, 2006, the update passed from a scoping phase (Phase 1) into a research and analysis phase (Phase 2). From the end of June through December 2006, Phase 2 of the process will focus on research and analysis that will be used to re-tool the current plan's policies to better implement the 2040 Growth Concept and to address new policy issues that have emerged since the last major update in 2000, including the New Look policy direction. The research will include an analysis of current regional transportation system conditions and financial, transportation, land use, environmental and economic/demographic trends.

The last major update to the RTP was completed in August 2000, and was the culmination of a 4-year effort to reorganize the plan to serve as a catalyst to implement the 2040 Growth Concept. The policy component of that update expanded the scope of the plan accordingly to include a broad range of new land use and transportation considerations. While this element of the RTP continues to closely reflect the region's latest thinking on 2040 implementation, the current

update will require refinements to RTP policy to reflect the New Look effort and other policy gaps that have emerged since 2000.

This memo describes a recommended approach to guide RTP research and policy development, and targeted stakeholder engagement activities during Phase 2 to address identified policy gaps and integration of an outcomes-based framework to support those activities. During Phase 3, the updated RTP policies and outcomes-based framework will guide the RTP investment solicitation, prioritization and evaluation process from February to June 2007.

New Look Policy Elements

The Council has identified a series of policy elements that reflect Council priorities for the New Look effort, all of which have policy implications for the RTP update. Within the Council's framework, all regional urbanization decisions, including infrastructure finance and transportation investments, should reinforce growth in centers, corridors and employment areas. In addition, the region will support and facilitate, when warranted, expansions of the urban growth boundary to develop vibrant new communities and employment areas, while balancing new development with the protection of the region's agricultural industry and important natural areas. They include the following:

1. Focus policies, fiscal resources and taxation tools to stimulate development in centers, corridors and employment areas.

2. Coordinate growth with neighboring communities/affected jurisdictions.

3. Base urban growth boundary expansion decisions on urban performance.

4. Designate and plan urban reserves.

5. Designate and protect key areas that should not be urbanized.

6. Prioritize and invest in transportation improvements that support efficient development and strengthen the economy.

The update to the RTP goals and objectives (Chapter 1 RTP Policy) will focus on reframing the current plan to incorporate all of these New Look policy elements and provide a more direct relationship to the 2040 fundamentals into the plan as part of developing an "outcomes-based" plan.

Other Policy Gaps

Since the 2000 RTP was adopted, several new trends have emerged that are not encompassed by the New Look framework, and will be considered as part of the policy update to the RTP during Phase 2. They include the following:

1. **Transportation Equity** - This policy area includes the general equity of the RTP in providing access to the transportation system for the all residents in the region, and the concept of "environmental justice," which is a systematic approach to ensure that minority and traditionally underserved populations, such as the elderly and people with disabilities, are considered in developing an equitable plan.

2. **Healthy Environment** - This policy area would consolidate existing policies that support protecting the environment, such as Green Streets and the Regional Travel Options program, under a broad concept of system sustainability. The expanded concept would also include the new element of "active living," an emerging approach to planning that seeks to foster physical activity in daily living through urban design. For transportation plans, this new element would also include the idea of considering public health benefits as part of evaluating transportation policies and improvements.

3. **Transportation Security** - The September 11, 2001 terrorist attacks have triggered an array of new security considerations for critical infrastructure, public transportation facilities and public spaces that are not considered in the RTP. This new policy area would provide a context for considering transportation security in the planning process, and would be consolidated with existing transportation safety policies. This component would address growing traveler perceptions of risks involved in using public transportation or public spaces.

4. **Highway Reliability** - The 2000 RTP included a transitional policy for highway level-of-service that recognized the increasingly limited utility of this measure as a tool for sizing the regional highway system. This update will likely require the level-of-service policy to be replaced with a family of performance measures that better reflect the New Look vision and financial realities in the region. However, such a shift in policy will also require a new approach to providing mobility and reliability on segments of the highway system that are most important to goods movement and providing access to ports and industrial areas. The resulting policy will focus on new operational strategies for providing mobility in select corridors, and managing congestion on all facilities.

5. **Transportation Marketing** - Since the adoption of the 2000 RTP, the region's Regional Travel Operations program has undergone a major transition to a new focus on marketing. This emphasis would be reflected in the updated demand management policies, and integrated with the highway reliability policies where commuting and goods movement competes for capacity.

6. **Fiscal Stewardship** - Since the adoption of the 2000 RTP, declining federal and state dollars for transportation (no increase in federal or state gas tax since 1993) have combined with an aging transportation system in need of maintenance and growing uncertainty about energy supply and prices to create a need to update the RTP in a different manner to better the face these realities. This new policy emphasis would address these realities in a manner that stewardship of the public infrastructure would ensure that the needs and expectations of the public are met in an efficient and fiscally sustainable manner.

7. **Governance** – Geographic changes in the region are outpacing current governance structures further complicating the multi-jurisdictional roles and responsibilities that exist for planning, operating and funding the region’s transportation system. This new policy emphasis would address the efficient integration of land use, infrastructure and transportation investments on a wider geographic scale and the role of public-public and public-private partnerships in the equitable provision of public services.

The RTP research and policy analysis, and targeted stakeholder engagement activities will focus on these new policy areas and evaluating overall progress toward meeting the 2040 Growth Concept Vision using the outcomes-based framework described in the next section.

Recommended Outcomes-Based Framework

This section describes a recommended framework and vocabulary that is consistent with Council discussions during the RTP scoping phase and, more recently, as part of developing of the New Look policy elements. The values and desired outcomes of the public are very important, and the decision-making process will focus on those values and outcomes. The framework relies on the 2040 Fundamentals *(broadly defined desired outcomes that the residents of the region value)* to serve as the broad umbrella to focus the scope of what the New Look scenarios and RTP update will evaluate.

OUTCOMES			INPUTS
2040 Fundamentals *Broad outcomes that frame the regional vision for growth beyond the plan horizon.*	**Goals** *Long-term specific desired outcomes for implementing the 2040 vision beyond the plan horizon.*	**Objectives** *Shorter-term, measurable outcomes that are desired within the 25-year plan horizon.*	**Actions** *Planning, regulations, programs, projects, investments and coordination that achieve the objectives.*
• Healthy economy • Vibrant communities • Environmental health • Transportation choices • Equity • Fiscal stewardship	*To be developed*	*To be developed*	*To be developed*

More specific goals (*specific desired outcomes*) and key objectives (*evaluation measures)* will be identified to quantitatively analyze performance of the RTP and assess the degree to which policies *(actions)* are achieving the broader 2040 Growth Concept goals as embodied in the 2040 Fundamentals. **Attachment 1** applies this framework to organize the current RTP goals (*Chapter 1 policies*) for reference.

