



**METRO**

TEL 503-797-1916 FAX 503-797-1930

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

**DATE: January 19, 2006**

*\*Please note earlier start time*

**TIME: 7:15 A.M. \***

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

- |             |   |   |
|-------------|---|---|
| <b>7:15</b> | <b>CALL TO ORDER AND DECLARATION OF A QUORUM</b>  | <b>Rex Burkholder, Chair</b>                                    |
| <b>7:15</b> | <b>INTRODUCTIONS &amp; COMMENTS FROM THE CHAIR</b>  | <b>Rex Burkholder, Chair</b>                                    |
|             | <b>INFORMATION ITEM</b>   |   |
| <b>7:20</b> | * Oregon Transportation Plan Update- <u>INFORMATION</u>   | <b>Gail Achterman, ODOT</b>                                     |
| <b>7:45</b> | <b>CITIZEN COMMUNICATIONS</b>   |   |
| <b>7:50</b> | * <b>CONSENT AGENDA</b><br>Consideration of JPACT minutes for December 1, 2005 and December 15, 2005  | <b>Rex Burkholder, Chair</b>                                    |
|             | <b>DISCUSSION ITEMS</b>   |   |
| <b>7:55</b> | * Resolution No. 06-3656, For the Purpose of Approving Portland Regional Federal Transportation Priorities for Federal Fiscal Year 2007 Appropriations – <u>JPACT APPROVAL REQUESTED</u>                    | <b>Richard Brandman, Metro</b><br><b>Bridget Wiegart, Metro</b> |
| <b>8:10</b> | * Resolution No. 06-3655, For the Purpose of Consideration of the Regional Travel Options Program Work Plans and Funding Sub-Allocations For Fiscal Years 05-06 and 06-07 - <u>JPACT APPROVAL REQUESTED</u> | <b>Pam Peck, Metro</b>  |
| <b>8:30</b> | * Resolution No. 06-3658 For the Purpose of Endorsing the Recommendations of the Highway 217 Corridor Transportation Plan – <u>JPACT APPROVAL REQUESTED</u>   | <b>Richard Brandman, Metro</b>                                  |
| <b>8:45</b> | * MTIP Policy Objectives Update – <u>DISCUSSION</u>   | <b>Ted Leybold, Metro</b>                                       |
| <b>8:55</b> | * Joint February JPACT/MPAC meeting issues - <u>DISCUSSION</u>  | <b>Richard Kidd, City of Forest Grove</b>                       |
|             | <b>OTHER COMMITTEE BUSINESS</b>   | <b>Rex Burkholder, Chair</b>                                    |
| <b>9:10</b> | <b>ADJOURN</b>  | <b>Rex Burkholder, Chair</b>                                    |

\* Material available electronically.  
\*\* Material to be emailed at a later date.  
# Material provided at meeting.  
All material will be available at the meeting.



# Oregon Transportation Plan Update

Oregon Department of Transportation

November 2005

## Oregon Transportation System Faces Global Challenges

Imagine a family of five on a fixed income faced with not enough room in the house, rising heating costs and a leaky roof. Roads, public transportation, airports, railroads, ports and waterways in Oregon are facing similar challenges—traffic and congestion are growing with increasing population and economic activity, fuel costs are rising, the transportation system needs constant maintenance, and there is not enough money to maintain current conditions over the long term.

More than 60 Oregonians from business, industry, government, transportation and advocacy groups considered these challenges as they developed the goals, policies, investment strategies and key initiatives of the Oregon Transportation Plan (OTP). The OTP is the statewide, long-range multimodal document that guides development and investment in Oregon's transportation system for the next 25 years. Originally developed in 1992, the OTP addresses airports, bicycle and pedestrian facilities, highways and roadways, pipelines, ports and waterways, public transportation and railroads statewide. The draft plan is now ready for public review and comment.

In the next 25 years, Oregon's transportation system faces a competitive global economy, increasing congestion, an uncertain global oil supply, global warming and security issues. Oregon's population is forecast to grow from 3.4 million in 2000 to 4.8

million in 2030. As the number of people and jobs increase, congestion will grow and travel times will become less reliable. In order to compete in the global economy, our transportation system must be efficient and safe and deliver products and services on time. Although transportation needs are rising, long-term public funding is not keeping up with inflation or the increasing needs.

After analyzing trends, transportation needs, projected revenues and possible transportation futures, the OTP Steering Committee concluded that transportation as we've known it in Oregon will have to change. In order to preserve our standard of living and to continue to improve our economy, we must change the way we make decisions about managing and funding transportation. We have to look at transportation as one unified system that supports our communities, economy and environment. We have to form new partnerships between state and local governments and the public and private sectors to develop, operate and manage the transportation system.

The Oregon Transportation Plan reviews the choices and makes some key recommendations:

- Hold down spending by maintaining and optimizing what the state currently has.

### Planning Process

- **February–July 2004:**  
OTP Policy Committees develop draft policies.
- **April 2004–September 2005**  
Steering Committee develops vision, guides analyses and develops implementation strategies.
- **May–November 2005**  
Oregon Transportation Commission reviews Draft OTP.
- **Nov. 17, 2005–March 1, 2006**  
Public reviews Draft OTP.
- **March–May 2006**  
OTP committees and Commission review revised Draft OTP.
- **June–July 2006**  
Commission conducts public hearing on Draft OTP.
- **July–August 2006**  
Commission adopts revised OTP.

#### Website:

[www.oregon.gov/ODOT/TD/TP/ortransplanupdate.shtml](http://www.oregon.gov/ODOT/TD/TP/ortransplanupdate.shtml)

#### ODOT Contacts:

Gail Curtis, Plan Manager  
(503) 731-8206

[gail.e.curtis@odot.state.or.us](mailto:gail.e.curtis@odot.state.or.us)

Carolyn Gassaway, Co-Manager  
(503) 986-4224

[carolyn.h.gassaway@odot.state.or.us](mailto:carolyn.h.gassaway@odot.state.or.us)

# Draft Goals and Policies to Guide Transportation

Three OTP Policy Committees developed policy recommendations focusing on mobility and economic vitality, sustainability and transportation choices, and safety and security. The OTP Steering Committee, led by Oregon Transportation Commissioner Gail Achterman, guided the planning process and created the goals on funding and coordination. The OTP's seven goals and associated policies provide guidance for statewide modal and local transportation system plans. The goals and policies are summarized below.

**Goal 1 - Mobility and Accessibility:** Provide a balanced, efficient, cost effective and integrated multimodal transportation system with access and connections between places to support our economy and quality of life. Promote transportation choices that are easy to use, reliable, cost effective and accessible to all potential users.

**Goal 2 - Management of the System:** Improve the efficiency of the transportation system by using new and expanded operations and management techniques. Address bottlenecks and use demand management, new technology, pricing and other techniques to reduce capacity problems. Manage transportation assets to extend their useful life and reduce maintenance costs.

**Goal 3 - Economic Vitality:** Promote the expansion of Oregon's economy by efficiently and effectively moving people, goods, services and information. Provide Oregon a competitive advantage by promoting an integrated freight system involving air, barges, pipelines, rail, ships and trucks. Develop an integrated passenger transportation system so that people can travel easily for business and recreation. Promote transportation-related industry and services in Oregon.

**Goal 4 - Sustainability:** Provide a transportation system that meets pres-

ent needs without compromising the ability of future generations to meet their needs from the joint perspective of environmental, economic and community objectives. Work to provide a transportation system that encourages conservation and protection of natural resources. Encourage the development of communities that integrate different land uses and promote travel choices.

**Goal 5 - Safety and Security:** Build, operate and maintain a safe and secure transportation system for system users, including operators, passengers, pedestrians, recipients of goods and services, and property owners.

**Goal 6 - Funding the Transportation System:** Create a transportation funding structure that supports a viable multimodal transportation system and contributes to the state's goals and objectives. Examine mechanisms to expand the beneficiary pay concept, such as tolling, but retain essential fairness including cost responsibility. Use

finance mechanisms that have broad public acceptance and are understandable to system users.

**Goal 7 - Coordination, Communication and Cooperation:** Pursue coordination, communication and cooperation between all parties to align interests, remove barriers and bring innovative solutions so that transportation functions as one system. Work to expand and provide tools to encourage partnerships that improve and benefit transportation. Involve Oregonians in transportation planning and implementation. Ensure that all Oregonians enjoy the same degree of protection from adverse transportation impacts and equally enjoy the benefits from the transportation system.

For a copy of the draft goal, policy and strategy language, please visit the OTP web site or request a copy of the plan. Comments on these are welcome by the March 1, 2006 deadline. (See the OTP web address and contact information on page 1.)

## Key Initiatives Recommended to Focus Plan Implementation

The OTP Steering Committee analyzed potential transportation futures, including high fuel costs, no increased funding, an emphasis on technology and operations instead of capacity projects, and the addition of major statewide improvement projects. The results led to development of the following six key initiatives that summarize the plan's policy direction and focus the implementation of the plan:

1. Maintain the existing transportation system to maximize the value of the assets. If funds are not available to maintain the system, develop a "triage" method for disinvestment, that is, a method of prioritizing system preservation.
2. Optimize system capacity and safety through information technology and other methods.
3. Integrate transportation, land use, economic development and the environment.
4. Integrate the transportation system across jurisdictions, ownerships and modes.
5. Create a sustainable funding plan for Oregon transportation.
6. Invest strategically in capacity enhancements.

# Plan Points to Need for Additional Funding

The analyses performed for the updated Oregon Transportation Plan (OTP) show that approximately \$1.3 billion per year in additional investments (in 2004 dollars) are needed to support state highway, local road, transit, rail, airport and port needs during the next 25 years—a 60 percent increase over current annual funding levels of nearly \$2.15 billion. The additional funding is needed to keep up with inflation and projected increases in population and economic activities.

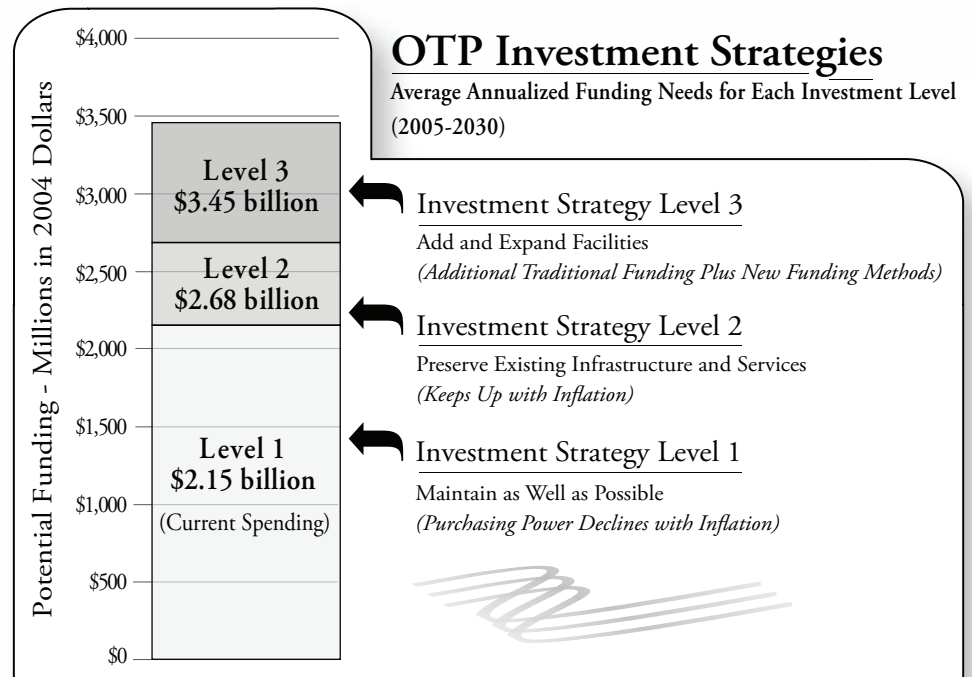
Over the next 25 years, to keep up with inflation alone, an estimated \$533 million per year would be required. Of this amount, approximately \$276 million would be invested in highways, roads and streets; that's an increase equal to a 1 cent increase each year in the state motor fuel tax. Public transit would require an additional \$195 million; airports, ports and rail need \$62 million.

Over the next 25 years, an additional \$773 million per year is needed to pay the public costs of keeping pace with travel growth and increasing transportation system capacity in airports, highways, roads, ports and waterways, public transportation and railroads.

Since investments may not increase with inflation or needs, the OTP describes potential investment

priorities depending on the level of available funding:

- **Investment Strategy Level 1: No additional transportation funding.** This strategy emphasizes maintenance, preservation and operational improvements. With no additional investments, transportation system conditions and services will decline.
- **Investment Strategy Level 2: Funding keeps up with inflation.** This strategy maintains existing facilities and services at their current conditions to the extent possible. It addresses bottlenecks and puts additional funding into operations to preserve capacity as well as preserve infrastructure and services. It does not include major capacity-enhancing improvements.
- **Investment Strategy Level 3: Funding allows major investments in new infrastructure and services.** Some of these investments would be financed from traditional sources while others would be funded through new methods, including value capture (for example, systems development fees) and tolls.



## Oregon Transportation System Faces Global Challenges

continued from page 1

- Use technology to create efficiencies.
- Work together in new ways across jurisdictions and in public/private partnerships to make the best decisions about transportation projects.
- Develop new funding to meet new demands and keep up with inflation.

- Invest strategically in capacity enhancements.

When the Oregon Transportation Commission adopts the OTP next summer, the key initiatives and goals, policies and strategies will guide the state's transportation system plans and investments over the next 25 years.

Commission members want this plan to reflect Oregonians' values and best

thinking about the state's transportation challenges. The Commission invites the public to review the OTP and provide comments and suggestions in writing or at public meetings around the state through February 2006. The comment period ends March 1, 2006. The latest meeting schedule and draft plan are available at [www.oregon.gov/ODOT/TD/TP/ortransplanupdate.shtml](http://www.oregon.gov/ODOT/TD/TP/ortransplanupdate.shtml).

# Come Learn About the Draft Oregon Transportation Plan

You are invited to learn more about the Oregon Transportation Plan at the following meetings. If you are hearing impaired and need assistance, or if you need a Spanish interpreter, please contact Michael Rock at (503) 986-3179. To view the draft plan, confirm meeting dates, or respond to a survey, visit [www.oregon.gov/ODOT/TD/TP/ortransplanupdate.shtml](http://www.oregon.gov/ODOT/TD/TP/ortransplanupdate.shtml).

Albany	Dec. 8	5 p.m.	Cascades West Area Commission on Transportation Cascades West Council of Governments, 1400 Queen Avenue SE
Bend	Jan. 19	Noon	Bend Metropolitan Planning Organization Policy Board DeArmond Room, Deschutes County Administration Building, 1300 NW Wall Street
Coquille	Dec. 9	9:30 a.m.–Noon	Southwest Area Commission on Transportation Coos County Planning Annex Conference Room, 290 North Central
Corvallis	Feb. 17	9:45 a.m.	Corvallis Area Metropolitan Planning Organization Policy Board Benton Plaza, Lower Floor Board Room, 408 SW Monroe Street
Eugene	Dec. 15	9 a.m.	Eugene-Springfield MPO Transportation Advisory Committee Lane Council of Governments, 4th Floor Large Conference Room, 99 East Broadway
Eugene	Feb. 8	11 a.m.	Lane County Board of Commissioners Public Service Building, 125 East 8th
Eugene	Feb. 9	11:30 a.m.–1:30 p.m.	Eugene-Springfield Metropolitan Policy Committee Eugene Library, Bascom-Tykeson Room, 100 West 10th Avenue
Hood River	Feb. 15	5–8 p.m.	Public Meeting, Hood River County Library, 502 State Street, Hood River
La Grande	Dec. 1	10 a.m.	Northeast Area Commission on Transportation ODOT Region 5 Headquarters, Room 201, 3012 Island Avenue
Lakeview	Jan. 23	1–2 p.m.	South Central Area Commission on Transportation, Elks Lodge, 323 North F Street
Medford	Dec. 13	2 p.m.	Rogue Valley Council of Governments and Rogue Valley Area Commission on Transportation Rogue Valley Medical Center, Smullin Center, 2825 East Barnett Road
Ontario	Nov. 28	10 a.m. (11 a.m. MST)	Southeast Area Commission on Transportation Treasure Valley Community College, Weese Building, Room 4
Portland	Dec. 2	9:30–11:30 a.m.	Metro Transportation Policy Alternatives Committee Metro, Room 370 A-B, 600 NE Grand Avenue
Portland	Feb. 7	5–7:30 p.m.	Portland Metro area public meeting, Metro, Room 370 A-B, 600 NE Grand Avenue
Portland	Feb. 16	7:30–9 a.m.	Metro Joint Policy Advisory Committee on Transportation Metro Council Chamber, 600 NE Grand Avenue
Rainier	Jan. 5	2:15–3 p.m.	Northwest Area Commission on Transportation, Rainier Senior Center, 48 7th Street West
Redmond	Jan. 12	3 p.m.	Central Oregon Area Commission on Transportation Central Oregon Intergovernmental Council Building, 2363 SW Glacier Place
Salem	Jan. 5	3 p.m.	Mid-Willamette Valley Area Commission on Transportation Courthouse Square, Senator Hearings Room, 555 Court Street NE
Salem	Jan. 24	Noon	Mid-Willamette Valley Council of Governments Policy Committee Conference Room, 109 High Street SE



Oregon Department of Transportation  
Transportation Development Division  
Planning Section  
555 13th St. NE, Salem, Oregon 97301-4178



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**DRAFT**

# **OREGON**

**TRANSPORTATION**

# **PLAN**

**EXECUTIVE SUMMARY**

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**Oregon  
Department  
of Transportation**

**Written comments on the draft plan are due by March 1, 2006.  
For more information, visit the Oregon Transportation Plan web  
site at**

<http://www.oregon.gov/ODOT/TD/TP/ortransplanupdate.shtml>

**or contact:**

**Gail Curtis, Oregon Transportation Plan Manager**

Phone: (503) 731-8206

Gail.E.Curtis@odot.state.or.us

**Carolyn Gassaway, Oregon Transportation Plan Co-Manager**

Phone: (503) 986-4224

Carolyn.H.Gassaway@odot.state.or.us

**Michael Rock, Transportation Planner**

Phone: (503) 986-3179

Michael.D.Rock@odot.state.or.us



**Oregon Department of Transportation  
Planning Section  
555 13th Street NE, Suite 2  
Salem, OR 97301-4178**

## Fostering Prosperity.

## Enhancing Mobility.

## Preserving Livability.

As Oregonians, we prize our quick access to the places where we live, work and play. Diverse industries such as agriculture, high tech, forestry and tourism thrive, in part because of our smooth-running transportation system.