Next Steps

The 2040 Fundamentals-based framework will be used in conjunction with the results of the RTP research, policy evaluation and targeted outreach to re-organize the current RTP and its associated policies to create an updated plan that is affordable, realistic and better reflects public priorities. There may be other policy gaps that will emerge as part of the systems background work that is already underway, and these will be incorporated into the effort.

The process will lead to updated RTP *goals* and *objectives* that are reorganized under the 2040 Fundamentals umbrella and a report on the State of Transportation in the region by early 2007. With JPACT, MPAC and Council approval, the updated goals and objectives will then be used to guide the RTP investment solicitation, prioritization and evaluation process from February to June 2007. **Attachment 2** shows a general timeline for this work.

ATTACHMENT 1

2035 Regional Transportation Plan – Integrating An Outcomes-Based Approach

OUTCOMES			INPUTS
2040 Fundamentals	**Goals (2004 RTP Policies)**	**Objectives (2004 RTP Objectives)**	**Actions (2004 RTP Objectives and Strategies)**
Healthy economy *A healthy economy that generates jobs and business opportunities and sustains the region's agricultural industry.*	**Policy 15.0. Regional Freight System** Provide efficient, cost-effective and safe movement of freight in and through the region. **Policy 15.1. Regional Freight System Investments** Protect and enhance public and private investments in the freight network.	*To be developed using 2004 RTP objectives as a starting point (amended to become measurable objectives/performance measures)*	*To be developed using 2004 RTP objectives and implementation strategies as a starting point*
Vibrant communities *A vibrant place to live and work, and compact development that uses both land and infrastructure more efficiently and focuses development in 2040 centers, corridors and employment areas*.	**Policy 3.0. Urban Form** Facilitate implementation of the 2040 Growth Concept with specific strategies that address mobility and accessibility needs and use transportation investments to leverage the 2040 Growth Concept. **Policy 4.0. Consistency Between Land-use and Transportation Planning** Ensure the identified function, design, capacity and level of service of transportation facilities are consistent with applicable regional land use and transportation policies as well as the adjacent land-use patterns. **Policy 18.0. Transportation System Management** Use transportation system management techniques to optimize performance of the region's transportation systems. Mobility will be emphasized on corridor segments between 2040 Growth Concept primary land-use components. Access and livability will be emphasized within such designations. Selection of appropriate transportation system techniques will be according to the functional classification of corridor segments. **Policy 19.1. Regional Parking Management** Manage and optimize the efficient use of public and commercial parking in the central city, regional centers, town centers, main streets and employment centers to support the 2040 Growth Concept and related RTP policies and objectives. **Policy 20.1. 2040 Growth Concept Implementation** Implement a regional transportation system that supports the 2040 Growth Concept through the selection of complementary transportation projects and programs.		

OUTCOMES			INPUTS
2040 Fundamentals	**Goals (2004 RTP Policies)**	**Objectives (2004 RTP Objectives)**	**Actions (2004 RTP Objectives and Strategies)**
Environmental health *Farms, forests, rivers, streams, air quality and natural areas are protected.*	**Policy 7.0. The Natural Environment** Protect the region's natural environment. **Policy 8.0. Water Quality** Protect the region's water quality. **Policy 9.0. Clean Air** Protect and enhance air quality so that as growth occurs, human health and visibility of the Cascades and the Coast Range from within the region is maintained. **Policy 10.0. Energy Efficiency** Design transportation systems that promote efficient use of energy.		
Transportation choices *A coordinated land use and transportation system that provides aesthetic and safe travel choices for people and goods.*	**Policy 11.0. Regional Street Design** Design regional streets with a modal orientation that reflects the function and character of surrounding land uses, consistent with regional street design concepts. **Policy 12.0. Local Street Design** Design local street systems to complement planned land uses and to reduce dependence on major streets for local circulation, consistent with Section 6.4.5 in Chapter 6 of this plan. **Policy 13.0. Regional Motor Vehicle System** Provide a regional motor vehicle system of arterials and collectors that connect the central city, regional centers, industrial areas and intermodal facilities, and other regional destinations, and provide mobility within and through the region. **Policy 14.0. Regional Public Transportation System** Provide an appropriate level, quality and range of public transportation options to serve this region and support implementation of the 2040 Growth Concept, consistent with Figures 1.15 and 1.16. **Policy 14.3. Regional Public Transportation Performance** Provide transit service that is fast, reliable and has competitive travel times compared to the automobile. **Policy 16.0. Regional Bicycle System Connectivity** Provide a continuous regional network of safe and convenient bikeways connected to other transportation modes and local bikeway systems, consistent with regional street design guidelines.		

OUTCOMES			INPUTS
2040 Fundamentals	**Goals (2004 RTP Policies)**	**Objectives (2004 RTP Objectives)**	**Actions (2004 RTP Objectives and Strategies)**
	Policy 16.1. Regional Bicycle System Mode Share and Accessibility Increase the bicycle mode share throughout the region and improve bicycle access to the region's public transportation system. **Policy 17.0. Regional Pedestrian System** Design the pedestrian environment to be safe, direct, convenient, attractive and accessible for all users. **Policy 17.1. Pedestrian Mode Share** Increase walking for short trips and improve pedestrian access to the region's public transportation system through pedestrian improvements and changes in land-use patterns, designs and densities. **Policy 17.2. Regional Pedestrian Access and Connectivity** Provide direct pedestrian access, appropriate to existing and planned land uses, street design classification and public transportation, as a part of all transportation projects. **Policy 19.0. Regional Transportation Demand Management** Enhance mobility and support the use of alternative transportation modes by improving regional accessibility to public transportation, carpooling, telecommuting, bicycling and walking options.		
Equity *Equal access for people in all income levels.*	**Policy 1.0. Public Involvement** Provide complete information, timely public notice, full public access to key decisions and support broad-based, early and continuing involvement of the public in all aspects of the transportation planning process that is consistent with Metro's adopted local public involvement policy for transportation planning **Policy 5.0. Barrier-Free Transportation** Provide access to more and better transportation choices for travel throughout the region and serve special access needs for all people, including youth, elderly and disabled. **Policy 5.1 Interim Job Access and Reverse Commute Policy** Serve the transit and transportation needs of the economically disadvantaged in the region by connecting low-income populations with employment areas and related social services. **Policy 6.0. Transportation Safety and Education** Improve the safety of the transportation system. Encourage bicyclists, motorists and pedestrians to share the road safely.		

OUTCOMES			INPUTS
2040 Fundamentals	**Goals (2004 RTP Policies)**	**Objectives (2004 RTP Objectives)**	**Actions (2004 RTP Objectives and Strategies)**
	Policy 14.1. Public Transportation System Awareness and Education Expand the amount of information available about public transportation to allow more people to use the system. **Policy 14.2. Public Transportation Safety and Environmental Impacts** Continue efforts to make public transportation an environmentally-friendly and safe form of motorized transportation. **Policy 14.4 Special Needs Public Transportation** Provide an appropriate level, quality and range of public transportation options to serve the variety of special needs individuals in this region and support implementation of the 2040 Growth Concept. **Policy 14.5 Special Needs Public Transportation** Provide a seamless and coordinate public transportation system for the special needs population. **Policy 14.6 Special Needs Public Transportation** Encourage the location of elderly and disabled facilities in areas with existing transportation services and pedestrian amenities. **Policy 20.3. Transportation Safety** Anticipate and address system deficiencies that threaten the safety of the traveling public in the implementation of the RTP.		
Fiscal stewardship *Stewardship of the public infrastructure ensures that the needs and expectations of the public are met in an efficient and fiscally sustainable manner.*	**Policy 2.0. Intergovernmental Coordination** Coordinate among the local, regional and state jurisdictions that own and operate the region's transportation system to better provide for state and regional transportation needs. **Policy 19.2 Peak Period Pricing** Manage and optimize the use of highways in the region to reduce congestion, improve mobility and maintain accessibility within limited financial resources. **Policy 20.0. Transportation Funding** Ensure that the allocation of fiscal resources is driven by both land use and transportation benefits. **Policy 20.2. Transportation System Maintenance and Preservation** Emphasize the maintenance, preservation and effective use of transportation infrastructure in the selection of the RTP projects and programs.		

METRO

ATTACHMENT 2

A New Look at Transportation

Phase 2: Research and Policy Development (August – December 2006)

August

Framing the New Look Outcomes

Identify New Look Policy Elements

Identify 2004 RTP Policy Gaps

September

Metro Council, JPACT and MPAC

October

Targeted Public Outreach

Discussion of regional transportation system needs, issues and desired outcomes within financial realities

Public opinion research

Stakeholder and agency workshops, CETAS briefing

November

Metro Council, JPACT and MPAC

December

Regional Transportation Summit

Discussion of research and policy implications with region's elected officials and other business and community leaders

January

Metro Council, JPACT and MPAC

Draft RTP vision (updated Chapter 1)

Report on State of Transportation in the Region

RTP investment solicitation packet and evaluation criteria

Background Research and Policy Development

Demographic, Economic, Environmental, Finance and Travel, and Growth Trends

Safety and Security Analysis

2005 and 2035 Base Case Analysis

Environmental Justice Analysis

System/Demand Management Analysis

Road and Freight System Conditions and Reliability

Transit System Conditions

Bike and Pedestrian System Conditions

Other New Look/RTP Research

Phase 3: System Development and Analysis (January – August 2007)

Existing and financially constrained revenue forecasts (Feb.-March '07)

RTP project and program investments solicitation (Feb.-March '07)

RTP investment scenarios evaluation and prioritization (April-June '07)

Compile discussion draft 2035 RTP (June-Aug. '07)

Phase 4: Adoption Process (September – November 2007)

Draft 2035 RTP released and Regional Transportation Summit (Sept. '07)

Public comment period and hearings on draft 2035 RTP (Sept.-Oct. '07)

2035 RTP Adoption, pending air quality analysis (Nov. '07)

August 17, 2006

Transit Investment Plan

Transit Investment Plan

- 5 yr plan, annual updates
- Grounded in the 2040 Framework Plan and RTP
- Requires partnerships

TRIMET

Priorities

Build the Total Transit System

- Community integration, complete transit riding experience

Expand High Capacity Transit

- Connecting 2040 centers

Expand Frequent Service

- Frequent, reliable support for centers and corridors

Improve local service

- Support and respond to community needs
- Develop park & ride lots

TRIMET

The Total Transit System

Service
- Frequent
- Reliable

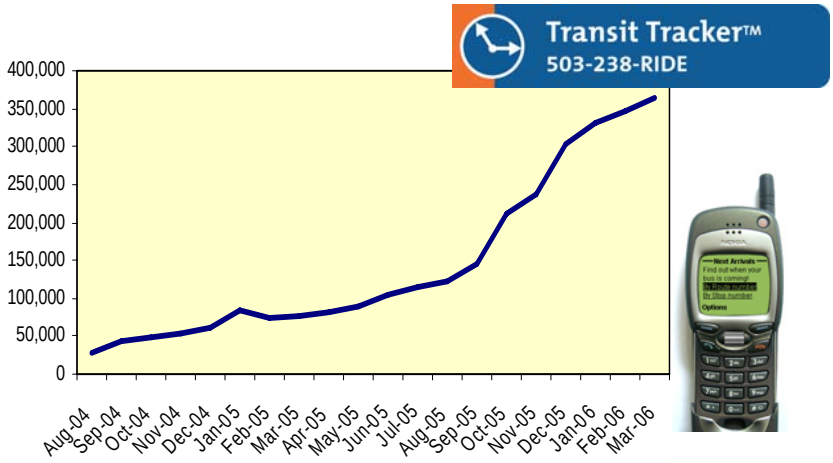
Access
- Pedestrians
- Cyclists
- Park & Riders
- Mobility Challenged

Amenities
- Pavement / Shelters
- New Vehicles

Customer Information
- At home
- Around town
- At the bus stop or MAX station

TRIMET

- Dramatic acceptance and increasing use
- Effective use of technology at reduced cost



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Regional High Capacity Transit