Over the next 25 years, the state will change as the population grows, the economy moves from dependence on petroleum to other sources of energy, and we respond to environmental and community needs. How can we continue to make Oregon an enjoyable and prosperous place in which to live?

The Oregon Transportation Plan is a first step toward answering that question. The work of more than 60 representatives of business, industry, government, transportation and advocacy groups, the plan explores the issues affecting all means of transportation—airplanes, bicycles, buses, cars and trucks, pedestrians, pipelines, ships and barges, and trains.



The OTP is a 25-year transportation plan that comprehensively assesses state, regional and local and both public and private transportation facilities and services. It builds on the 1992 OTP, which first established a vision of a balanced, multifaceted transportation system leading to expanded investment in non-highway transportation options.



*The goal: A safe, efficient and sustainable transportation system that enhances Oregon's quality of life and economic vitality.*





*“Oregon needs bold new direction to meet the transportation challenges of the next 25 years.”*

*Duncan Wyse, President  
Oregon Business Council*

The updated OTP emphasizes

- Maintaining and maximizing the assets in place
- Optimizing the performance of the existing system through technology
- Integrating transportation, land use, economic development and the environment
- Integrating the transportation system across jurisdictions, ownerships and modes
- Creating sustainable funding
- Investing in strategic capacity enhancements

The goal: A safe, efficient and sustainable transportation system that enhances Oregon’s quality of life and economic vitality.

## **Changes Ahead**

### **By 2030:**

- Oregon’s population will grow 41 percent.
- Freight is expected to increase 80 percent.
- Uncertain oil production will cause fuel prices to go up.
- Because they are not indexed to inflation, fuel taxes—the traditional means of funding the aviation, highway and roadway systems—will lose 40 percent of their purchasing power.



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These trends provide opportunities as well as challenges. More people and more freight mean more economic activity. Higher fuel prices could lead to less driving and less air pollution. Erosion of the value of the motor vehicle fuel tax could lead to development of other sources of funding that are more sustainable. **The results will depend on choices we make together.**

## Building on Innovation

Oregon has a tradition of thinking ahead to meet transportation challenges:

- The 2005 Legislature passed a \$100 million bill investing in air, rail, marine and public transportation.
- Oregon uses technologies that weigh trucks in motion, saving time and money.
- State-supported passenger train trips between Eugene and Portland connect to bus services across the state and provide communities with travel choices.
- Public transit in the Portland metro area reduces traffic delay by 40 percent.
- Using Context Sensitive and Sustainable Solutions, Oregon is designing bridges and roadways to be compatible with the environment and the community.

It's time for Oregonians to once again renew our commitment to innovative solutions and create a unified transportation system.

## Goals

The OTP committees developed seven goals with related policies for the plan. They will guide state, regional and local transportation plans.

### Goal 1 – Mobility and Accessibility

Provide a balanced, efficient and integrated transportation system that ensures interconnected access to all areas of the state, the nation and the world. Promote transportation choices that are reliable, accessible and cost-effective.



*“Oregon is known as a transportation innovator. Today’s transportation challenges demand all our creativity as we build an integrated system linking all types of transport, from roads to rail to air, and all providers.”*

*Gail Achterman*

*Director  
Institute for Natural Resources  
Oregon State University*

*Chair, OTP Steering Committee*

*Commissioner, Oregon  
Transportation Commission*



*“We are looking at the needs of all of Oregon.”*

*Ellen Lowe  
Oregon Food Bank*

### **Goal 2 – Management of the System**

Improve the efficiency of the transportation system by optimizing operations and management. Manage transportation assets to extend their life and reduce maintenance costs.

### **Goal 3 – Economic Vitality**

Expand and diversify Oregon’s economy by transporting people, goods, services and information in safe, energy-efficient and environmentally sound ways. Provide Oregon with a competitive advantage by promoting an integrated freight system.

### **Goal 4 – Sustainability**

Meet present needs without compromising the ability of future generations to meet their needs from the joint perspective of the environment, economy and communities. Encourage conservation and communities that integrate land use and transportation choices.

### **Goal 5 – Safety and Security**

Build, operate and maintain the transportation system so that it is safe and secure. Take into account the needs of all users: operators, passengers, pedestrians and property owners.

### **Goal 6 – Funding the Transportation System**

Create sources of revenue that will support a viable transportation system today and in the future. Expand ways to fund the system that are fair and fiscally responsible.

### **Goal 7 – Coordination, Communication and Cooperation**

Foster coordination, communication and cooperation between transportation users and providers so various means of transportation function as an integrated system. Work to help all parties align interests, remove barriers and offer innovative, equitable solutions.



# ACHIEVING OUR GOALS: CHALLENGES, OPPORTUNITIES, STRATEGIES

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Oregon's transportation system will need to evolve by 2030. Our ability to respond as effectively as possible depends on how we maximize transportation efficiency, integrate transportation services and facilities, and increase revenue to develop a sustainable transportation system.

## Challenges

The extra capacity we built into the system in the past has helped Oregon enjoy a transportation system that meets many of today's needs. But the world is changing rapidly, and Oregon's growth is using up its extra capacity. We must do things differently to meet the challenges of the next 25 years so that the next generation can enjoy the same kinds of opportunities and quality of life that we do.

### Challenge: Population

Oregon's population is growing faster than the national average: by 2030, the population is forecast to reach 4.8 million, a gain of 41 percent.

**Implication:** Population and predicted economic growth will increase the demand for transportation and add to the wear and tear on existing infrastructure.

### Challenge: Global Freight Traffic

Oregon competes in the global economy and ranked 10<sup>th</sup> in exports per capita in 2001. The *Oregon Commodity Flow Forecast* (2005) predicts that the total number of tons moved to, from and within Oregon will increase by 80 percent from 1997 to 2030.

**Implication:** A competitive global economy demands flexible, reliable and just-in-time freight movements. The efficient movement of goods and services depends on a well-developed and well-maintained transportation infrastructure.



*"The transportation plan links our quality of life with economic prosperity."*

*John Porter, President and CEO  
AAA Oregon/Idaho*



*The average Portland commuter would spend 17 more hours a year in traffic if not for public transportation.*

### **Challenge: Congestion**

On average, in 2002 urban freeways carried almost double the amount of traffic they carried in 1982. Accidents, stalled vehicles and other incidents cause about 50 percent of travel delay.

**Implication:** Increasing congestion undermines the state's economic competitiveness. As congestion increases, travel time becomes more unreliable. This unreliability increases travel costs and decreases businesses' competitive advantage. Reducing congestion will require improved system operations.

### **Challenge: Oil Prices and Supply**

An uncertain global oil supply and increasing prices will cause unpredictable worldwide economic and transportation changes.

**Implication:** Tighter supplies and higher demand will increase fuel costs. Developing alternative fuel and fuel-efficient vehicles could lessen our dependence on oil.

### **Challenge: Global Warming**

Transportation activities are the second-largest single source of greenhouse gas emissions in Oregon. The Oregon Office of Energy predicts that carbon dioxide emissions in the state will increase by 33 percent from 2000 to 2025, mainly because of increased driving.

**Implication:** Encouraging the use of hybrid, electric and other alternative-fuel engines, increasing public transit, and guiding land use and transportation choices could reduce greenhouse gas emissions.

### **Challenge: Land Use**

In the next 25 years, Oregon faces the challenges of integrating the state and local transportation systems with land uses, managing a shortage of industrial land in areas with access to transportation options, and uncertain development patterns as a result of Measure 37.

**Implication:** If land use planning and the transportation system better support each other, Oregonians could have more options for travel and lower travel times. Businesses could use the most cost-effective transportation option.

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## Challenge: Security

International and domestic terrorism threatens transportation security.

**Implication:** Responsible security includes improving emergency response; maintaining reliable communications among transportation agencies, law enforcement, rescue and medical services, and the public; and developing cost-effective security measures for the public and freight transportation infrastructure.

## Challenge: Safety

In 2003, 512 people were killed and over 28,000 injured on Oregon's highways and roadways; a total of 591 lives were lost in transportation-related deaths.

**Implication:** Continued attention to engineering, safety education, traffic enforcement and emergency response could reduce crashes, injuries and fatalities. And fewer crashes also reduce congestion.

## Challenge: Institutional Relationships

The mix of public and private ownerships and multiple jurisdictions responsible for various means of transportation impede our ability to reach shared goals.

**Implication:** Managing the system across jurisdictional lines requires interjurisdictional communication and cooperation. The state and local transportation system could function as one system and use technology that operates across boundaries and modes of transportation. When an accident blocks a freeway, the traffic signals on the detour route could be automatically retimed to move traffic around the blockage.



*Oregon was ranked 10<sup>th</sup> in exports per capita in 2001.*



*“Failure to fix potholes and build additional roadways doesn’t just mean a bumpy ride and more time stuck in congestion, it means lost jobs in Oregon.”*

*Tom Zelenka*

*Environmental and Public  
Relations Manager  
The Schnitzer Group*

*Oregon Freight Advisory  
Committee*

## **Challenge: Financing**

In Oregon, funding for transportation is inadequate and uncertain. The motor vehicle fuel tax funds highways and roadways, but over the next 25 years, inflation will reduce the tax’s spending power by 40 percent because the tax is not indexed to inflation. Pressure is mounting to eliminate public funding for Amtrak passenger rail services. Other transportation options face similar challenges.

**Implication:** If we don’t increase funding to counteract reduced spending power, highway and roadway conditions will decline. An efficient, well-maintained transportation system benefits everyone; a system in poor condition increases vehicular wear, accidents and costs. Inadequate and uncertain funding reduces options for air, public transit and rail services, and hinders Oregon’s economy.

We need to draw on our pioneering legacy as we approach today’s transportation challenges, finding creative solutions to meet our economic and community goals.



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## Opportunities

Although the challenges facing the transportation system are significant, Oregon is positioned to respond to them.

- We have the transportation infrastructure and the geographic position to connect to the international economy.
- Our basic transportation infrastructure is in relatively good condition; we have a solid foundation for maintaining and enhancing the system.
- Sustainability practices are being implemented from farms to urban areas. The state is well-positioned to foster the development of green transportation industries.
- Communities throughout Oregon are using public transit and other alternatives that save fuel; commuting via bicycle is growing. Cities are planning development that expands transportation options.
- Innovative technology is already a part of several metropolitan transportation systems, and its use is spreading to other parts of the state.
- TripCheck, a statewide traveler information web site, allows travelers and shippers to plan their trips to avoid congestion and unsafe traveling conditions.
- State and regional organizations and offices provide forums for addressing the challenges.

Other initiatives are under way to address our critical problems:

- An ODOT task force examined alternatives to the motor fuel tax and is conducting a demonstration project for one alternative. Metro and ODOT are exploring the possibility of pricing roads, including tolling, to fund new improvements.
- The ODOT Office of Innovative Partnerships is examining ways to develop major projects with private sector financing.



*Although the challenges facing the transportation system are significant, Oregon is positioned to respond to them.*





*“Economic growth is important—we must be competitive in a global economy.”*

*Mike Burrill  
Burrill Real Estate, LLC  
Chair, Oregon State Aviation Board  
Oregon Freight Advisory Committee  
Chair, TRADCO*

- The 2005 Oregon Legislature passed *ConnectOregon*, a funding package to address some of the state’s aviation, marine, public transportation and rail infrastructure needs.
- In the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy For Users (SAFETEA-LU), Congress authorized the creation of a National University Transportation Center involving a partnership of Oregon state universities to research critical transportation issues.

Oregon can be a leader in transportation efficiency. Our transportation system can be so effective and reliable that businesses and industries continue to be attracted to the state. We can lead in developing practices that allow us to respond to environmental degradation and lessen the impacts of global warming and peaking of oil supply. The challenges are great, but we have started to meet them.



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## Strategies

As required by Oregon and federal legislation, the OTP provides overall policy direction and a framework for prioritizing transportation improvements and developing funding for them. It doesn't identify specific projects for development.

The OTP defines key initiatives needed to implement the plan:

**1. Maintain the existing transportation system to maximize the value of the assets.**

Oregon's transportation system is an asset worth billions of dollars. To preserve it, we will need to maintain the state highway system and roadways connecting freight and passenger facilities such as ports, airports and rail terminals. We must preserve intercity, general service and special-needs transportation services throughout the state. We must also preserve passenger rail services both within the Willamette Valley and from California to Washington and work with the aviation industry to preserve the availability of regional air services statewide. And we must work with the Northwest Congressional delegations, federal agencies and the Army Corps of Engineers to assure funding is available for needed river and harbor dredging and for maintenance and repair of jetties that protect shipping lanes and harbors.

**2. Optimize system capacity and safety through information technology and other methods.**

To make Oregon's highways the safest and most efficient, we need to develop a state-of-the-art interactive highway system, improve emergency response, and increase safety through education, enforcement and infrastructure improvements that reduce crashes and transportation-related fatalities.



*“The extra capacity we built in the past helped us get to where we are today. Now we live in a global economy. We need to think differently.”*

*Onno Husing, Director  
Oregon Coastal Zone  
Management Association*



*Integrating transportation and land use makes both work better.*

**3. Integrate transportation, land use, economic development and the environment.**

By coordinating tribal, state, local and regional planning, we could protect transportation facilities, corridors and sites, and facilitate community and economic development. By joining the energy debate as an advocate for Oregon transportation, we could help ensure a reliable, diverse and adequate fuel supply and develop a contingency plan for dealing with fuel shortages.

**4. Integrate the transportation system across jurisdictions, ownerships and modes.**

State agencies, cities, counties, transit districts and the private sector should create decision-making practices to more efficiently and effectively manage, develop and operate the transportation system as a whole. We should develop a coordinated system for maximizing federal funding for transportation improvements.

**5. Create a sustainable funding plan for Oregon transportation.**

The Oregon Transportation Commission should engage the public in creating a sustainable funding plan that outlines clear choices on levels of investment for all means of transportation and all parts of the state. The funding plan should address the funding shortfall that will begin in 2008 as a result of the bond repayment, sources that will keep pace with inflation and alternatives to fuel taxes.