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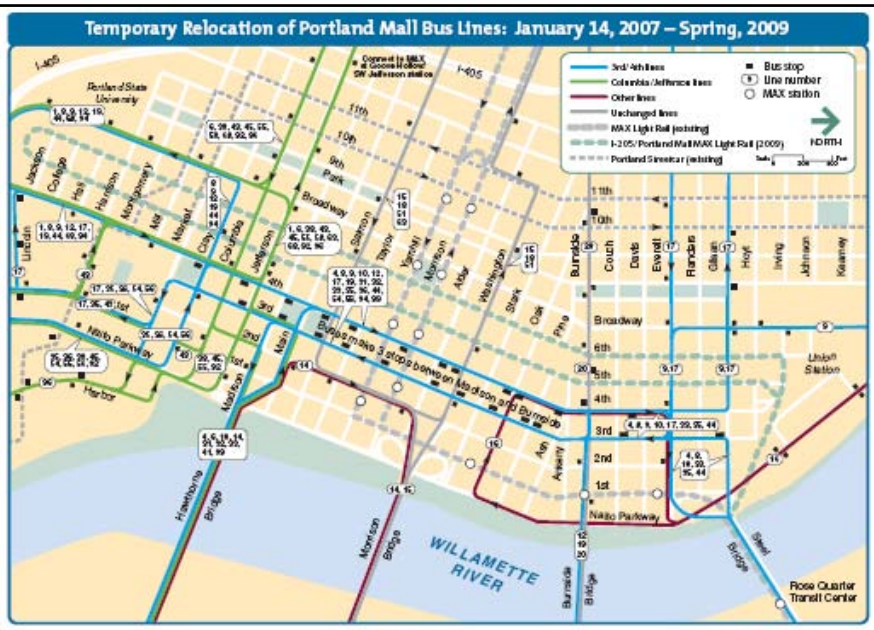

Every 15 minutes or better, every day

- Amenities
  - Shelters and signage
  - Customer information
- Branding
  - Unique logo
  - Off-peak marketing
  - New buses / image
- Access
  - Pedestrian improvements
  - Crosswalk improvements
- Operational improvements
  - Signal priority
  - Stop review / re-spacing
  - Curb extensions
  - Other TSM treatment

TRIMET

Eight Years of Frequent Service Development

Fiscal Year	1999	2001	2003	2005
Lines	4	9	14	16
Weekly Ridership	210,190	413,880	565,630	686,317
Share of bus rides	18%	34%	47%	55%

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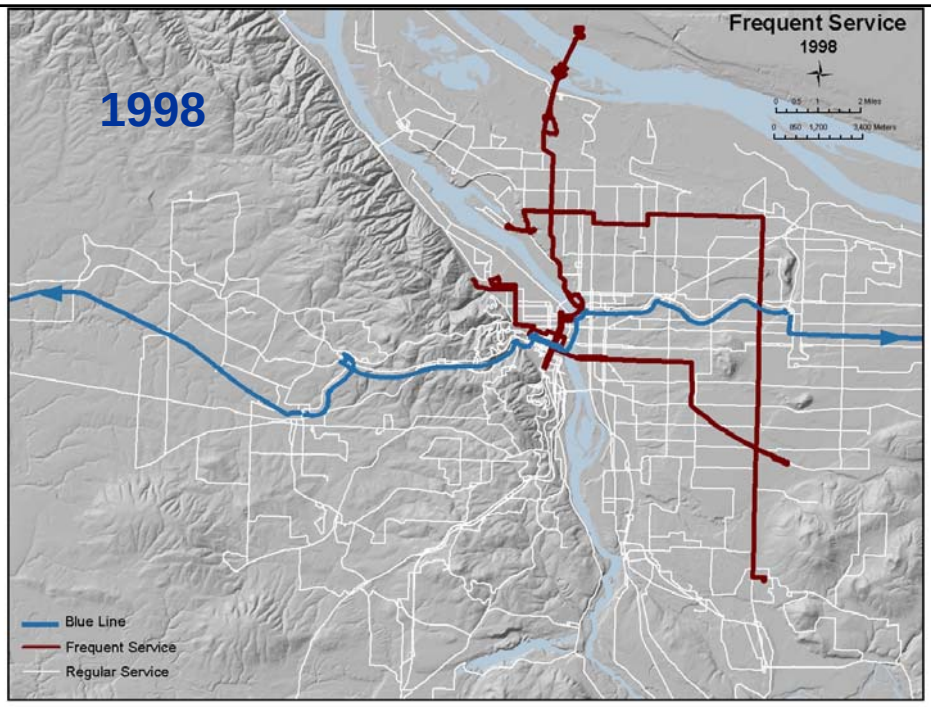

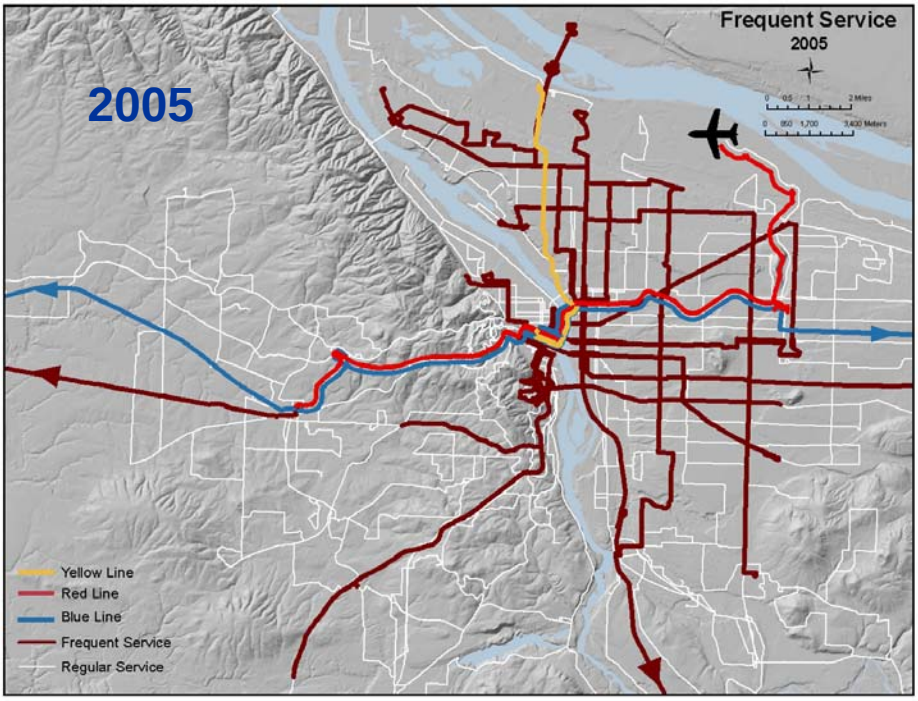

Frequent Service Efficiency

	FREQUENT SERVICE	Standard Service
Bus routes	16	78
Boarding rides per vehicle hour	39	25
Operating cost per boarding ride	$1.94	$3.04