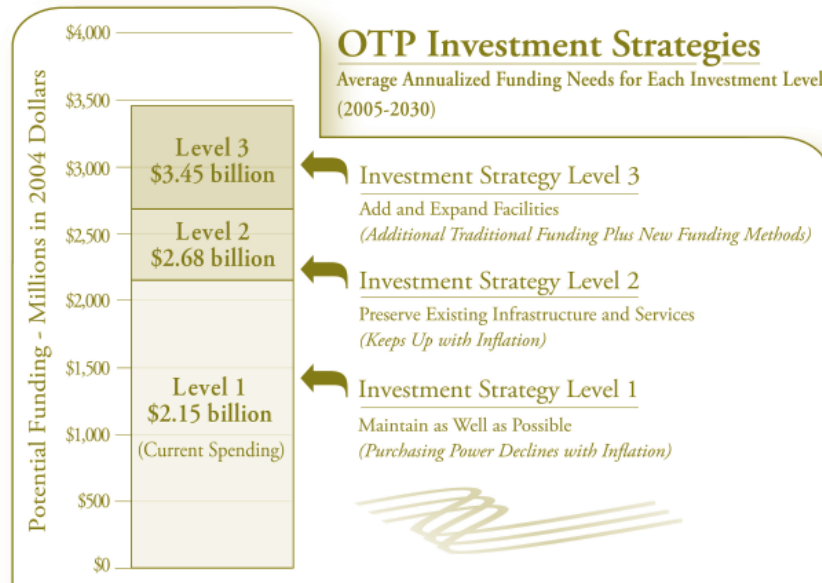
**6. Invest strategically in enhancements to capacity.**

Oregon should define what investments are strategic to the state's livability and economic vitality. OTP analysis supported the following potential investments, but others should be included:

- Build a north-south highway and rail super-corridor.
- Preserve and extend highway, public transportation and rail options in east-west and north-south corridors.
- Expand public transit services.
- Create second-day rail freight service to southern California.
- Expand regional air services, especially air freight services.

## Funding Options

The graphic below illustrates the different types of investments we can make depending on how much funding is available.



*How we optimize and invest in the transportation system will determine the results.*

## Choices

How we optimize and invest in the transportation system will determine the results:

- If we do nothing, the system will deteriorate, providing neither livable communities nor a base for economic development.
- If we increase the current funding to keep up with inflation, we can maintain the system and address major bottlenecks but not add substantially to existing capacity.
- If we judiciously apply new funding to the most serious maintenance and capacity problems while looking for innovative technologies, alternative funding and organizational solutions, we can take good care of the system for the long run.



*“Keeping the system in good condition requires thriftiness and new ways of paying for strategic investments.”*

*Rex Burkholder  
Metro Councilor*

## Outcomes

Here are some possible effects of a transportation plan that would benefit all of Oregon for the next 25 years:

- **Support the 21<sup>st</sup> Century Economy:** Airplanes, pipelines, railcars, ships and trucks depend on smooth connections to each other, to other states and to the world to move freight. The plan aims to transport commodities efficiently and reliably so goods arrive on time.
- **Enhance Livability:** With high fuel prices and global warming, we need more choices for getting around in our communities. The plan supports development of compact communities, which help make shorter trips, walking, bicycling and transit possible.
- **Increase Safety:** Almost 600 Oregonians die each year in transportation-related accidents. The plan supports better traffic enforcement, engineering, education and emergency response, and innovative approaches to reducing the number of deaths.
- **Maintain Our Assets:** Our investment in Oregon’s roadways, bridges, public transit, rail lines, ports and airports is worth billions. The plan strives to maintain our existing transportation system to maximize the value of these assets.
- **Expand Capacity Strategically:** The demand for new highway capacity, and air, bus, port and rail services is greater than we can fund. The plan would invest in the improvements that are most important to our communities and our economy.



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## Shape the Future!

The OTP outlines conditions and issues affecting Oregon's future and suggests next steps. To come up with a comprehensive, long-range solution that will guide the development of and investment in Oregon's transportation system for the next 25 years, we need your input.

The draft version of the OTP is available for citizens' comments through March 1, 2006. To view the draft plan, find out about public meetings scheduled in your area, or respond to a survey, go to [www.oregon.gov/ODOT/TD/TP/ortransplanupdate.shtml](http://www.oregon.gov/ODOT/TD/TP/ortransplanupdate.shtml).

The Oregon Transportation Commission is expected to adopt the plan in Summer 2006 following a public hearing.



*To view the draft plan, find out about public meetings scheduled in your area, or respond to a survey, go to [www.oregon.gov/ODOT/TD/TP/ortransplanupdate.shtml](http://www.oregon.gov/ODOT/TD/TP/ortransplanupdate.shtml).*





# OREGON TRANSPORTATION PLAN



*More than 60 Oregonians, serving on four committees, developed the draft plan.*

*Transportation photos provided by ODOT, Lane Transit District and the Port of Portland.*

## Steering Committee Members

Chairperson: Gail Achterman, Director, Institute for Natural Resources, Oregon State University; and Commissioner, Oregon Transportation Commission

Rex Burkholder, Metro Councilor

Mike Burrill, Burrill Real Estate, LLC; Chair, Oregon State Aviation Board; Oregon Freight Advisory Committee; and Chair, TRADCO

Pat Egan, Government Relations Manager, Port of Portland

Onno Husing, Director, Oregon Coastal Zone Management Association

Ellen Lowe, Oregon Food Bank

Jim Lundy, Professor, Oregon State University

Mike Marsh, Deputy Director, ODOT

Mike McArthur, Executive Director, Association of Oregon Counties

John Porter, President and CEO, AAA Oregon/Idaho

Mary Jane Rose-Guyer, former Mayor, City of Haines

Tom Schwetz, Transportation Program Manager, Lane Council of Governments

Duncan Wyse, President, Oregon Business Council

Bruce Warner, Director, and Lorna Youngs, Interim Director, ODOT

Tom Zelenka, Environmental and Public Relations Manager, The Schnitzer Group; and Chair, Oregon Freight Advisory Committee

## Oregon Transportation Commission

Chairperson: Stuart Foster

Gail Achterman

Michael Nelson

Randall "Randy" Papé

Janice Wilson



*The goal of the Oregon  
Transportation Plan is to  
provide a safe, efficient and  
sustainable transportation  
system that enhances  
Oregon's quality of life and  
economic vitality.*







**METRO**

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

December 1, 2005

Metro Regional Center – Council Chambers

MEMBERS PRESENT

AFFILIATION

Rex Burkholder, Chair	Metro Council
Rod Park, Vice Chair	Metro Council
Sam Adams	City of Portland
Bill Kennemer	Clackamas County
Matthew Garrett	Oregon Department of Transportation (ODOT - Region 1)
Rob Drake	City of Beaverton, representing Cities of Washington County
Fred Hansen	TriMet
Royce Pollard	City of Vancouver
Paul Thalhoffer	City of Troutdale, representing Cities of Multnomah County

MEMBERS ABSENT

AFFILIATION

Brian Newman	Metro Council
Maria Rojo de Steffey	Multnomah County
Lynn Peterson	City of Lake Oswego, representing Cities of Clackamas County
Roy Rogers	Washington County
Dick Pedersen	Oregon Department of Environmental Quality (DEQ)
Steve Stuart	Clark County
Don Wagner	Washington State Department of Transportation (WSDOT)
Bill Wyatt	Port of Portland

ALTERNATES PRESENT

AFFILIATION

Charles Becker	City of Gresham, representing Cities of Multnomah County
Doug Ficco	Washington State Department of Transportation (WSDOT)
Susie Lahsene	Port of Portland
Dean Lookingbill	Southwest Washington Regional Transportation Council

GUESTS PRESENT

AFFILIATION

Ed Abrahamson	City of Portland
Lenny Anderson	Swan Island TWA
Kenny Asher	PDC
Steve Bates	RHH
Kathy Busse	Washington County
Kim Carlson	NWDA Transportation Committee
Cindy Catto	Phoenix Rising Consulting

GUESTS PRESENT (cont.)AFFILIATION

Roland Chlapowski	City of Portland
Olivia Clark	TriMet
Steve Clark	Community Newspapers
David Cox	FHWA
Corky Collier	Columbia Corridor Association
Tom Dechenne	NB & S
Bob Duehmig	OHSU
Bob Durean	Andersen Construction
Evan Dust	HDR Inc.
Fred Eberle	ODOT
Gary Eichman	Oregon Transfer Co.
Rebecca Eisiminger	Port of Vancouver
Michelle Eraut	FHWA
Sorin Garber	SGCG
John Gillam	City of Portland
Pam Gilmour	Clackamas County
Cary Goodman	ODOT
Jerry Grossnickle	Bernert Barge Lines
Bruce Halperin	Portland Freight Committee
Kathryn Harrington	Citizen, Washington County
Marion Haynes	PBA
Eric Holmes	City of Battleground
Jon Howell	AORTA
Leland Johnson	Jet Delivery Systems
Susan Keil	City of Portland
Emily Lawton	FHWA
Alan Lehto	TriMet
Tom Markgraf	CRC
Sharon Nasset	ETA
Jim Nave	Union Pacific Rail Road
Karen Schilling	Multnomah County
Paul Smith	City of Portland
Ron Papsdorf	City of Gresham
Ed Pickering	C-Tran
John Rist	Clackamas County
Bob Short	Glacier NW
Dick Swennes	Portland Freight Committee
Satvinder Sandhu	FHWA
Jonathan Schlueter	Westside Economic Alliance
Chris Smith	TPAC
Jason Tell	ODOT
Charlie Tindall	Blue Line Transportation Company
Dave Unsworth	TriMet
John Wiebke	City of Hillsboro
Chris Warner	Governor's Office
Glen Weisbrod	Economic Development Research Group
Tracy AnnWhalen	PFC ESCO Corp
Jon Young	FHWA

## STAFF

Richard Brandman	Andy Cotugno	Jessica Martin	Robin McArthur
Pam Peck	Amelia Porterfield	Randy Tucker	Kathryn Schutte
Gina Whitehill-Baziuk		Patty Unfried Montgomery	
Deena Platman	Bridget Wiegart		

### I. CALL TO ORDER, INTRODUCTIONS AND WELCOME

Chair Rex Burkholder called the meeting to order at 7:30am and welcomed everyone to the special presentation of the *Cost of Congestion to the Economy in the Portland Metropolitan Area*. Chair Burkholder introduced Mr. Glen Weisbrod, President of the Economic Development Research Group.

### II. COST OF CONESTION PRESENTATION

Mr. Glen Weisbrod appeared before the committee and presented information on The Cost of Congestion to the Economy of the Portland Region (presentation attached to this document).

The report concludes that despite Portland's excellent rail, marine, highway and air connections to national and international destinations, projected growth in freight and general traffic cannot be accommodated on the current system. Increasing congestion, even with currently planned improvements, will significantly impact the region's ability to maintain and grow business, as well as quality of life issues.

The report found that:

- Action is needed to remain competitive with other regions that are planning large investments in their transportation infrastructure.
- Being a trade hub, Portland's competitiveness is largely dependent on efficient transportation, and congestion threatens the region's economic vitality.
- Businesses are reporting that traffic congestion is already costing them money.
- Failure to invest adequately in transportation improvements will result in a potential loss valued at \$844 million annually by 2025.
- Additional Regional investment in transportation would generate a benefit of at least \$2 for each dollar spent.

Mr. Matt Garrett inquired as to how some of the other regions that have undertaken similar studies are funding their strategies to take action to address congestion. Mr. Weisbrod noted that various funding strategies are being implemented including privatization and tolling.

Mr. David Cox inquired as to whether the study considered safety and pollution issues surrounding more cars on the road. Mr. Weisbrod responded that while the air pollution impacts are dramatic, they were asked to only look at the economic link to congestion, as people tend to understand the environmental impacts of having more cars on the road, but not necessarily the business and economic relationship.

Mr. Fred Hansen asked how Seattle's economy could be booming while also enduring immense traffic. Mr. Weisbrod stated that while some areas seem to be doing well, they will not be able to sustain that success and that long run competitiveness is more important than short-term successes.

Ms. Marion Haynes stated that they hoped to raise awareness of transportation issues with this study. The study is just the first step, helping to reframe the discussion of how to talk about the problems, so that those who address them will do so more informed.

Mr. Burkholder concluded the discussion by noting how critical it is that the business community and governments develop relationships in order to address these issues as a region.

#### VII. OTHER COMMITTEE BUSINESS

There was none.

#### VIII. ADJOURN

There being no further business, Chair Rex Burkholder adjourned the meeting at 8:55 a.m.

Respectfully submitted,

Jessica Martin  
Recording Secretary



**METRO**

**Joint Policy Advisory Committee on Transportation**

**MINUTES**

December 15, 2005  
7:30 a.m. – 9:00 a.m.  
Council Chambers

MEMBERS PRESENT

AFFILIATION

Rex Burkholder, Chair	Metro Council
Sam Adams	City of Portland
Brian Newman	Metro Council
Bill Kennemer	Clackamas County
Roy Rogers	Washington County
Rob Drake	City of Beaverton, representing Cities of Washington County
Lynn Peterson	City of Lake Oswego, representing Cities of Clackamas County
Dick Pedersen	Oregon Department of Environmental Quality (DEQ)
Fred Hansen	TriMet
Paul Thalhoffer	City of Troutdale, representing Cities of Multnomah County
Don Wagner	Washington State Department of Transportation (WSDOT)
Bill Wyatt	Port of Portland

MEMBERS ABSENT

AFFILIATION

Matthew Garrett	Oregon Department of Transportation (ODOT - Region 1)
Rod Park, Vice Chair	Metro Council
Maria Rojo de Steffey	Multnomah County
Steve Stuart	Clark County
Royce Pollard	City of Vancouver

ALTERNATES PRESENT

AFFILIATION

Chuck Becker	City of Beaverton, representing Cities of Multnomah County
James Bernard	Cities of Clackamas County
Dean Lookingbill	Southwest Washington Regional Transportation Council
Jason Tell	Oregon Department of Transportation (ODOT - Region 1)

OTHER COUNCILORS PRESENT

Robert Liberty	Metro Council
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GUESTS PRESENT

AFFILIATION

Kenny Asher	City of Milwaukie
Meeky Blizzard	Office of Congressman Blumenauer

<u>GUESTS PRESENT</u>	(cont)	<u>AFFILIATION</u>
Kathy Busse		Washington County
Olivia Clark		TriMet
Jef Dalin		City of Cornelius
Rick Finn		Port of Portland
Marianne Fitzgerald		DEQ
Ann Gardner		Schnitzer Steel
Kathryn Harrington		Citizen, Washington County
Mark Kemball		OHSU
Tom Markgraf		CRC
Sharon Nasset		ETA
Ron Papsdorf		City of Gresham
Karen Schilling		Multnomah County
Terry Whisler		City of Cornelius
John Wiebke		City of Hillsboro

STAFF

Richard Brandman, Jon Coney, Andy Cotugno, Kim Ellis, Tom Kloster, Jessica Martin, Kathryn Sofich, Randy Tucker

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

Chair Rex Burkholder declared a quorum and called the meeting to order at 7:39 a.m.

II. CITIZEN COMMUNICATIONS

Ms. Sharon Nasset, 4772 N. Lombard, appeared before the committee and stated her appreciation for the Cost of Congestion report presented December 1<sup>st</sup>. She also spoke of the importance of how public transportation works versus how it looks, noting specifically that people working non-traditional hours do not have access to public transportation as well as those living in areas outside of the city have bus stops that have no shelters, benches or paved places to wait.

III. COMMENTS FROM THE CHAIR

Chair Burkholder announced that the January 19, 2006 JPACT meeting would start at 7:15a.m. in order to accommodate Ms. Gail Ackerman, who would be presenting an Oregon Transportation Plan update.

IV. CONSENT AGENDA

**Minutes**

ACTION TAKEN: Mayor Rob Drake moved for approval of the amended October 13<sup>th</sup> and November 10<sup>th</sup> meeting minutes. Councilor. Lynn Peterson seconded the motion and it passed.

V. DISCUSSION ITEMS

**FY 07 Appropriations**

Mr. Andy Cotugno appeared before the committee and directed the committee's attention to the FY 07 Appropriations Requests memo (included as part of this meeting record). He noted that he was looking for agreement from the committee on priority projects in order to bring forward a resolution for approval at the January 19<sup>th</sup> JPACT meeting. Staff suggested that Portland, ODOT, Metro and the Port of Portland and each County in cooperation with the Cities of each County submit 2 or fewer priority projects. If that is not possible, staff suggested prioritizing projects.

The committee discussed at length the staff recommendations.

Ms. Peterson stated that narrowing Clackamas County's projects to two was a difficult process and she would prefer not to then have to rank the two projects.

MOTION: Mr. Roy Rogers moved, seconded by Mr. Rob Drake, to have Portland, ODOT, Metro, the Port of Portland and each County narrow their list to 2 projects each.

Mr. Sam Adams spoke against the motion, stating his preference for ranking 3 to 4 projects rather than narrowing to 2.

Ms. Peterson stated that Clackamas County and the Cities of Clackamas County invested a significant effort in narrowing their project list to 2.

CALL FOR THE QUESTION: Chair Burkholder called for the question.

Without further discussion, the committee voted on the motion under consideration.

ACTION: With Mr. Adams, Councilor Newman and Mr. Bill Wyatt voting against, and the remaining committee members present voting in favor, the motion passed.

Mr. Cotugno asked how and whether the committee wanted to recognize jurisdictions seeking earmarks outside the JPACT process. After discussion, the committee agreed that additional independent requests should not be submitted by any member jurisdiction or agency represented by JPACT (with exception of ODOT outside the metro region).

**RTP UPDATE**

Mr. Tom Kloster appeared before the committee to present information on the Regional Transportation Plan (RTP) Update. The Metro Council initiated an update to the RTP that will be closely coordinated with the 2040 New Look and culminate with the new 2035 RTP in December 2007. The update will address regional, state and federal planning requirements and incorporate new policy direction stemming from the 2040 New Look. The update will occur in phases, as dictated by varying state and federal planning requirements. It will also incorporate a new approach to developing the federal financial constrained system using the "budgeting for outcomes" process.

Three questions were posed to the committee:

1. What outcomes are you looking for from the RTP update?
2. Does the Budgeting for Outcomes approach resemble any process you have used? How do we tailor this to the update?
3. Which stakeholders are critical to the success of this approach?

Mr. Adams expressed his accord with the approach, as it connects actual expenditures with results.

## **CORRIDORS LETTER**

Councilor Robert Liberty appeared before the committee to present a letter from the Metro Council to JPACT regarding Resolution No. 05-3616A, which updated the Work Program for Corridor Refinement Planning. Councilor Liberty stated that the Council had considerable discussion about the relationship of the corridor plans with the current effort of taking a new look at the choices the region faces in the future. He added that while the Council understands the importance of building needed transportation improvements, the corridor studies should be conducted in the context of the broader efforts being examined, which include: how the region grows in the existing urban areas; how to create new communities in areas added to the UGB; and how to balance urban and agricultural needs and respect the concerns of neighboring communities as the region expands.

## **RESOLUTION 06-3651, FOR THE PURPOSE OF AMENDING THE FY06 UNIFIED PLANNING WORK PROGRAM (UPWP)**

Mr. Cotugno appeared before the committee to present Resolution 06-3651, which would add a series of revenue commitments to the work program so they could be drawn upon.

ACTION: Mr. Fred Hansen moved, seconded by Councilor Newman, to approve Resolution 06-3651. The motion passed.

## **COST OF CONGESTION**

Chair Burkholder directed the committee's attention to a packed of press clippings from local papers. Due to a shortage of time, he noted that a more in-depth discussion on the cost of congestion would be held at the next JPACT Finance committee meeting on January 26<sup>th</sup>.

## **VII. OTHER COMMITTEE BUSINESS**

There was none.

## **VIII. ADJOURN**

There being no further business, Chair Rex Burkholder adjourned the meeting at 9:03 a.m.

Respectfully submitted,

Jessica Martin  
Recording Secretary



M E M O R A N D U M

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736  
TEL 503 797 1757 | FAX 503 797 1949



**METRO**

DATE: January 12, 2006  
TO: JPACT Members and Interested Parties  
FROM: Andy Cotugno, Planning Director  
SUBJECT: Resolution 06-3656 – Appropriations Request List

---

Attached is Resolution 06-3656, Exhibit A and staff report. After the regular Transportation Policy Alternatives Committee (TPAC) meeting on Friday, January 6, 2006, additional changes were requested to the Metro Area FY 07 Federal Transportation Appropriations Request List (Exhibit A to Resolution No. 06-3656).

Summary of changes (highlighted on the attached with asterisks) include:

- Increase appropriation request for **TriMet Communications Systems** from \$2.0m to \$18.75m. Add to source: ITS and 5309 Bus.
- Addition of new category titled *Support for Washington/Clark County Priorities* and add **I-5 Trade Corridor** project with a request for \$5.0m

If these changes are acceptable, please substitute the proposed revision for Exhibit A for the version attached to the resolution.

1-12-06

Metro Area FY 07 Federal Transportation Appropriations Request List				
Changes	Project Type/Name	Appropriation Request (\$million)	Source	Purpose
	<b>Regional Highway Projects</b>			
	I-5 Trade Corridor	\$ 5.00	National Corridor Program	PE/EIS
	I-5/99W Connector	\$ 2.50	General Provisions Earmark	PE/EIS
	ITS Equipment (ODOT)	\$ 1.50	ITS	Construction
	<b>Total</b>	<b>\$ 9.00</b>		
	<b>Regional Transit Priorities</b>			
	Wilsonville-Beaverton Commuter Rail Project	\$ 27.50	5309 New Starts	Construction
	South Corridor/I-205	\$ 25.00	5309 New Starts	Construction
	TriMet Bus and Bus Related	\$ 8.00	5309 Bus	Construction
	MAX System Extension Analysis	\$ 1.00	5339 New Starts	Planning
	SMART Bus - Wilsonville - Multimodal Facility	\$ 1.75	5309 Bus	Construction
	TriMet Clean Fuels Technology	\$ 3.00	5308 Clean Fuels Grant Program	Construction
	Prototype Streetcar	\$ 1.00	5314	Construction
	<b>Total</b>	<b>\$ 67.25</b>		
	<b>Local Project Priorities</b>			
	Portland: East Burnside Corridor Street Improvements	\$ 4.70	General Provisions Earmark	Construction
	Portland: I-5/North Macadam Access	\$ 5.00	General Provisions Earmark	Construction
	Multnomah: Sellwood Bridge	\$ 3.00	HBRR	PE/Environment
	Gresham: Springwater-US 26 Access	\$ 5.00	General Provisions Earmark	PE/EIS/ROW
	Wilsonville: Kinsman Rd	\$ 2.00	General Provisions Earmark	Construction
	Clackamas County: Beaver Creek Road	\$ 1.70	General Provisions Earmark	EA/PE
	Hillsboro: Century Blvd. Bridge	\$ 5.00	General Provisions Earmark	PE/EIS
	Port of Portland: I-205 and Airport Way	\$ 3.00	General Provisions Earmark	PE/EIS
	Port of Portland: I-84/257th Interchange	\$ 1.00	General Provisions Earmark	PE/EIS
	Metro TOD Revolving Fund	\$ 5.00	TCSP	Construction
	<b>Total</b>	<b>\$ 35.40</b>		
	<b>Non-Transportation Appropriations Bills</b>			
	Port of Portland: Columbia River Channel Deepening	\$ 40.00	Energy & Water Appropriation	Construction
	Portland Streetcar - Segment 3: To South Waterfront	\$ 1.00	HUD	Construction
*****	TriMet Communications Systems	\$ 18.75	ITS/Homeland Security/5309 BUS	Construction
	<b>Total</b>	<b>\$ 59.75</b>		
	<b>Support for OTA Transit Request</b>			
	South Clackamas (Molalla) Transit District	\$ 0.20	5309 Bus	Bus Replacemtn
	City of Canby Operations Center/Buses	\$ 1.25	5309 Bus	Transit Center/Bus
	City of Sandy Operations Center/Garage	\$ 0.825	5309 Bus	Transit Center
	<b>Total</b>	<b>\$ 2.28</b>		
*****	<b>Support for Washington/Clark County Priorities</b>			
*****	I-5 Trade Corridor	\$ 5.00	National Corridor	PE/EIS
	<b>Total</b>	<b>\$ 5.00</b>		
	<b>Grand Total - Transportation Appropriations</b>	<b>\$ 178.68</b>		

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING ) RESOLUTION NO. 06-3656  
PORTLAND REGIONAL FEDERAL )  
TRANSPORTATION PRIORITIES FOR )  
FEDERAL FISCAL YEAR 2007 ) Introduced by Councilor Rex Burkholder  
APPROPRIATIONS )

WHEREAS, the Portland metropolitan region relies heavily on various federal funding sources to adequately plan for and develop the region's transportation infrastructure; and

WHEREAS, Metro must comply with a wide variety of federal requirements related to transportation planning and project funding; and

WHEREAS, Metro's Joint Policy Advisory Committee on Transportation (JPACT) has approved Exhibit A to this resolution, entitled, "Metro Area FY 07 Federal Transportation Appropriations Request List,"; now therefore

BE IT RESOLVED, that the Metro Council hereby approves Exhibit A of this resolution, entitled "Metro Area FY 07 Federal Transportation Appropriations Request List" and directs that it be submitted to the Oregon Congressional delegation.

ADOPTED by the Metro Council this \_\_\_\_\_ day of January, 2006.

\_\_\_\_\_  
David Bragdon, Council President

APPROVED AS TO FORM:

\_\_\_\_\_  
Daniel B. Cooper, Metro Attorney

1-10-06

## Metro Area FY 07 Federal Transportation Appropriations Request List

Project Type/Name	Appropriation Request (\$million)	Source	Purpose
<b>Regional Highway Projects</b>			
I-5 Trade Corridor	\$ 5.00	National Corridor Program	PE/EIS
I-5/99W Connector	\$ 2.50	General Provisions Earmark	PE/EIS
ITS Equipment (ODOT)	\$ 1.50	ITS	Construction
<b>Total</b>	<b>\$ 9.00</b>		
<b>Regional Transit Priorities</b>			
Wilsonville-Beaverton Commuter Rail Project	\$ 27.50	5309 New Starts	Construction
South Corridor/I-205	\$ 25.00	5309 New Starts	Construction
TriMet Bus and Bus Related	\$ 8.00	5309 Bus	Construction
MAX System Extension Analysis	\$ 1.00	5339 New Starts	Planning
SMART Bus - Wilsonville - Multimodal Facility	\$ 1.75	5309 Bus	Construction
TriMet Clean Fuels Technology	\$ 3.00	5308 Clean Fuels Grant Program	Construction
Prototype Streetcar	\$ 1.00	5314	Construction
<b>Total</b>	<b>\$ 67.25</b>		
<b>Local Project Priorities</b>			
Portland: East Burnside Corridor Street Improvements	\$ 4.70	General Provisions Earmark	Construction
Portland: I-5/North Macadam Access	\$ 5.00	General Provisions Earmark	Construction
Multnomah: Sellwood Bridge	\$ 3.00	HBRR	PE/Environment
Gresham: Springwater-US 26 Access	\$ 5.00	General Provisions Earmark	PE/EIS/ROW
Wilsonville: Kinsman Rd	\$ 2.00	General Provisions Earmark	Construction
Clackamas County: Beaver Creek Road	\$ 1.70	General Provisions Earmark	EA/PE
Hillsboro: Century Blvd. Bridge	\$ 5.00	General Provisions Earmark	PE/EIS
Port of Portland: I-205 and Airport Way	\$ 3.00	General Provisions Earmark	PE/EIS
Port of Portland: I-84/257th Interchange	\$ 1.00	General Provisions Earmark	PE/EIS
Metro TOD Revolving Fund	\$ 5.00	TCSP	Construction
<b>Total</b>	<b>\$ 35.40</b>		
<b>Non-Transportation Appropriations Bills</b>			
Port of Portland: Columbia River Channel Deepening	\$ 40.00	Energy & Water Appropriation	Construction
Portland Streetcar - Segment 3: To South Waterfront	\$ 1.00	HUD	Construction
TriMet Communications Systems	\$ 2.00	Homeland Security	Construction
<b>Total</b>	<b>\$ 43.00</b>		
<b>Support for OTA Transit Request</b>			
South Clackamas (Molalla) Transit District	\$ 0.20	5309 Bus	Bus Replacement
City of Canby Operations Center/Buses	\$ 1.25	5309 Bus	Transit Center/Bus
City of Sandy Operations Center/Garage	\$ 0.825	5309 Bus	Transit Center
<b>Total</b>	<b>\$ 2.28</b>		
<b>Grand Total - Transportation Appropriations</b>	<b>\$ 156.93</b>		

## STAFF REPORT

### IN CONSIDERATION OF RESOLUTION NO. 06-3656, FOR THE PURPOSE OF APPROVING PORTLAND REGIONAL FEDERAL TRANSPORTATION PRIORITIES FOR FEDERAL FISCAL YEAR 2007 APPROPRIATIONS

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Date: December 20, 2005

Prepared by: Andy Cotugno

#### BACKGROUND

The region annually produces a position paper that outlines the views of the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT), a regional body that consists of local elected and appointed officials, on issues concerning transportation funding that are likely to be considered by Congress during the coming year. This year priorities are limited to FY '07 appropriations only since last year the Congress succeeded in adopting the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFTEA-LU).

The Portland region is pursuing an aggressive agenda to implement a high-capacity transit system. This effort involves implementing two projects concurrently within the next three to five years: finishing the Wilsonville to Beaverton commuter rail and initiating construction of the I-205/Downtown LRT. Project development is also underway for the next corridor to Milwaukie. Additionally, there are several complementary projects for which the region is requesting funding: bus and bus facility purchases regionwide, Wilsonville Park and Ride, highway projects and others. All of these projects have a strong economic development emphasis.

Oregon and Washington continue developing a cooperative strategy to address the transportation needs in the I-5 Trade Corridor. The paper outlines the Federal funding needs and sources for continuing this work and requests support for obtaining these funds. Other interstate issues addressed in the paper include Columbia River channel deepening.

This FY 07 appropriations request for earmarked funding from SAFTEA-LU represents the consolidated regional request. Additional independent requests should not be submitted by any member jurisdiction or agency represented by JPACT (with exception of ODOT outside the metro region).

#### ANALYSIS/INFORMATION

- 1. Known Opposition** None known.
- 2. Legal Antecedents** Projects within the region earmarked for federal funding must be consistent with the Regional Transportation Plan, adopted by Metro Resolution No. 03-3380A, For the Purpose of Designation of Adopting the 2004 Regional Transportation Plan as the Federal Metropolitan Transportation Plan to meet Federal Planning Requirements.
- 3. Anticipated Effects** Resolution would provide the US Congress and the Oregon Congressional delegation specifically with the region's priorities for transportation funding for use in the federal transportation appropriation process.
- 4. Budget Impacts** Metro is involved in planning related to several of the projects included in the priorities paper and must approve many of the requested funding allocations. Failure to obtain funding for one or more of the projects could affect the FY 07-08 Planning Department budget. However, most of the funding requests deal with implementation projects sponsored by jurisdictions other than Metro.

**RECOMMENDED ACTION**

Approve Resolution 06-3656 for submission to the Oregon Congressional delegation for consideration in the Federal Fiscal Year 07 Appropriations Bill.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONSIDERATION OF ) RESOLUTION NO. 06-3655  
REGIONAL TRAVEL OPTIONS PROGRAM )  
WORK PLANS AND FUNDING SUB- ) Introduced by Councilor Rex Burkholder  
ALLOCATIONS FOR FISCAL YEARS 05-06 )  
AND 06-07 )

WHEREAS, the Metro Council approved a five-year strategic plan for the Regional Travel Options Program on January 15, 2004 that placed an emphasis on coordinating regional marketing activities and shifted the lead role for managing the program from TriMet to Metro via Resolution No. 04-3400 (For the Purpose of Adopting the Regional Travel Options Program 5-Year Strategic Plan); and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) established funding levels for the Regional Travel Options Program in the Metropolitan Transportation Improvement Program (MTIP) through the Transportation Priorities funding process adopted by Resolution No. 05-3606 (For the Purpose of Approving the 2006-09 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area), on August 18, 2005; and

WHEREAS, the Regional Travel Options Subcommittee of the Transportation Policy Alternatives Committee (TPAC) adopted proposed work plans and funding sub-allocations to Metro, TriMet and Wilsonville SMART for Regional Travel Options program activities in fiscal years 2005-2006 and 2006-2007 on December 8, 2005; and

WHEREAS, the proposed work plans and funding sub-allocations support implementation of the Regional Travel Options Program five-year strategic plan; now therefore,

BE IT RESOLVED, that the Metro Council:

1. Supports and approves the Regional Travel Options Program fiscal year 2005-2006 and 2006-2007 work plans and funding sub-allocations; and
2. The Metropolitan Transportation Improvement Program will be amended to match the organization of the work program categories.

ADOPTED by the Metro Council this \_\_\_\_\_ day of January, 2006.

\_\_\_\_\_  
David Bragdon, Council President

APPROVED AS TO FORM:

\_\_\_\_\_  
Daniel B. Cooper, Metro Attorney

## STAFF REPORT

### IN CONSIDERATION OF RESOLUTION NO. 06-3655, FOR THE PURPOSE OF CONSIDERATION OF REGIONAL TRAVEL OPTIONS PROGRAM WORK PLANS AND FUNDING SUB-ALLOCATIONS FOR FISCAL YEARS 05-06 AND 06-07

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Date: January 5, 2006

Prepared by: Pam Peck

#### BACKGROUND

The Regional Travel Options (RTO) Program implements regional policy to reduce reliance on the automobile and promote alternatives to driving for all trips. The program emphasizes all alternative modes of travel and all trip purposes, reflecting policies in the Regional Transportation Plan. The Metro Council approved a five-year strategic plan for the Regional Travel Options program in January 2004 that placed an emphasis on coordinating regional marketing activities and shifted the lead role for managing the program from TriMet to Metro.