FY05 Data

TRIMET

Future Development

- More shelters and solar lighting
- More Frequent Service Lines
  - Line 76 – Beaverton / Tualatin
  - Line 31 – SE King Road
  - Line 35 – SW Macadam Avenue
- Longer hours of service

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MTIP Support of the TIP

- Sustain regional rail commitments
  - South Corridor Phases 1 and 2
  - Washington County Commuter Rail
  - North Macadam streetcar
- Continue to develop on-street bus facilities and priority treatments – focused on 2040 Centers and Frequent Bus corridors
- Pedestrian and bike access to transit
- Transit Oriented Development

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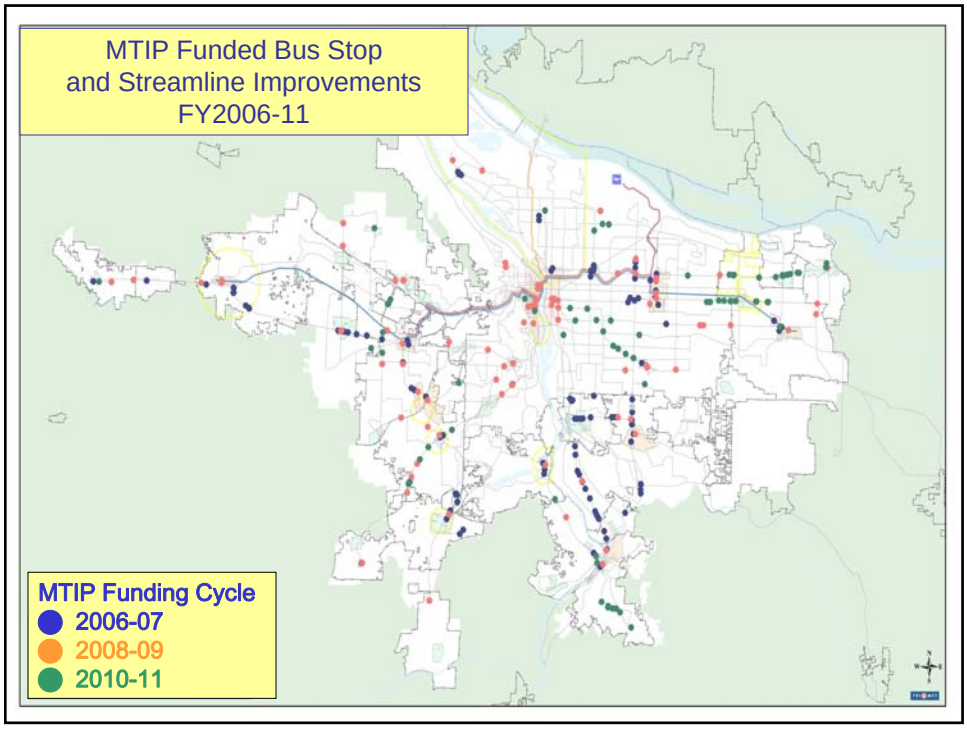

Making Progress at Bus Stops

FY06 to FY11

- Fully implemented sign replacement
- 150 new shelters - from 22% to 16% shelter deficient – some w/ solar lighting
- Elimination of redundant bus stops speeds up service
- Improved pedestrian connections
- Expanded transit signal priority treatment

TRIMET

Growing Pains

- How do we sequence and sustain development of the rail system?
- How can we best leverage transit investments to implement the 2040 Growth Concept?
- How do we balance the expansion of services with payroll tax capacity?
- What contingencies should be in place for an energy “crisis”?