Key components of the RTO program include a collaborative marketing program, regional rideshare program, transportation management association program, and grant program that provides funds to partner agencies and organizations through a competitive project selection process. Most program activities are implemented by partner organizations and agencies or consultant contracts administered by Metro.

The Metro Council and Joint Policy Advisory Committee on Transportation established funding levels for the Regional Travel Options Program in the 2004-2007 Metropolitan Transportation Improvement Program through the Transportation Priorities funding process. The Regional Travel Options Subcommittee of TPAC is charged with recommending detailed work plans and funding sub-allocations to partner agencies and organizations to support program implementation activities.

The subcommittee adopted the attached proposed work plans for fiscal year 2005-2006 and 2006-2007 at their December 8, 2005 meeting. The work plans implement the program's five-year strategic plan and include a narrative for program activities and recommendations for sub-allocation of program funds to Metro, TriMet, Wilsonville SMART, and area transportation management associations.

The Metropolitan Transportation Improvement Program (MTIP) will be amended to match the organization of the work program categories. The proposed funding sub-allocations include the following changes to the current MTIP allocation:

- Increases the funds available for TriMet's employer program in FY 06-07 from \$195,000 to \$350,000, to maintain the program's current staffing levels and meet the objectives for the employer program detailed in the RTO strategic plan.
- Moves \$100,000 for the regional evaluation program from TriMet to Metro per the proposed work plans and program strategic plan.
- Moves \$54,000 for promotion of the Oregon Department of Energy (ODOE) Business Energy Tax Credit and Telework programs to employers to the Metro material and services budget for marketing. Metro will amend the proposed work plans to include this work after further discussions with ODOE about the specific scope of work and timing for these activities and coordination with other employer outreach efforts. The tasks would be carried out through an intergovernmental agreement between Metro and ODOE.



## **ANALYSIS/INFORMATION**

1. **Known Opposition:** None.
2. **Legal Antecedents:** Resolution No. 04-3400 (For the Purpose of Adopting the Regional Travel Options Program 5-Year Strategic Plan), adopted on January 15, 2004 and Resolution No. 05-3606 (For the Purpose of Approving the 2006-09 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area), adopted on August 18, 2005.
3. **Anticipated Effects:** Provides certainty on funding sub-allocations levels for RTO partner agencies and organizations.
4. **Budget Impacts:** None anticipated, however the program relies on revenue generated through Business Energy Tax Credit (BETC) Program to meet local matching requirements for federal grant funds. The BETC program is currently under review by the Oregon Department of Energy. Revised rules may impact project eligibility requirements and could decrease the amount of revenue available through this program. In FY 2005/2006 the RTO program will explore and develop additional matching fund options.

## **RECOMMENDED ACTION**

Metro staff recommends approval of Resolution 05-3655.

Regional Travel Options Subcommittee of TPAC

Regional Travel Options Program  
**Proposed FY 05/06 work plan**

Regional Travel Options Program  
**Proposed FY 05/06 work plan**

Adopted Dec. 8, 2005 by the Regional Travel Options Subcommittee of TPAC

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**Regional Travel Options Subcommittee of TPAC**

- Lenny Anderson, Swan Island TMA
- Dan Bower, City of Portland
- Jan Bowers, City of Vancouver
- Rhonda Danielson, TriMet
- Sandra Doubleday, City of Gresham
- Susan Drake, DEQ
- Mohammed Fatthi, Clackamas County
- Kathryn Harrington, citizen
- Dan Kaempff, ODOT
- Matt Larsen, Multnomah County
- Gregg Leion, Washington County
- Jen Massa, City of Wilsonville SMART
- Pam Peck, Metro
- Gregg Snyder, citizen
- Greg Theisen, Port of Portland
- Rick Wallace, Oregon Office of Energy
- Dan Zalkow, citizen

## **Background**

The Regional Travel Options (RTO) Program implements regional policy to reduce reliance on the automobile and promote alternatives to driving for all trips. The program emphasizes all alternative modes of travel and all trip purposes, reflecting policies in the Regional Transportation Plan.

This scope of work continues implementation of the Regional Travel Options 5-Year Strategic Plan developed by the RTO subcommittee of the Transportation Policy Alternatives Committee (TPAC) in 2003. The strategic plan was adopted by the Joint Policy Advisory Committee on Transportation in December 2003 and by the Metro Council in January 2004. The strategic plan established the following program goals:

Goal 1 -- Develop a collaborative marketing campaign that is an “umbrella” for all travel options programs being implemented throughout the region.

Goal 2 -- Work with senior managers to become key advocates for RTO program and funding support at TPAC, JPACT and Metro Council.

Goal 3 -- Develop performance measures for all RTO programs, evaluate the success of these programs on an annual basis and use the results to refine future program investments and marketing strategies.

Goal 4 -- Develop an integrated RTO program organizational structure that supports a more collaborative approach to Regional Travel Options program implementation and decision making.

Goal 5 -- Develop regional policies that integrate RTO programs into other regional land use and transportation programs including the Centers Program, TOD Program, Corridors program, water quality programs and TriMet’s Transit Investment Plan.

Goal 6 -- Develop a funding plan that helps create a sustainable Regional Travel Options program.

## **Key program objectives for fiscal year 2005-2006**

- Complete all elements of program transition from TriMet to Metro, including TMA program, 2040 grant program and vanpool program.
- Complete Rideshare Program market analysis and implementation plan study and begin development of Regional Commuter Services Program in coordination with partner agencies and organizations.
- Develop regional marketing media and advertising campaign in partnership with ODOT, coordinate local marketing and outreach activities to support campaign, launch campaign in January 2006.
- Develop monitoring and evaluation strategy and complete 2004-2005 evaluation report.

## **Relationship to Metro Council goals and success factors**

The Regional Travel Options Program supports the following Metro Council goals and objectives\*:

*1.0 Encourage a strong and equitable regional economy.*

*1.4 Provide efficient access to jobs, services, centers, and industrial areas.*

RTO strategies support economic growth by increasing the capacity of current transportation infrastructure by providing and promoting alternatives to driving alone. The RTO program works directly with employers to find the best travel options for their employees through TriMet's Employer Outreach Program and local transportation management associations (TMAs). Services provided through the RTO program, such as carpool matching, vanpools and transit pass program ensure access to jobs for low-income residents of the region.

*3.0 Conserve Resources.*

*3.4 Use transportation investments and market responsive strategies to promote efficient and compact development, particularly in 2040 mixed-use areas and new urban areas.*

*3.6 Decrease the region's dependency on and consumption of fossil fuels.*

The RTO program can be used to increase the number of people bicycling and walking in centers. TMAs provide local leadership, which is one of the most critical components of developing successful community centers. The RTO program works to reduce drive-alone trips and vehicle miles of travel which results in decreased dependency on and consumption of fossil fuels.

*6.0 Protect and restore the natural environment, and integrate the natural and urban landscapes*

*6.2 Reduce pollution of air, water, and soil.*

Motor vehicles are the largest single source of air pollution in the Portland area. The RTO program will continue to work with Oregon DEQ to monitor progress towards reducing commute trips and the resulting air quality improvement. Stormwater runoff from street rights of way is the number one cause of water quality degradation in urban areas. Reducing the number of people driving prevents the expansion of roadways, which in turns prevent the amount of impervious surface being added to watersheds.

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\*Metro Council Goals and Objectives, Jan. 6, 2005: This document is not, in itself, a strategic plan as it does not define Metro's role in creating these outcomes, nor does it prescribe actions Metro may take. Metro's role in each outcome and the specific initiatives Metro will implement are being developed by the Metro Council through its strategic budget initiative and policy making processes. The Metro Council has committed to work with local governments, stakeholder groups, the region's residents, and Metro employees to collaboratively achieve the outcomes expressed in this document.

## **Program administration**

This scope of work continues implementation of the Regional Travel Options 5-Year Strategic Plan and supports the program structure called for by the strategic plan including administration and management of RTO program functions by Metro and better integration of RTO programs with Metro's Centers, TOD and Corridor programs.

The 1.2 FTE RTO program staff will:

- Chair and support RTO Subcommittee of TPAC, including logistics, scheduling and meeting summaries.
- Update RTO subcommittee bylaws to better support RTO program structure and decision-making.
- Conduct quarterly meetings of the Senior Managers group.
- Lead strategic planning for RTO Subcommittee including annual retreat and update of the strategic plan.
- RTO Subcommittee research and support on technical and financial issues.
- Create presentations about RTO programs for Metro committees and regional partners.
- Administer contracts for RTO programs.
- Develop and submit FTA application for CMAQ grant funds and administer grants for RTO programs.
- Identify local matching funds sources for future years.
- Complete Business Energy Tax Credit (BETC) applications and identify local pass through partner.
- Develop RTO program budgets and MTIP funding applications.
- Provide local transportation system plan support on achieving 2020 non-SOV targets.
- Define RTO program staff role in corridor planning studies, including development and analysis of TDM strategies.
- Define RTO program staff and subcommittee role in Regional Transportation Plan Update, including development and analysis of TDM strategies.
- Represent RTO program at Metro committees and jurisdictions and agency meetings.

### **Key milestones for FY 05/06**

- Nov/Dec 05 – RTO work programs and budgets reviewed and adopted by RTO subcommittee
- Jan 06 -- RTO work programs and budgets reviewed and adopted by TPAC, JPACT and the Metro Council
- Jan 06 – BETC applications completed
- Jan 06 – Program transition from TriMet to Metro complete
- March 06 – MTIP pre-application reviewed by RTO subcommittee
- April 06 – RTO subcommittee bylaws drafted
- May 06 – RTO subcommittee bylaws forwarded to TPAC, for review and approval
- May 06 – MTIP application reviewed and approved by RTO subcommittee
- June 06 – MTIP application submitted

- June 06 – RTO subcommittee annual retreat

**Deliverables**

- FY 06/07 budget
- RTO subcommittee meeting summaries
- Revised bylaws
- Updated strategic plan
- RTO annual retreat summary

## **Collaborative Marketing Program**

The RTO Collaborative Marketing Program coordinates all marketing and outreach efforts of the regional partners to create a broader public awareness of the travel options available to people traveling around the region and to reach new, targeted audiences. The overall program includes a regional marketing media and advertising campaign under development in coordination with ODOT and partner agencies from across Oregon, TriMet's Employer Outreach Program, Wilsonville SMART's TDM Program, and coordination of local partner marketing activities.

Metro's scope of work will focus on coordination of marketing activities carried out by all RTO partners to maximize the program's reach and effectiveness. In addition, the program will work to leverage the state's investment in the regional travel options marketing media and advertising campaign by conducting outreach at neighborhood and community events, providing incentives and giveaways to encourage behavior change, and aligning the messages and outreach strategies used by RTO partners with the messages developed for the advertising campaign.

The 1 FTE RTO program staff, augmented by internships and contracted professional services, will carry out the following tasks:

- Develop scope of services for employer outreach, determine what types of services will be provided, target markets, primary contacts for employers, collateral materials needs, training needs, quarterly outreach goals and tracking methods. Structure partner agreements and contracts to provide information needed for program evaluation.
- Develop RTO collateral materials consistent with the travel options marketing media and advertising campaign brand, including fact sheets, brochures, web pages, event display, and other collateral materials.
- Conduct outreach at key community events, including fairs, festivals and farmers markets, to provide information about travel options and one-on-one consultations with individuals and families willing to make behavior change. Develop a display booth consistent with the travel options marketing media and advertising campaign brand. Offer a commitment form, backed up with incentives for those who follow through by making behavior change.
- Revise the Carefree Commuter Challenge to reach greater numbers of commuters in suburban communities and leverage the travel options marketing media and advertising campaign. (Tentative – pending discussions with Westside Transportation Alliance [WTA])
- Develop regional calendar of events and coordinate presence of RTO partners.
- Support marketing working group for effective coordination and partner communication.
- Research and develop white papers on relationship of the use of travel options to health and economic development.
- Implement marketing plan for Bike There! map, coordinate map updates with Regional Transportation Planning staff, develop workplan for 2007 Bike There!



map, develop proposal for online bike trip planning tool and identify funding to support tool development.

**Key milestones for FY 05-06**

- Jan 06 -- Kick-off of regional travel options marketing media and advertising campaign.
- Jan 06 – White papers completed.
- March 06 – Events calendar completed
- April 06 – Collateral materials and events display completed.
- April 06 – Scope of services for employer outreach completed.
- May to June 06 -- Outreach at neighborhood and community events.
- June 06 – Bike There! workplan for 2007 map completed (milestones for map development will be included in the workplan)
- Spring 06 (tentative) – Carefree Commuter Challenge
- Ongoing – Implement Bike There! map marketing strategy

**Deliverables**

- Scope of services and partnership agreements for employer outreach
- RTO collateral materials and events display
- Regional calendar of events
- White papers on relationship of the use of travel options to health and economic development
- Revised Carfree Commuter Challenge defined
- Bike There! 2007 workplan, including online tool defined

## **Regional Rideshare - Vanpool Program**

This program markets carpooling and vanpooling, provides internet-based ride matching services through CarpoolMatchNW.org, and provides vanpool services. Program elements are in the process of transitioning from TriMet and the city of Portland to Metro and will be integrated in a regional rideshare program.

Metro's scope of work focuses on completing program transition activities, assuming operation of vanpool services in January 2006, and strengthening inter-regional ridesharing through enhanced carpooling and vanpooling services and development of a one stop shop for regional commuter services.

The .25 FTE RTO program staff, augmented by contracted professional services, will carry out the following tasks:

- Complete market research and implementation study.
- Release a request for proposals for vanpool operations and program management and develop agreements with vendors for provision of services.
- Develop a financial plan for vanpool operations including proposed policies for vanpool subsidies, pricing structure for passenger fares, provision of matching funds, target markets for new vanpool services, and scope for referral/incentive program.
- Update strategic plan program goals for starting new vanpool groups based on resource identified in the financial plan.
- Work with van vendors and area transit agencies to develop a system for reporting vanpool mileage to National Transit Data (NTD) and obtaining 5307 funds to create an additional funding source for vanpool operations in FY 08.
- Develop a "one-stop shop" for regional rideshare services including vanpool operations, carpool matching, and marketing of services. Develop a program work plan that includes objectives/targets for services, outreach and formation of new carpools, methods for tracking and reporting performance, and a marketing plan that identifies marketing messages, branding opportunities, such as a unified phone number and URL, and collateral materials needs including fact sheets, brochures, web pages and other collateral.
- Participate in development of statewide ridematching system, assist with defining specifications for system needs to meet the needs of the regional rideshare program.
- Improve CarpoolMatchNW web site by adding greater depth of knowledge and create more interactive functionalities.
- Support rideshare working group of RTO Subcommittee for effective coordination and partner communication.

### **Key milestones for FY 05-06**

- Jan 06 -- Transition vanpool program from TriMet to Metro.
- March 06 – Draft vanpool operations financial plan forwarded to RTO subcommittee for review and approval
- April 06 – Plan for one-stop shop for regional rideshare services program forwarded to RTO subcommittee for review and approval (program launch date and additional milestones to be determined in the plan)

- June 06 – Vanpool mileage reporting systems in place

**Deliverables**

- Market research and implementation plan study
- Financial plan for vanpool services
- Regional Rideshare Services Program workplan defined, including performance targets and marketing plan

## **Transportation Management Association (TMA) Program**

The TMA Program operates under the policy direction as provided in Metro Resolutions No.98-2676 and No.02-3183. TMAs are important private/public partnership tools that can be used effectively in the Central City, Regional Centers, Industrial Areas, and some Town Centers. TMAs provide important leadership development in Region 2040 centers that catalyze economic and community development.

The following TMAs provide trip reduction services to employers in the Portland metropolitan area: Clackamas Regional TMA, Gresham TMA, Lloyd TMA, Swan Island TMA, Troutdale TMA, and Westside Transportation Alliance.

RTO program staff will work with the TMAs to (note that Metro staff support for the tasks listed below is included in Program Administration):

- Complete transition of TMA program administration from TriMet to Metro.
- Involve TMAs in development of scope of services for employer outreach (as detailed in the Collaborative Marketing section of the workplan on page 5).
- Review TMA work plans for FY 06-07.
- Develop and administer TMA funding agreements.
- Hold quarterly meetings of TMA directors for effective coordination and partner communication.