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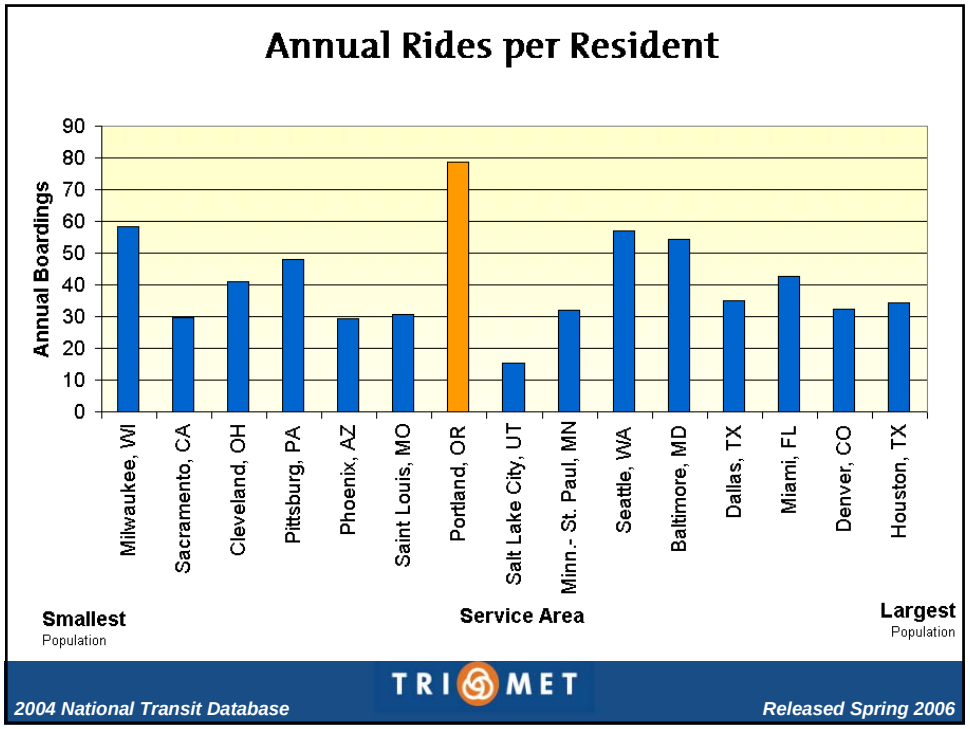
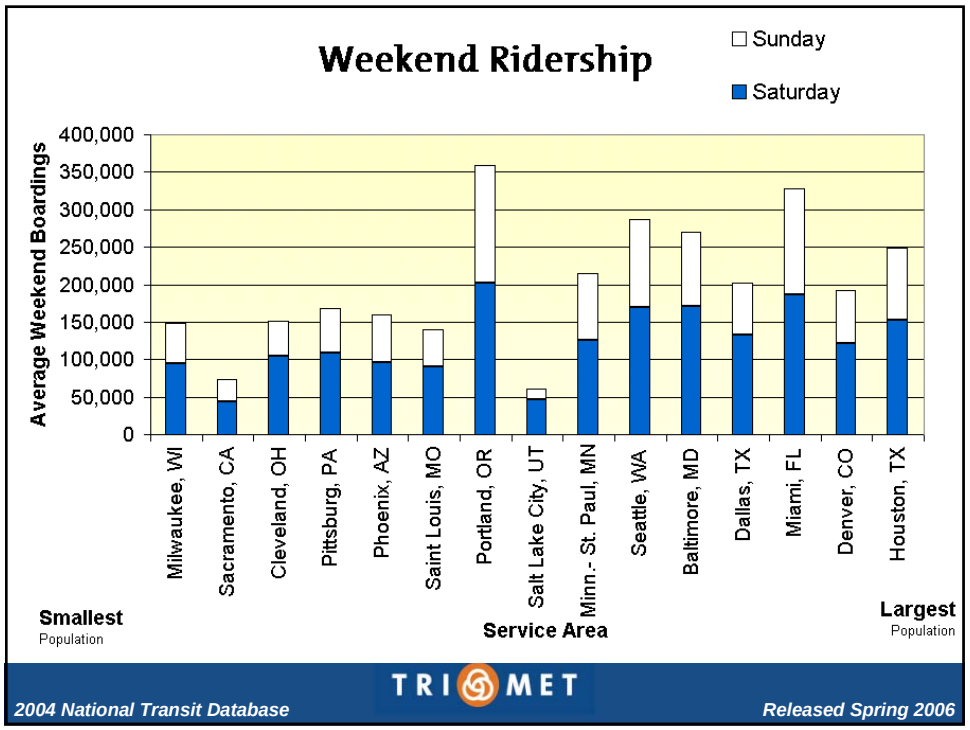
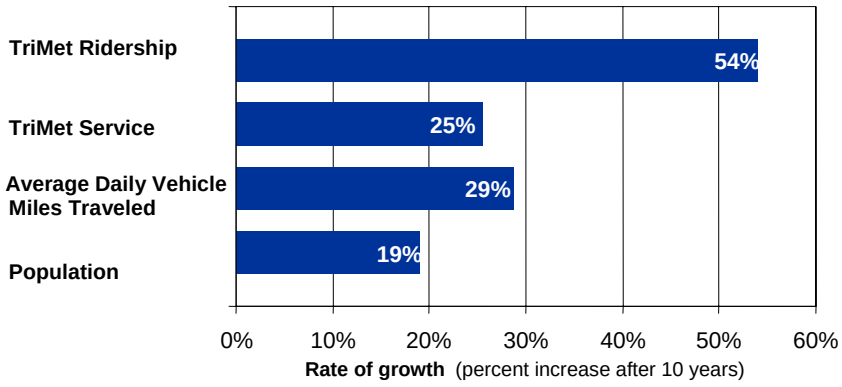

Annual Rides per Resident
Annual Boardings
90
80
70
60
50
40
30
20
10
0
Milwaukee, WI
Sacramento, CA
Cleveland, OH
Pittsburg, PA
Phoenix, AZ
Saint Louis, MO
Portland, OR
Salt Lake City, UT
Minn.- St. Paul, MN
Seattle, WA
Baltimore, MD
Dallas, TX
Miami, FL
Denver, CO
Houston, TX
Smallest
Population
Service Area
Largest
Population
TRIMET
2004 National Transit Database
Released Spring 2006


Weekend Ridership
Sunday
Saturday
Average Weekend Boardings
400,000
350,000
300,000
250,000
200,000
150,000
100,000
50,000
0
Milwaukee, WI
Sacramento, CA
Cleveland, OH
Pittsburg, PA
Phoenix, AZ
Saint Louis, MO
Portland, OR
Salt Lake City, UT
Minn.- St. Paul, MN
Seattle, WA
Baltimore, MD
Dallas, TX
Miami, FL
Denver, CO
Houston, TX
Smallest
Population
Service Area
Largest
Population
TRIMET
2004 National Transit Database
Released Spring 2006

Growth Rates 1994-2004



TriMet, Metro & FHWA Data

TRIMET

Released Spring 2006

Materials following this page were distributed at the meeting.

M E M O R A N D U M

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METRO

DATE: September 5, 2006

TO: JPACT and Metro Council

FROM: Ted Leybold: MTIP Manager

SUBJECT: Transportation Priorities First Cut List Recommendation

* * * * * * *

Memo Purpose: Recommended policy direction to technical staff on development of the Transportation Priorities First Cut list.

Background: Metro staff has completed the technical evaluation of the Transportation Priorities applications and submitted a draft recommendation for a First Cut list to TPAC at its August 25th meeting. The recommendation followed existing policy direction and traditional practice for developing a first cut recommendation.

TPAC requested additional options for crafting a First Cut list recommendation to that provided by Metro staff. In developing options, TPAC requested to consider cutting applications at this stage that have not traditionally been considered for cutting until development of the Final Cut list or that have no clear policy direction on what technical basis to make a narrowing recommendation (i.e. Planning, Program, Project Development and Diesel Retrofit categories).

Additional policy direction is needed if JPACT and the Metro Council wish to have technical staff consider cutting applications in the Planning, Project Development, Program, or Diesel Retrofit categories prior to the public comment period and Final Cut phase. Options for providing this direction to technical staff were provided to JPACT and the Metro Council in the September 7th JPACT meeting packet. The following are policy recommendations on the options provided in the meeting packet.

Recommendation Summary - Development of First Cut list

- No cuts to funding to existing planning activities at this time. Limited cuts to new planning activities.
- No cuts to funding to existing project development activities at this time. Limited cuts to new project development activities.
- No cuts to existing level of funding for program activities at this time. Limited cuts to new programs or proposed increases in program funding levels.
- Complete the technical evaluation on the two diesel retrofit project applications and propose narrowing.
- Do not propose to scale projects at this time, other than new programmatic and diesel retrofit applications.
- Define the 150% of available funds as a target, not a limit.

Rational and Complete Recommendations

1. Narrowing of Planning Applications

Issue: Planning applications are not quantitatively evaluated and represent a total of $3.8 million of the $133.4 million in applications. Past practice has been to propose no cuts to existing planning activities until the Final Cut phase. In the past, cuts to new planning activities have been proposed only when clear funding alternatives exist. This allows public comment on the merits of the proposed planning activity relative to project work.

Recommendation: • No cuts at this time to existing planning activities. • Propose cuts to new planning activities only when application does not clearly address program policy objectives and application would compete well for other funding sources.

2. Narrowing of Project Development Applications

Issue: Project development encompasses project planning, environmental and engineering activities to define a single design option to enter final design and engineering. In past funding cycles, these types of applications were defined as either Planning or Preliminary Engineering. Project development activities represent $4.1 million of application requests. Only limited quantitative analysis is completed on these applications. As this is a new classification of application, no history or policy direction exists on how to narrow these types of applications in the First Cut phase.

Recommendation: • No cuts at this time to existing project development activities. • Propose cuts to new project development activities only when application does not clearly address program policy objectives and application would compete well for other funding sources.

3. Narrowing of Programmatic Applications

Issue: Programs such as the Transit Oriented Development and Regional Travel Options apply for funding to continue activities at current levels and provide options for additional activities. Local agencies sometimes apply to fund a specific activity in these “programmatic” areas. A new Intelligent Transportation System programmatic application was submitted this cycle. These applications are not quantitatively evaluated and represent $17.1 million of application requests.

Recommendation: • No cuts at this time to existing level of funding for program activities. • Propose cuts to new program activities (including scale of project scope) at First Cut phase when application does not clearly address program policy objectives and the application would compete well for other funding sources.

4. Diesel Retrofit

Issue: New project funding category in response to new policy language in federal law to prioritize Congestion Mitigation/Air Quality funds for this activity. No prior adopted program policies or technical evaluation methods adopted for this category of projects. TPAC has reviewed a proposed technical evaluation methodology and is scheduled to receive the evaluation of the two applications at its September meeting. These represent $3.8 million of application requests.

Recommendation: Complete the technical evaluation on the two project applications and propose narrowing according to existing narrowing policy criteria that are relevant to this category of projects.

5. Scale project applications by scope or phase

Issue: Several large projects that are competitive in the quantitative technical evaluation are expensive, making it difficult to fit all of these types of projects onto a First Cut list. These projects may be able to reduce requested amount by reducing the length of the project or only funding the final engineering or right-of-way phase of the project. Reducing costs by scaling the application request has traditionally been done during the Final Cut process only, but there is no policy direction to technical staff on this issue.

Recommendation: • Do not propose to scale projects at this time other than new programmatic and diesel retrofit applications. • Recommend a First Cut list that best meets existing policy direction.

Whole projects should be discussed during the public comment period based on the merits of the whole application. Project scaling should be reserved for

making the highest priority projects fit within existing funding levels at the Final Cut phase.

6. First Cut Target Amount

Issue: TPAC expressed a desire to be disciplined about meeting a target of 150% of available funding in its First Cut recommendation. Metro staff has viewed this as a target and in its recommendation proposed a First Cut list $8 million more than 150% of available revenues due to the new diesel retrofit and project development applications that were not proposed to be narrowed during the First Cut.

Recommendation: Define the 150% of available funds as a target, not a limit, and include applications that best meet the program policy objectives and narrowing policy direction.

Transportation Priorities
2008-2011
Application Summary

Project code	Project name	Funding request	Technical Score
Bike/Trail			
Bk1126	NE/SE 50s Bikeway: NE Thompson to SE Woodstock	$1.366	78
Bk1048	Willamette Greenway Trail in South Waterfront Phase I: SW Gibbs to SW Lowell.	$1.800	72
Bk5053	PE for trail between Milwaukie TC and Lake Oswego TC	$0.583	69*
Bk5026	Trolley Trail : Arista to Glen Echo	$1.875	65
Not in RTP	NE/SE 70s Bikeway 70s: NE Killingsworth to SE Clatsop	$3.698	65
Bk3012	Rock Creek Trail: Orchard Park to NW Wilkins	$0.600	64
Bk4011	Marine Dr. Bike Lanes and Trail Gaps: NE 6th Ave. to NE 185th Ave.	$1.873	61
Bk5193	Willamette Falls Drive Improvement: Hwy 43 to 10th St	$2.987	48
Bk3114	NE 28th Ave : E. Main St to NE Grant	$0.300	47*
Bike/Trail Project Development			
N/A	Sullivan's Gulch Planning Study: Eastbank Esplanade to 122nd Ave	$0.224	n/a
Bk3014, 3072, 3092, 6020	Westside Corridor Trail (aka Beaverton Power Line Trail) - Tualatin River to Willamette River following the BPA power line corridor.	$0.300	n/a
	Subtotal	**$15.606**	
Boulevard			
Bd3169	E Baseline: 10th to 19th	$3.231	96
Bd3169	E Burnside/Couch Street: 3rd to 14th	$4.700	93
Bd5134	McLoughlin Blvd Phase 2: Clackamas River to Dunes Dr.	$2.800	91
Bd2015	NE 102nd Avenue Phase 2: Glisan to Stark	$1.918	90
Bd2104	Burnside Road: 181st to Stark	$1.500	90
Bd1221	Killingsworth Phase 2: Commercial to MLK	$1.955	84
Bd3020	Rose Biggi extension: Crescent St. to Hall	$5.387	78
Bd6127	Boones Ferry Rd: Red Cedar to S of Reese Rd	$3.491	78
	Subtotal	**$24.982**	
Diesel Retrofit			
DR0001	Sierra Cascade SmartWay Technology and outreach center	$0.200	n/a
DR8028	Transit Bus Diesel Engine Emission Reduction	$3.592	n/a
	Subtotal	**$3.792**	
Freight			
Fr4044	82nd Avenue/Columbia Blvd Intersection Improvement	$2.000	86.75
Fr0001	N. Burgard/Lombard Street PE/ROW: Columbia to UPRR Bridge	$3.967	70
Freight Project Development			
Fr0002	N. Portland Rd/Columbia Boulevard Intersection Improvements	$0.538	n/a
	Subtotal	**$6.506**	
Green Streets Culvert			
GS5049	McLoughlin Blvd (Hwy 99E) PE: Kellogg Lake culvert/dam removal	$1.055	100
	Subtotal	**$1.055**	
Green Streets Retrofit			
GS1224	NE Cully Boulevard: Prescott to Killingsworth	$3.207	77.50
GS6050	Tigard Main Street: Hwy 99E to Comm Rail	$2.540	72
	Subtotal	**$5.747**	
Large Bridge			
RR1010	Morrison Bridge Deck Replacement	$2.000	75.75
	Subtotal	**$2.000**	
Pedestrian			
Pd2057	Hood Avenue: SE Division to SE Powell	$0.887	90
Pd1160	Foster-Woodstock: SE 87th to SE 101st	$1.931	87
Pd5052	17th Ave: SE Ochoco to SE Lava Drive	$1.655	82
Pd1120	Sandy Blvd Pedestrian Improvements	$0.712	70
Pd6117	Pine Street: Willamette Street to Sunset Blvd	$1.100	47
Pedestrian Project Development			
Pd6007	Hall Blvd Bike/Ped crossing study: Fanno Creek trail and Hall	$0.359	n/a
Pd8035	Pedestrian Network Analysis and transit access	$0.247	n/a
	Subtotal	**$6.890**	