### **Key milestones for FY 05-06**

- Aug 05 – TMA program transitioned to Metro
- Nov 05 – TMA directors meeting held
- Jan 06 – TMA directors meeting held
- April 06 – TMA directors meeting held
- May 06 – TMA funding agreements for FY 06-07 executed
- June 06 – TMA directors meeting held

### **Deliverables**

- TMA funding agreements
- Summaries of quarterly TMA director meetings
- Quarterly progress reports

## **2040 Initiatives Grant Program**

This program is administered by Metro with oversight from the RTO subcommittee. Grant funds are allocated bi-annually and fund TDM services and programs implemented by local jurisdictions, TMAs and non-profit groups located within Metro's boundary. Projects funded with 2040 grants must strive to reduce the usage of single occupant vehicles and/or daily vehicle miles traveled within a specific geographic location. All projects must quantify this reduction and quantify CO2 reduction or other air quality improvements.

In FY 06 the program will be administering grants the second year of grant funding awarded by the RTO subcommittee for 2004-2006. Grant administration FTE is included in Program Administration. In addition, RTO program staff will work with the RTO subcommittee to develop a grant allocation process, selection criteria, evaluation measures, budget and schedule for future grant allocations.

<b>Applicant/Project</b>	<b>FY 06 Funding</b>
SMART Walking Program	\$16,000
Lloyd District Pedestrian Program	\$10,925
Swan Island Vanpool Program	\$12,500
Portland/CarpoolMatchNW	\$60,000
Gresham TMA Bike Program	\$14,950
WTA Car Free Carefree	\$35,653

### **Key milestones for FY 05-06**

- March 06 – Grant allocation process, selection criteria, evaluation measures, budget and schedule for future grant allocations forwarded to RTO subcommittee for review and approval. (Additional milestones will be included in the allocation schedule.)
- June 06 – Completion of 2004-2006 projects.

### **Deliverables**

- Revised grant allocation process defined
- Quarterly progress reports

## **Evaluation Program**

This program collects, analyzes and reports data for each RTO program to ensure that RTO program funds are invested in the most cost effective ways. This scope of work transitions primary responsibility for evaluation of the regional program from TriMet to Metro.

The .25 FTE RTO program staff, augmented by contracted professional services and with guidance from an evaluation working group, will work to identify and implement standard and consistent data collection methods for measuring program effectiveness. This effort will be informed by the recommendations in the *UrbanTrans Rideshare Program Market Research and Implementation Plan* report, as well as the *Metro 2040 Modal Targets Study* report. RTO program staff will be responsible for on going and consistent data collection and tracking.

RTO program staff will provide data to an independent third party, such as Portland State University Transportation Research Center, to produce a program evaluation report for 2004 –2005. The evaluation report will be used to refine program development, marketing and implementation. Previously the program has produced an annual evaluation report, with the last report documenting 2003 program impacts.

In addition, RTO program staff and the evaluation working group will participate in the development of Metro's Travel Behavior Survey of 6,000 households. Metro will track the travel behavior of 1,000 of these households for up to five years, providing the RTO program with the ability to examine many factors related to travel behavior and to track the long-term impact of transportation demand management strategies.

The .5 FTE RTO program staff will:

- Support an evaluation working group that includes members of the RTO subcommittee and TPAC. The working group will review the draft 2004-2005 evaluation report and will work with staff to develop a recommended framework for evaluating RTO programs.
- Determine awareness, participation, customer satisfaction and program impact measures that will be tracked and used to evaluate RTO programs.
- Identify land use measures that can be monitored and related to travel behavior data.
- Conduct on going data collection and tracking for all RTO funded programs.
- Develop a set of prediction factors that would be used to select the most cost-effective RTO programs for implementation.
- Evaluate Region 2040 Centers on a biannual basis to determine progress towards non-SOV modal targets.

### **Key milestones for FY 05-06**

- Jan 06 – Scope of work and production schedule for 2004-2005 evaluation report defined
- Jan 06 – Kick-off meeting for evaluation working group
- Feb 06 -- Process for developing prediction factors defined

- May 06 – 2004 to 2005 evaluation report forwarded to RTO subcommittee for initial review and discussion
- June 06 – 2004 to 2005 evaluation report presented to TPAC, JPACT and the Metro Council

**Deliverables**

- Evaluation working group formed
- 2004-2005 program evaluation report
- Data collection and tracking methods for future evaluation efforts defined

## Budget

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<b>Regional Travel Options Program Revenue FY 06</b>	
FFY 04 MTIP carry over revenue	
Metro RTO Program	\$227,106
FFY 05 MTIP categories (FFY 05 MTIP = Metro FY 06)	
Core TDM Program (TriMet)	\$403,000
Metro RTO Program	\$562,494
SMART TDM Program	\$55,000
Carryover from TriMet/Metro IGA	\$312,361
<b>Total Grants</b>	<b>\$1,559,961</b>
<b>Other program revenue sources</b>	
ODOT TDM funds	\$1,036,600
BETC (expected to be received in 05/06)	\$101,217
BETC carryover from FY 05	\$43,000
Local match (partners)	\$95,225
<b>Total other sources</b>	<b>\$1,276,042</b>
<b>Total revenues</b>	<b>\$2,836,003</b>

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<b>Revenue source</b>	<b>Grants</b>	<b>Match/Metro</b>	<b>Match/local</b>	<b>ODOT</b>	<b>Total</b>
<b>Program administration</b>					
Metro Program Manager (.5 FTE)	56,486	6,465			62,951
Metro Assoc Trans Planner (.25 FTE)	20,091	2,299			22,390
Administrative staff (.45 FTE)	35,292	4,040			39,332
Contingency and shared cost	3,033	347			3,380
<b>Total program administration</b>					<b>128,053</b>
<b>Collaborative marketing</b>					
Travel Options Marketing Campaign				1,036,600	1,036,600
Marketing/outreach interns (4 interns/160 hours each)	17,368	1,988			19,356
Metro Program Manager (.5 FTE)	56,486	6,465			62,951
Metro Program Assistant 2 (.5 FTE)	28,892	3,307			32,199
Materials and services (display, collateral, incentives)	73,266	8,385			81,651
TriMet employer program**	303,000		34,680		337,680
SMART TDM Program**	55,000		6,295		61,295
<b>Total collaborative marketing</b>					<b>1,631,732</b>
<b>Region 2040 Initiatives Grants**</b>	170,000		19,457		<b>189,457</b>
<b>Transportation Management Assoc. Program**</b>	174,000		19,915		<b>193,915</b>
<b>Regional Rideshare Program</b>					
Regional vanpool fleet operations (20% match)	130,248	32,562			162,810
Rideshare marketing materials and services	25,000	2,861			27,861
CarpoolMatch NW (customer service)***	30,000		3,433		33,433
Metro Assoc Management Analyst (.25 FTE)	19,150	2,192			21,342
<b>Total regional rideshare program</b>					<b>245,446</b>
<b>Evaluation and tracking</b>					
Regional evaluation (1 FTE TriMet)	100,000		11,445		111,445
Metro Travel Behavior Household Survey	22,433	2,567			25,000
Metro Assoc Trans Planner (.25 FTE)	20,091	2,299			22,390
Contracted professional services	35,892	4,108			40,000
<b>Total evaluation and tracking</b>					<b>198,835</b>
<b>Grant carry over for 2040 Initiatives Grants in FY 07</b>	<b>184,233</b>				<b>184,233</b>
<b>BETC carry over for future local match</b>					<b>64,332</b>
<b>Program total*</b>	<b>1,559,961</b>	<b>79,885</b>	<b>95,225</b>	<b>1,036,600</b>	<b>\$2,836,003</b>

**Budget notes:**

\*Proposed Metro staff support totals 2.7 FTE

\*\*Funding sub-allocations to TriMet, Wilsonville SMART, TMAs and 2040 grant recipients

\*\*\*An additional \$60,000 for improvements to the CarpoolMatchNW web site is included in the Region 2040 Initiatives Grants Program budget

Regional Travel Options Subcommittee of TPAC

Regional Travel Options Program  
**Proposed FY 06/07 work plan**

# Regional Travel Options Program

## **Proposed FY 06/07 work plan**

Adopted Dec. 8, 2005 by the Regional Travel Options Subcommittee of TPAC

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### **Regional Travel Options Subcommittee of TPAC**

Lenny Anderson, Swan Island TMA  
Dan Bower, City of Portland  
Jan Bowers, City of Vancouver  
Rhonda Danielson, TriMet  
Sandra Doubleday, City of Gresham  
Susan Drake, DEQ  
Mohammed Fatthi, Clackamas County  
Kathryn Harrington, citizen  
Dan Kaempff, ODOT  
Matt Larsen, Multnomah County  
Gregg Leion, Washington County  
Jen Massa, City of Wilsonville SMART  
Pam Peck, Metro  
Gregg Snyder, citizen  
Greg Theisen, Port of Portland  
Rick Wallace, Oregon Office of Energy  
Dan Zalkow, citizen

## **Background**

The Regional Travel Options (RTO) Program implements regional policy to reduce reliance on the automobile and promote alternatives to driving for all trips. The program emphasizes all alternative modes of travel and all trip purposes, reflecting policies in the Regional Transportation Plan.

This scope of work continues implementation of the Regional Travel Options 5-Year Strategic Plan developed by the RTO subcommittee of the Transportation Policy Alternatives Committee (TPAC) in 2003. The strategic plan was adopted by the Joint Policy Advisory Committee on Transportation in December 2003 and by the Metro Council in January 2004. The strategic plan established the following program goals:

Goal 1 -- Develop a collaborative marketing campaign that is an “umbrella” for all travel options programs being implemented throughout the region.

Goal 2 -- Work with senior managers to become key advocates for RTO program and funding support at TPAC, JPACT and Metro Council.

Goal 3 -- Develop performance measures for all RTO programs, evaluate the success of these programs on an annual basis and use the results to refine future program investments and marketing strategies.

Goal 4 -- Develop an integrated RTO program organizational structure that supports a more collaborative approach to Regional Travel Options program implementation and decision making.

Goal 5 -- Develop regional policies that integrate RTO programs into other regional land use and transportation programs including the Centers Program, TOD Program, Corridors program, water quality programs and TriMet’s Transit Investment Plan.

Goal 6 -- Develop a funding plan that helps create a sustainable Regional Travel Options program.

### **Key program objectives for fiscal year 2006-2007**

- Implement year two of the regional travel options marketing media and advertising campaign.
- Recommend target area for TravelSmart individual/household based marketing campaign in fiscal year 2007-2008.
- Launch one-stop shop for Regional Rideshare Program.
- Develop criteria for formation of new TMAs.
- Recommend prediction factors for selecting cost-effective RTO programs that produce desired program impacts.

## **Relationship to Metro Council goals and success factors**

The Regional Travel Options Program supports the following Metro Council goals and objectives\*:

*1.0 Encourage a strong and equitable regional economy.*

*1.4 Provide efficient access to jobs, services, centers, and industrial areas.*

RTO strategies support economic growth by increasing the capacity of current transportation infrastructure by providing and promoting alternatives to driving alone. The RTO program works directly with employers to find the best travel options for their employees through TriMet's Employer Outreach Program and local transportation management associations (TMAs). Services provided through the RTO program, such as carpool matching, vanpools and transit pass program ensure access to jobs for low-income residents of the region.

*3.0 Conserve Resources.*

*3.4 Use transportation investments and market responsive strategies to promote efficient and compact development, particularly in 2040 mixed-use areas and new urban areas.*

*3.6 Decrease the region's dependency on and consumption of fossil fuels.*

The RTO program can be used to increase the number of people bicycling and walking in centers. TMAs provide local leadership, which is one of the most critical components of developing successful community centers. The RTO program works to reduce drive-alone trips and vehicle miles of travel that results in decreased dependency on and consumption of fossil fuels.

*6.0 Protect and restore the natural environment, and integrate the natural and urban landscapes*

*6.2 Reduce pollution of air, water, and soil.*

Motor vehicles are the largest single source of air pollution in the Portland area. The RTO program will continue to work with Oregon DEQ to monitor progress towards reducing commute trips and the resulting air quality improvement. Stormwater runoff from street rights of way is the number one cause of water quality degradation in urban areas. Reducing the number of people driving prevents the expansion of roadways, which in turns prevent the amount of impervious surface being added to watersheds.

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\*Metro Council Goals and Objectives, Jan. 6, 2005: This document is not, in itself, a strategic plan as it does not define Metro's role in creating these outcomes, nor does it prescribe actions Metro may take. Metro's role in each outcome and the specific initiatives Metro will implement are being developed by the Metro Council through its strategic budget initiative and policy making processes. The Metro Council has committed to work with local governments, stakeholder groups, the region's residents, and Metro employees to collaboratively achieve the outcomes expressed in this document.

## **Program administration**

This scope of work continues implementation of the Regional Travel Options 5-Year Strategic Plan and supports the program structure called for by the strategic plan including administration and management of RTO program functions by Metro and better integration of RTO programs with Metro's Centers, TOD and Corridor programs.

The 1.3 FTE RTO program staff will:

- Chair and support RTO Subcommittee of TPAC, including logistics, scheduling and meeting summaries.
- Conduct quarterly meetings of the Senior Managers group.
- Lead strategic planning for RTO Subcommittee including annual retreat and update of the strategic plan.
- RTO Subcommittee research and support on technical and financial issues.
- Create presentations about RTO program for Metro committees and regional partners.
- Administer contracts for RTO programs.
- Develop and submit FTA application for CMAQ grant funds and administer grants for RTO programs.
- Identify local matching funds sources for future years.
- Complete Business Energy Tax Credit (BETC) applications and identify local pass through partner.
- Develop RTO program budget for FY 07-08.
- Track MTIP funding process and provide updates to RTO subcommittee members and other program partners.
- Provide local transportation system plan support on achieving 2020 non-SOV targets.
- Provide staff support for development and analysis of TDM strategies in corridor planning studies.
- Provide staff support for development and analysis of TDM strategies included in the Regional Transportation Plan Update.
- Represent RTO program at Metro committees and jurisdictions and agency meetings.

### **Key milestones for FY 06/07**

- Sept 06 – RTO 07/08 work programs and budgets reviewed and adopted by RTO subcommittee
- Oct 06 – RTO 07/08 work programs and budgets reviewed and adopted by TPAC, JPACT and the Metro Council
- Nov 06 – BETC applications completed
- June 07 – RTO subcommittee annual retreat
- Ongoing – Track MTIP allocation process
- Ongoing – Participate in Regional Transportation Plan Update and corridor planning studies.

### **Deliverables**

- FY 07/08 budget
- RTO subcommittee meeting summaries
- Updated strategic plan
- RTO annual retreat summary

## **Collaborative Marketing Program**

The RTO Collaborative Marketing Program coordinates all marketing and outreach efforts of the regional partners to create a broader public awareness of the travel options available to people traveling around the region and to reach new, targeted audiences. The program includes implementation of the second year of a regional marketing media and advertising campaign, TriMet's Employer Outreach Program, Wilsonville SMART's TDM Program, and coordination of local partner marketing activities.

Metro's scope of work will focus on coordination of marketing activities carried out by all RTO partners to maximize the program's reach and effectiveness. In addition, the program will leverage the state's investment in the regional travel options marketing media and advertising campaign by conducting outreach at neighborhood and community events, providing incentives and giveaways to encourage behavior change.

The 1.5 FTE RTO program staff, augmented by contracted professional services, will carry out the following tasks:

- Develop RTO collateral materials consistent with the regional travel options marketing media and advertising campaign brand, including fact sheets, brochures, web pages, and other collateral materials.
- Create an RTO presence at key community events, including fairs, festivals and farmers markets, to provide information about travel options and one-on-one consultations with individuals and families willing to make behavior change. Offer a commitment form, backed up with incentives for those who follow through by making behavior.
- Develop regional calendar of events and coordinate presence of RTO partners.
- Support marketing working group for effective coordination and partner communication.
- Audit existing school outreach and marketing programs and recommend RTO role in reaching families with children through school-based outreach.
- Recommend target market(s) for TravelSmart individual/household marketing project(s) funded in the 2006-2009 MTIP. Forward recommendations to the RTO subcommittee, TPAC, JPACT and the Metro Council as part of the RTO budget for fiscal years 2007-2008 and 2008-2009.

### **Key milestones for FY 06-07**

- July-Aug 06 -- Outreach at neighborhood and community events.
- Aug 06 – Recommendation on RTO role in school-based outreach forwarded to RTO subcommittee.
- Sept 06 – Recommendation on target area(s) for TravelSmart individual/household marketing project(s) in fiscal years 2008 and 2009 forwarded to RTO subcommittee.
- Oct 06 – Recommendation on target area(s) for TravelSmart project(s) forwarded to TPAC, JPACT and the Metro Council.
- March 07 – Events calendar completed
- May to June 07 -- Outreach at neighborhood and community events.