Transportation Priorities
2008-2011
Application Summary

Project code	Project name	Funding request	Technical Score
Planning			
Pl0002	Metro Livable Streets Policy and Guidebook Update	$0.200	n/a
Pl0003	Tanasborne Town Center	$0.200	n/a
Pl0001	Metro Big Streets: design solutions for 2040 corridors	$0.250	n/a
Pl0004	Hillsboro Regional Center	$0.350	n/a
Pl0007	Happy Valley Town Center	$0.432	n/a
Pl0005	Metro RTP Corridor	$0.600	n/a
Pl0006	Metro MPO planning	$1.993	n/a
	Subtotal	**$4.025**	
Regional Travel Options			
n/a	RTO Program	$4.447	n/a
n/a	Individualized Marketing Program Add	$0.600	n/a
n/a	Additional TMA Program Support	$0.600	n/a
	Subtotal	**$5.647**	
Road Capacity			
RC5069	Harmony Road: 82nd Ave to Highway 224	$1.500	84.50
RC3030	Farmington Road: SW Murray to SW Hocken	$4.284	80.75
RC3016	Tualatin-Sherwood Road ATMS: 99W to I-5	$1.561	77.00
RC3113	10th Avenue: Southbound right turn lane	$0.600	76.25
RC7036	190th: Pleasant View/Highland to 30th	$3.967	75.50
RC7000	172nd Avenue: Sunnyside Road to Multnomah County line	$1.500	69.50
RC3150	Cornell Road System Management: Downtown Hillsboro to US 26	$2.002	67.75
RC2110	Wood Village Boulevard: Halsey to Arata	$0.643	61.50
RC3192	Sue/Dogwood Connection	$3.455	30.25
	Road Capacity Project Development & Programs		
RC5101	Clackamas County ITS (Pedestrian, etc.)	$0.592	n/a
RC0001	ITS Programatic Allocation	$3.000	n/a
RC3023	Highway 217 Environmental Assessment: Allen to Denny	$0.500	n/a
	Subtotal	**$23.603**	
Road Reconstruction			
RR1214	Division Streetscape and Reconstruction Project: SE 6th to 39th	$2.000	79
RR2081	223rd RR Undercrossing	$1.000	76
	Subtotal	**$3.000**	
Transit			
Tr1106	Eastside Streetcar: NW 10th to NE Oregon	$1.000	80
Tr8035	On-Street Transit Facilities	$2.750	74
	Transit Project Development		
Tr1003	South Corridor Ph. 2: Preliminary Engineering	$2.000	n/a
Tr8025	Tigard Transit Center Redesign	$0.160	n/a
	Subtotal	**$5.910**	
Transit Oriented Development			
TD8005a	TOD Implementation Program	$4.000	97
TD8005b	Centers Implementation Program	$2.000	82
	TOD Project Development		
TD8025	Hollywood Transit Center Redesign and Development	$0.202	n/a
	Subtotal	**$6.202**	
	Bond Repayment	**$18.600**	
	Grand Total	**$133.564**	

Save the date!

The Oregon Metropolitan Planning Organization Consortium (OMPOC) invites Oregon public officials, community leaders, planners, developers and policy makers to join us on October 6 and 7 for

OMPOC Fall Summit 2006

"Meeting Oregon's 21st Century Challenges with New Collaborations"

Inn of the Seventh Mountain
Bend, Oregon

October 6 1:00 PM–5:00 PM OMPOC business meeting

October 7 8:00 AM–5:30 PM Statewide summit

- Experts in Oregon's history, transportation policy and economic development address where we've been and where we need to go.
- Breakout sessions address common goals, challenges and new opportunities to collaborate.

Oregon's emerging "super regions"

Central Oregon, the Rogue Valley, and the Willamette Valley began as agricultural centers, but have rapidly become hubs of modern commerce and economic growth that reach areas far beyond their jurisdictional boundaries. These "super regions" affect housing costs, transportation systems, finance and governance. How should Oregon respond? How will growth of these regions affect the rest of Oregon?

Growth and collaboration in the 21st century

- What does the future hold for Oregon's super regions?
- What are the common threads that bind the super regions, and what opportunities for collaboration might help them meet future aspirations?
- How can the traditional agricultural and timber economies of Oregon benefit from the growth of the super regions?
- What lessons can the super regions offer the rural economies of Oregon?
- Are new governance approaches needed to help shape future growth?

Watch for more information on the OMPOC website **www.ompoc.org**. Online registration will be available after September 1.
For a complete program, online registration, and lodging information visit the OMPOC website: **www.ompoc.org**.