- Ongoing – Implement year two of the regional travel options marketing media and advertising campaign.
- Ongoing – Implement Bike There! map marketing strategy
- Milestones to be determined – Coordinate update, printing and marketing of 2007 Bike There! map, and possible development of online trip planning tool

**Deliverables**

- RTO collateral materials
- Regional calendar of events
- TravelSmart target areas defined

## **Regional Rideshare - Vanpool Program**

This program markets carpooling and vanpooling to employers, provides internet-based ride matching services through CarpoolMatchNW.org, and provides vanpool and shuttle services. The scope of work for fiscal year 2006-2007 includes development of new resources, launch of new or increased services in target markets identified in the August 2005 *Rideshare Program Market Research and Implementation Plan* report, and public launch of the one stop shop for provision of rideshare services.

The .5 FTE RTO program staff, augmented by contracted professional services, will carry out the following tasks:

- Work with van vendors and area transit agencies to report vanpool mileage to National Transit Data (NTD) to secure 5307 funds for vanpool operations in FY 08.
- Refine program financial plan.
- Implement vanpool pilot projects in target markets in collaboration with local outreach partners, including TMAs, with the goal of starting 10 new vanpool groups.
- Promote carpooling in targeted markets to meet targets/goals established in FY 06.
- Develop collateral materials including fact sheets, brochures, web pages, testimonials, and other collateral.
- Implement visual brand for program developed in FY 2005-2006 and launch one stop shop to the public.
- Continue participation in development of statewide ridematching system; determine timeline for migrating the regional system to the statewide system.
- Maintain CarpoolMatchNW web site until statewide matching system is available to provide these services for the region.
- Refine targets for services and outreach.
- Track and report on program performance.
- Support rideshare working group of RTO Subcommittee for effective coordination and partner communication.

### **Key milestones for FY 06-07**

- Milestones to be determined – Launch, administer and evaluate one-stop shop for regional rideshare services.
- Ongoing -- Implement vanpool mileage reporting strategy.

### **Deliverables**

- Promotion and marketing plan for 2007
- Regional rideshare services collateral materials
- Updated program financial plan

## **Transportation Management Association (TMA) Program**

The TMA Program operates under the policy direction as provided in Metro Resolutions No.98-2676 and No.02-3183. TMAs are important private/public partnership tools that can be used effectively in the Central City, Regional Centers, Industrial Areas, and some Town Centers. TMAs provide important leadership development in Region 2040 centers that catalyze economic and community development.

The following TMAs provide trip reduction services to employers in the Portland metropolitan area: Clackamas Regional TMA, Gresham TMA, Lloyd TMA, Swan Island TMA, Troutdale TMA, and Westside Transportation Alliance.

RTO program staff will work with the TMAs to (note that FTE for these tasks is included in Program Administration):

- Conduct a study to better understand why the Tualatin and Columbia Corridor TMAs were not successful and use the results to create new criteria for the TMA approval process.
- Explore opportunities to develop TMAs in regional centers where significant transportation investments are being made. Over the next 3-5 years this will include proposed TMA start-ups in Hillsboro, Washington Square, Gateway and Oregon City (if they are ripe for TMA formation).
- Develop work plans for each TMA that support the unique character of each regional center and industrial areas and recognizing that at different levels of development.
- Hold quarterly meetings of TMA directors.
- Track TMA performance toward meeting outreach and performance targets.
- Recommend options for better linking TMA performance to funding.
- Develop performance measures for TMAs.
- Recommend options for better linking performance to funding.

### **Key milestones for FY 06-07**

- Oct 06 – TMA directors meeting held
- Jan 07 – TMA directors meeting held
- April 07 – TMA directors meeting held
- May 07 – TMA funding agreements for FY 06-07 executed
- June 07 – TMA directors meeting held
- Milestones to be determined – Recommend criteria for formation of new TMAs.

### **Deliverables**

- Report on factors that create a successful TMA
- TMA agreements
- Summaries of quarterly TMA director meetings
- Quarterly progress reports

## **2040 Initiatives Grant Program**

This program is administered by Metro with oversight from the RTO subcommittee. Grant funds are allocated bi-annually and fund TDM services and programs implemented by local jurisdictions, TMAs and non-profit groups located within Metro's boundary. Projects funded with 2040 grants must strive to reduce the usage of single occupant vehicles and/or daily vehicle miles traveled within a specific geographic location. All projects must quantify this reduction and quantify CO2 reduction or other air quality improvements.

In FY 07 the program will be administering grants awarded by the RTO subcommittee for 2006-2008. Grant administration FTE is included in Program Administration. 2040 grant funds available for 2006-2008 total \$291,350 for a 2-year program total of \$324,696.

### **Key milestones for FY 05-06**

- July 06 – Work on 2006-2008 projects begins.
- Oct 06 – Quarterly progress reports submitted to Metro
- Jan 07 – Quarterly progress reports submitted to Metro
- April 07 – Quarterly progress reports submitted to Metro
- July 07 – Quarterly progress reports submitted to Metro

### **Deliverables**

- Quarterly progress reports

## **Evaluation Program**

This program collects, analyzes and reports data for each RTO program to ensure that RTO program funds are invested in the most cost effective ways. A biannual evaluation report is used to refine program development, marketing and implementation to ensure that limited program dollars are invested in the most cost effective ways.

The .65 FTE RTO program staff will be responsible for on going and consistent data collection and tracking that will be used to produce an evaluation report for 2006-2007 in fiscal year 08. RTO program staff and the evaluation working group will continue to participate in the development of Metro's longitudinal Travel Behavior Survey of 1,000 households for up to five years and recommend survey projects for future years that will assist with evaluation of the RTO program and could result in models that would better predict the impact of investments in TDM strategies and infrastructure for travel options.

The .65 FTE RTO program staff will:

- Support RTO evaluation working group for effective partner involvement in the RTO evaluation program.
- Conduct on going data collection and tracking for all RTO funded programs.
- Create a central database for the RTO program that can be used in conjunction with other regional travel behavior data to monitor each program component.
- Develop a set of prediction factors that would be used to select RTO programs for implementation based on cost-effectiveness and ability to achieve desired program impacts.
- Recommend options for RTO participation in the longitudinal Travel Behavioral Survey.

### **Key milestones for FY 06-07**

- July 06 – Workplan for development of program database and prediction factors completed. The plan will identify milestones for the evaluation program in FY 06-07.
- Ongoing – Data collection and program tracking.

### **Deliverables**

- Program effectiveness prediction factors.
- Central database completed.

## Budget

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### Regional Travel Options Program Revenue FY 07

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FFY 06 MTIP categories (FFY 06 MTIP = Metro FY 07)

Regional evaluation (TriMet)	\$100,000	
TriMet employer program	\$195,000	
Core TDM Program	\$987,000	
Telework (ODOE)	\$27,000	
BETC (ODOE)	\$27,000	
SMART TDM Program	\$121,000	
Carry over for 2040 Initiatives Grants	\$184,233	
<b>Total grant revenue</b>		<b>\$1,641,233</b>
Other program revenue sources		
ODOT TDM funds	\$823,435	
BETC (expected to be received in 06/07)	\$112,037	
BETC carryover from FY 06	\$64,332	
Local match (partners)	\$91,010	
<b>Total other sources</b>		<b>\$1,090,814</b>
<b>Total revenues</b>		<b>\$2,732,047</b>

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<b>Revenue source</b>	<b>Grants</b>	<b>Match/Metro</b>	<b>Match/Local</b>	<b>ODOT</b>	<b>Total</b>
<b>Program administration</b>					
Metro Program Manager (.5 FTE)	\$57,306	\$6,559			\$63,865
Metro Assoc Trans Planner (.5 FTE)	\$42,805	\$4,899			\$47,704
Administrative staff (.3 FTE)	\$18,145	\$2,077			\$20,222
Contingency and shared cost	\$20,324	\$2,326			\$22,650
<b>Total program administration</b>					<b>\$154,441</b>
<b>Collaborative marketing</b>					
Travel Options Marketing Campaign				\$823,435	\$823,435
Metro Program Manager (.5 FTE)	\$57,306	\$6,559			\$63,865
Marketing/outreach interns (4 interns/320 hours each)	\$35,228	\$4,032			\$39,260
Metro Program Assistant 2 (1 FTE)	\$57,784	\$6,614			\$64,398
Materials and services (collateral, incentives)	\$29,415	\$3,366			\$32,781
TriMet employer program*	\$350,000			\$40,059	\$390,059
SMART TDM Program (07 and 08)*	\$121,000			\$13,849	\$134,849
<b>Total collaboration marketing</b>					<b>\$1,548,647</b>
<b>Region 2040 Initiatives Grants (2006-2008)*</b>	\$145,675		\$16,673		<b>\$162,348</b>
<b>Transportation Management Assoc. (TMA) Program*</b>	\$148,500		\$16,996		<b>\$165,496</b>
<b>Regional rideshare program</b>					
Regional vanpool fleet operations (20% match)	\$130,248	\$32,562			\$162,810
Vanpool pilot projects operations (20% match)	\$88,000	\$22,000			\$110,000
Rideshare marketing materials and services	\$40,000	\$4,578			\$44,578
CarpoolMatch NW (maintenance)	\$30,000			\$3,433	\$33,433
Metro Assoc Management Analyst (.5 FTE)	\$40,766	\$4,666			\$45,432
<b>Total regional rideshare program</b>					<b>\$396,253</b>
<b>Evaluation and tracking</b>					
Metro Travel Behavior Household Survey	\$22,433	\$2,567			\$25,000
Metro Assoc Trans Planner (.5 FTE)	\$42,805	\$4,899			\$47,704
Data Resources and Transportation Research (.15 FTE)	\$17,817	\$2,039			\$19,856
<b>Total evaluation and tracking</b>					<b>\$92,560</b>
<b>Grant carry over for 2040 Initiatives Grants in FY 08**</b>	\$145,675				<b>\$145,675</b>
<b>BETC carry over for future local match</b>					<b>\$66,627</b>
<b>Program total***</b>	<b>\$1,641,232</b>	<b>\$109,743</b>	<b>\$91,010</b>	<b>\$823,435</b>	<b>\$2,732,047</b>

Regional Travel Options Program  
Proposed FY 06-07 work plan, adopted Dec. 8, 2005

**Budget notes:**

\*Funding sub-allocations to TriMet, Wilsonville SMART, TMAs and 2040 grant recipients

\*\*2040 grant funds available for 7/06-6/08 will total \$291,350 for a 2-year program total of \$324,696

\*\*\*Proposed Metro staff totals 3.95 FTE



BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE ) RESOLUTION NO. 06-3658  
RECOMMENDATIONS OF THE HIGHWAY 217 )  
CORRIDOR TRANSPORTATION PLAN ) Introduced by: Councilor Carl Hosticka

WHEREAS, on August 10, 2000 the Metro Council adopted Ordinance No. 00-869A, For the Purpose of Adopting the 2000 Regional Transportation Plan (RTP); Amending Ordinance No. 96-647C and Ordinance No. 97-715B, Metro's 2000 Regional Transportation Update with the intent to adopt subsequent amendments from specific outstanding corridor studies; and

WHEREAS, the 2000 RTP, adopted by ordinance, together with portions of the 1996 Urban Growth Management Functional Plan serve as the regional Transportation System Plan (TSP) required by the State Transportation Planning Rule; and

WHEREAS, on July 26, 2001 the Metro Council adopted Resolution No. 01-3089, For the Purpose of Endorsing the Findings and Recommendations of the Corridor Initiatives Project, which identified a work program for completion of the corridor refinement plans; and

WHEREAS, on June 27, 2002 the Metro Council adopted Resolution No. 02-946A, For the Purpose of Adopting the Post-Acknowledgement Amendments to the 2000 Regional Transportation Plan (RTP) amending the RTP to incorporate the corridor refinement work program; and

WHEREAS, due to the current and anticipated growth and congestion and the need to provide transportation access to support the 2040 Plan, that Resolution identified the Highway 217 Corridor as a priority for completion in the first planning period; and

WHEREAS, on September 24, 2002 Metro executed a three-party Grant Agreement with the Federal Highway Administration (FHWA) and the Oregon Department of Transportation (ODOT) to receive \$400,000 in FHWA funds and provide \$100,000 local match that would fund the Value Pricing portion of the Highway 217 Corridor Study; and

WHEREAS, on June 12, 2003, the Metro Council adopted Resolution No. 03-3331, For the Purpose of Confirming Appointments to the Highway 217 Policy Advisory Committee (PAC), which appointed twenty members to the Highway 217 Corridor PAC to guide the study technical and public involvement processes and to provide interim and final recommendations; and

WHEREAS, the Committee was comprised of 17 jurisdictional members representing interest areas within the corridor and three at-large citizen members selected through a public solicitation process and a list of members is Exhibit C to this Resolution; and

WHEREAS, the Highway 217 Corridor planning has been completed in partnership with Washington County, and the Cities of Beaverton, Tigard, Tualatin and Lake Oswego, ODOT and TriMet who participated in advisory committees and reviewed key products; and

WHEREAS, the project included a significant public involvement program as outlined in the Staff Report to this Resolution; and

WHEREAS, Metro has coordinated extensively with the various land use and transportation planning efforts in the corridor; and

WHEREAS, the Highway 217 Corridor Study has investigated a number of multi-modal options in the two phases of study; and

WHEREAS, the Highway 217 Corridor PAC was involved in the development and evaluation of options, and provided recommendations at the end of Phase I and II of this study; and

WHEREAS, Metro Council has been briefed on the study findings and PAC recommendations at the conclusion of Phase I and Phase II of the Highway 217 Corridor Study; and

WHEREAS, Exhibit A of this Resolution contains an Executive Summary of the PAC recommendations, and Exhibit B of this Resolution contains PAC recommendations for the Highway 217 Corridor Transportation Plan and outlines specific subsequent next steps for planning and project development work (“next steps”), and Attachment 1 to the Staff Report, the Highway 217 Corridor Study Phase II Overview Report (November 16, 2005), contains study findings and summary conclusions and Attachment 2 to the Staff Report is the Highway 217 Corridor Study – Public Involvement Summary (November 2005); now, therefore

BE IT RESOLVED by the Metro Council;

1. That the Highway 217 Corridor Transportation Plan Recommendation (Exhibit B) is hereby approved and adopted as a program for additional project development and planning work in the corridor; and
2. That Metro Council directs staff to prepare amendments to the RTP in accordance with the Recommendation (Exhibit B); and
3. That Metro Council directs staff to work with other jurisdictions to implement appropriate amendments to local plans and additional planning and project development efforts as outlined in the Recommendations.

ADOPTED by the Metro Council this \_\_\_\_\_ day of \_\_\_\_\_, 2006.

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David Bragdon, Council President

Approved as to Form:

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Daniel B. Cooper, Metro Attorney

Highway 217 Corridor Transportation Plan

**POLICY ADVISORY COMMITTEE (PAC) RECOMMENDATION  
Executive Summary**

**I. Overall recommendations for regional consideration**

1. The PAC recognizes that the region needs additional transportation funding and supports efforts to increase funding at federal, state and local levels.
2. Due to the large funding gaps under all options, in the near term, seek higher funding priority for Highway 217 improvements at federal, state and local levels. This includes:
  - Seeking to fund priority interchanges through various federal, state, regional funding packages
  - Seeking to add Highway 217 to the list of Highways of Statewide Significance.<sup>1, 2</sup>
  - Initiate a corridor study of I-5 from Highway 217 to Wilsonville.

**II. Highway 217 traffic lanes**

The study found a need for a new through lane in each direction on Highway 217.

- Oregon Department of Transportation (ODOT), Metro and local jurisdictions should seek funding for a Highway 217 Environmental Impact Statement (EIS) in the 2008-2011 Statewide Transportation Improvement Program (STIP), which would include consideration of a new through lane in each direction as either a general purpose or as a tolled lane.
- Amend the Regional Transportation Plan (RTP) to recognize that the new lane could be either a general purpose or a tolled lane and to include the EIS in the Financially Constrained system.

**III. Highway 217 interchanges**

In the short term, the PAC recommends further developing and evaluating a prioritized list of interchange improvements as part of a National Environmental Protection Act (NEPA) process. The improvements include braided ramps (or other appropriate improvements) between five major interchanges as well other several other major interchange improvements within the corridor. The recommendation also directs:

- ODOT, Metro and local jurisdictions to seek to include the design and construction of the Beaverton-Hillsdale/Allen ramp braids or other high priority interchange improvements in the 2010-2013 STIP and amend the RTP accordingly.
- Amendment of local and regional plans to include these interchange improvements.

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<sup>1</sup> ODOT did not endorse this element of the recommendation.

<sup>2</sup> TPAC had serious reservations about this element of the recommendation and suggested alternative language:

- If the list of Highways of Statewide Significance is reopened by the Oregon Transportation Commission (OTC), the Joint Policy Advisory Committee on Transportation (JPACT) should consider nominating the Highway 217 project.
- ODOT and Metro should develop a financing strategy for this project.
- ODOT should seek to include the Highway 217 project in the next round of solicitations for the Oregon Innovative Partnership Program to assess the private sector interest in financing this project.

#### **IV. Arterials**

In the short term, Metro and local jurisdictions should seek to fund design and construction of key arterial improvements already within the financially constrained plans. The PAC recommends that local jurisdictions further evaluate the priority of six other north-south improvements designated in Exhibit B as part of their Transportation System Plan process and seek to include priority improvements in the Financially Constrained Plan.

#### **V. Bicycle and pedestrian facilities**

The PAC recommends that priority be given to the projects designated in Exhibit B (many in existing plans) needed to complete a north-south route west of Highway 217. ODOT, Metro and the local jurisdictions should seek funding to construct the financially constrained projects identified in the PAC recommendation above. ODOT, Metro and local jurisdictions should also seek to include the new projects in the next RTP Financially Constrained Plan and fund them, as monies become available through federal, state or local allocations.

#### **VI. Transit service**

TriMet, Metro and local jurisdictions should seek to move up the timeline for implementing planned corridor transit improvements in the next RTP. Additionally, express bus service on Highway 217, expanded commuter rail service and other appropriate transit service increases should be examined as part of future RTP updates, the EIS and/or TriMet's 2005 Transit Investment Plan.

Highway 217 Corridor Transportation Plan

**POLICY ADVISORY COMMITTEE RECOMMENDATION**

Note: For brevity this Exhibit does not include study findings or conclusions, which are summarized in the Staff Report.

**I. Overall recommendations for regional consideration**

1. The Policy Advisory Committee (PAC) recognizes that the region needs additional transportation funding and supports efforts to increase funding at federal, state and local levels.
2. Due to the large funding gaps under all options, in the near term, seek higher funding priority for Highway 217 improvements at federal, state and local levels.
  - Oregon Department of Transportation (ODOT), Metro and local jurisdictions should seek to include priority interchanges or other appropriate elements of the Highway 217 project in any state, regional or local transportation funding measure.
  - ODOT, Metro and local jurisdictions should consider seeking a federal earmark for Highway 217 in the next federal transportation reauthorization.
  - Seek funding to commence a corridor study of the section of I-5 between Highway 217 and Wilsonville. The Highway 217 study highlighted the severity of the future bottleneck at this location. Each of the options worsened this bottleneck, particularly Options A and C, which drew the most new traffic to the corridor.
  - ODOT, Metro and local jurisdictions should seek to amend the list of Highways of Statewide Significance to include the Highway 217 project.<sup>1,2</sup>
  - PAC members shall advocate for the above policy recommendations as appropriate.

**II. Highway 217 traffic lanes**

*Recommendation*

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<sup>1</sup> ODOT did not endorse this portion of the recommendation.

<sup>2</sup> TPAC had serious reservations about this element of the recommendation and suggests consideration of the following alternative language:

- If the list of Highways of Statewide Significance is reopened by the Oregon Transportation Commission (OTC), the Joint Policy Advisory Committee on Transportation (JPACT) should consider nominating the Highway 217 project.
- ODOT and Metro should develop a financing strategy for this project.
- ODOT should seek to include the Highway 217 project in the next round of solicitations for the Oregon Innovative Partnership Program to assess the private sector interest in financing this project.

All of the options improve transportation performance on the corridor.

- The PAC recommends that the general purpose and express toll lane options be carried forward.
- The tolled ramp meter bypass option should not continue as a separate option due to lack of public acceptance, limited potential revenues and the lack of projected usage for many of the tolled ramp meter bypass locations. Tolled ramp meter bypass locations that have potential should be evaluated further in the Environmental Impact Statement (EIS) process as part of the tolled lane option.

#### *Next steps*

Amend the Regional Transportation Plan (RTP) to indicate that the third through lane in each direction could be either a general purpose or a tolled lane. Metro, ODOT, Washington County, and the Cities of Beaverton and Tigard should seek to amend the RTP to advance the project development work of the new through lane in each direction into the Financially Constrained RTP.

Metro, ODOT and the local jurisdictions should seek to include in the draft 2008-2011 Statewide Transportation Improvement Program (STIP) funding for the Highway 217 EIS. The Highway 217 EIS is important so that ramp and interchange improvements on the entire facility can be implemented as funding becomes available. Additionally, the study would determine whether the lane should be a general-purpose lane or an express tolled lane. The EIS should also further consider the revenue contribution and test public acceptance of tolling selected ramp meter bypasses as part of the tolled lane option. It should also consider the advisability of allowing trucks larger than 26,000 pounds on a tolled lane. Finally, the EIS should develop more detailed revenue and usage forecasts for the tolled lane and a financing and phasing plan for the preferred alternative.

### **III. Highway 217 interchanges**

#### *Recommendation*

In the short term, the PAC recommends further developing and evaluating the following interchange improvements as part of a National Environmental Protection Act (NEPA) process (along with other appropriate options). The following list provides a general order of priority for the recommended interchange improvements, but implementation of these projects should respond to funding opportunities and local transportation needs and could occur in a different order. Engineering and specific design of the improvements should be evaluated in the NEPA process.

#### First Tier Priority

- Beaverton-Hillsdale/Allen Blvd. ramp braids
- Allen/Denney Road interchange

#### Second Tier Priority

- Canyon/Walker Road ramp braids
- Scholls Ferry/Greenburg Road ramp braids
- Greenburg Road (major interchange improvement, possibly single point interchange)

#### Third Tier Priority

- SW 72nd Avenue (additional turn lanes with major interchange improvement – design to be determined)

- Barnes Road (widening with additional turn lanes)
- Progress interchange (interchange improvements including widening and additional turn lanes)
- Highway 99W (revised access lanes to/from Highway 217, widening and additional turn lanes)

*Next steps*

Seek to amend local and regional transportation plans to add the interchange improvements. ODOT, Metro and local jurisdictions should seek to include the design and construction of the Beaverton-Hillsdale/Allen ramp braids or other high priority interchange improvements in the 2010-2013 STIP.

**IV. Arterials**

*Recommendation*

In the short term, design and construct the arterial improvements within the financially constrained plans. The PAC recommends that local jurisdictions further evaluate the priority of the following north-south improvements as part of their Transportation System Plan process. These projects are:

- Greenburg Road Improvement (RTP 6031) – widens to 5 lanes from Tiedeman to Highway 99W;
- Nimbus Avenue Extension (RTP 6053) – a two-lane roadway extension from Nimbus to Greenburg;
- Hall Boulevard Extension (RTP “I”) – a new five-lane arterial north of Center Street to connect with Jenkins Road at Cedar Hills Blvd;
- 103rd Avenue (RTP 6012) – improve existing roadway on SW 103rd and construct new intersection alignments to provide a connection from Western Avenue to Walker Road;
- Nimbus Road Extension (RTP 3037) – a two-lane roadway extension of Nimbus Road from Hall Boulevard to Denney Road; and
- Hall Boulevard Improvement (RTP 6013 and 6030 North) – widen to 5 lanes from Scholls Ferry Road to Highway 99W.

*Next steps*

Metro and the local jurisdictions should seek to find funding for key corridor arterial improvements already in the RTP Financially Constrained Plan as part of the Metropolitan Transportation Improvement Program updates. As part of the next RTP, local jurisdictions should seek to include priority north-south improvements from the preliminary PAC recommendation arterial list in the Financially Constrained Plan.

**V. Bicycle and pedestrian facilities**

*Recommendation*

The PAC recommends that priority be given to the following projects that complete a north-south route:

In the Financially Constrained RTP:

- Cedar Hills Blvd. Improvement (RTP 3075) – Butner Road to Walker Road;

- Hall Blvd. Bikeway (RTP 3046) - Beaverton-Hillsdale Hwy. to Cedar Hills Blvd.;
- Watson Ave. Bikeway (RTP 3047) - Beaverton-Hillsdale Hwy. to Hall Blvd.; and
- Hall Blvd. Bikeway (RTP 3074) - gap at Allen Blvd.

In the Priority RTP System:

- Nimbus Ave. Extension (RTP 6053) - replacement for Cascade Blvd.

New projects (not currently in the 2000 RTP):

- Hunziker Street - Hall Blvd. to 72nd Avenue;
- Multi-use path - connecting I-5 to SW 72nd Avenue; and
- Pedestrian path/walk improvements on all improved viaducts crossing Highway 217 and a bicycle/pedestrian connection over Highway 217, or associated with the overcrossing improvements on Denney Road, to the Fanno Creek Region Trail; and a connection to the Washington Square Regional Center trail.

#### *Next steps*

The bicycle and pedestrian improvements to overcrossings and viaducts identified above should be included in the Highway 217 project. ODOT, Metro and the local jurisdictions should seek funding to construct the financially constrained projects identified in the PAC recommendation above. ODOT, Metro and local jurisdictions should also seek to include the new projects in the next RTP Financially Constrained Plan and fund them, as funds become available.

## **VI. Transit service**

### *Recommendation*

The PAC recommends continued increases in transit service in the corridor study area over the next twenty years per the RTP. Express bus service on Highway 217, expanded commuter rail service and other appropriate transit service increases should be examined as part of future RTP updates and TriMet's 2005 Transit Investment Plan.

### *Next steps*

TriMet, Metro and local jurisdictions should seek to move up the timeline for implementing planned corridor transit improvements in the next RTP. Express bus service on Highway 217 and other appropriate transit service increases should be examined as part of the EIS and future Regional Transportation Plan updates.



Highway 217 Policy Advisory Committee Members

**Brian Moore** – PAC Chair; Tigard City Council; PGE

**Frank Angelo** – Westside Economic Alliance Transportation Committee Chair

**Dan Aberg** – Westside Transportation Alliance

**Steve Clark** – Community Newspapers; Westside Economic Alliance

**Domonic Biggi** – Beaverton Chamber of Commerce; Beaverton Foods

**Nathalie Darcy** – Garden Home resident

**Rob Drake** – Mayor of Beaverton; member of Metro's Joint Policy Advisory Committee on Transportation

**Matthew Garret** – ODOT Region 1

**Kent Haldorson** – citizen representative, north of Highway 217

**S. Joan Hamrick** – citizen representative, south of Highway 217

**Van Hooper** – Sysco Food Systems

**Carl Hosticka** – Metro Councilor, District 3

**James A. Johnson** – frequent user of Highway 217

**John Kaye** – Tektronix

**George Machan** – Cornforth Consultants, Inc.

**Jim Persey** – Greenway Neighborhood Association Committee Chair

**Lynn Peterson** – Lake Oswego City Council

**Jack Reardon** – Washington Square

**Dick Schouten** – Washington County Board of Commissioners

**Dennis Thomas** – Beaverton School District

## STAFF REPORT

### IN CONSIDERATION OF RESOLUTION NO. 06-3658, FOR THE PURPOSE OF ADOPTING THE RECOMMENDATIONS OF THE HIGHWAY 217 CORRIDOR TRANSPORTATION PLAN

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Date: December 29, 2005

Prepared by: Richard Brandman  
Bridget Wieghart  
John Gray

#### **BACKGROUND**

Chapter 6.7.5 of the 2004 Regional Transportation Plan (RTP) lists the Highway 217 Corridor as a Major Corridor Refinement in which the corridor planning process should be used to determine the mode, function and general location for the project or set of projects needed to meet projected travel demand. In each planning process, a number of transportation options will be developed and evaluated together with the Transportation System Plans of jurisdictions within the Corridor.

In 2001, Metro led a regional effort to develop a strategy for completion of the 18 corridor refinement plans identified in the RTP. That analysis found significant congestion and land use needs and jurisdictional support for finding solutions in the Highway 217 Corridor. In order to provide access between key 2040 land uses including the Washington Square and Beaverton Regional Centers, the Lake Grove, Tigard, Sunset, and Cedar Mill Town Centers, and Hillsboro, Tualatin, Kruse Way and other industrial and employment areas, a corridor planning study was initiated in 2003. The specific goal of the Highway 217 Corridor study was to develop transportation improvements that could be implemented in the next 20 years to provide for efficient movement of people and goods through and within the corridor while supporting economically dynamic and attractive growth within regional and town centers and retaining the livability of nearby neighborhoods.

The study's Policy Advisory Committee (PAC) consisted of 17 members (Exhibit C) representing areas of interest suggested by the jurisdictions of Washington County, the cities of Beaverton, Tigard, Tualatin, and Lake Oswego, Oregon Department of Transportation (ODOT) and TriMet within the corridor and three at-large citizen members selected through a public solicitation process. Partner jurisdictions participated in technical advisory and project management committees together with members from the affected communities and interested parties worked and developed the recommendation attached as Exhibit B to this Resolution.

The overall objective of the Highway 217 Corridor Transportation Study was to define and preliminarily evaluate an initial range of multi-modal options that will accommodate the 2025 corridor travel demand in a way that supports the 2040 Concept Plan. The study was completed in two phases. In phase I, six multi-modal options were developed and analyzed. Options were evaluated as to how well they addressed the study objectives of travel performance, environmental and neighborhood effects, financial feasibility and cost effectiveness. Based on that evaluation, which was completed in the Fall of 2004, the options were refined to three options that were studied in more detail during phase II. This Resolution adopts the conclusions of phase II (Exhibit B).

## *Outreach Activities*

The Highway 217 Transportation Corridor Study included an extensive public involvement program. The public involvement program included media advertisement, public forums, online questionnaires, written flyers, direct contact with all employers with over 100 employees within ½ mile of Highway 217, two sets of focus groups and 38 speaker's bureau meetings with community groups. These public involvement efforts together with the Transportation Improvement Plans and Comprehensive Land Use Plans of the Cities of Beaverton, Tigard and Tualatin, the Beaverton and Washington Square Regional Center Plans, the Fanno Creek Greenway Trail and Washington Square Regional Center Trail and the Washington County Commuter Rail Project were reviewed and considered in the course of developing and evaluating options in the Highway 217 Transportation Corridor Study.

## *Summary Conclusions*

The study developed and reviewed multi-modal solutions, which were reviewed and evaluated by mode.

**Highway 217 traffic lanes** – The findings supported the need for one additional lane in each direction and further study of whether that lane should be a general purpose or a toll lane. The evaluation found that congestion within the corridor will increase from three to eight hours a day if no improvements are made over the next twenty years. There is a need and support for a new through lane in each direction south of Canyon Road on Highway 217.

- The additional general-purpose lane (Option A) in each direction offers the most overall congestion relief and the fastest average drive time on Highway 217. However, it is anticipated to have the largest funding gap (\$504 million) in 2014.<sup>1</sup>
- The express toll lane (Option B) offers some overall congestion relief and the fastest travel time on Highway 217 for toll lane travelers. It offers an incentive for carpool travel and possible transit and would have the smallest funding gap (\$332 million) in 2014.<sup>1</sup>
- The general purpose lane with ramp meter bypass (Option C) has similar travel benefits as Option A, but projections show limited revenue potential – approximately one-third that of the express toll lane (Option B) in 2014 so the funding gap is \$449 million for this option.<sup>1</sup>

The public reaction to the general purpose and express toll lane was much more positive than to the tolled ramp meter bypass. Many people preferred the traditional general-purpose lane to the tolled lane from a transportation perspective. However, due to concerns about the potential timeline for improvements for the general-purpose option and the sense that tolling is a fair way to pay for improvements (i.e. those that benefit pay for it) most people expressed support for further study of the toll lane. Public comments were much more negative about Option C (the tolled ramp meter bypass option). There was a perception that the ramp meter bypasses are unfair and that people will respond negatively to those who travel on them.

**Highway 217 interchanges** – Due to the close spacing of Highway 217 interchanges and the growth in traffic volumes, the findings supported the need for major interchange improvements to avoid serious congestion and safety problems on the highway and adjacent intersections. None of the interchanges meet current highway spacing standards and interchange improvements are necessary to meet level of service standards in 2025. These improvement projects are included in the recommendation.

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<sup>1</sup> Based on currently anticipated funding sources

**Arterials adjacent to the Highway 217** – The findings supported the need for major improvement to roadways identified in the Financially Constrained RTP and the recommendation to prioritize an additional six north-south arterials in the list of Priority RTP system improvements.

The arterial improvements in proximity to the corridor in the RTP Financially Constrained System are improvements critical for access to regional centers. The evaluation also identified a series of north-south arterial improvements and/or extensions to Greenburg Road, Hall Boulevard, Nimbus Avenue and SW 103<sup>rd</sup> Avenue that support the corridor travel needs.

While these are not part of the recommended Highway 217 project, the north-south arterials would significantly enhance local access to regional and town centers, reduce congestion on Highway 217 and were better at reducing congestion than a package that also included several east-west arterial improvements

**Bike and pedestrian facilities adjacent to Highway 217** – A series of bikeways have been planned on the west side of Highway 217 in the cities of Beaverton and Tigard; however, several portions of that bikeway have not been constructed. The completion of the bikeway trails would provide a continuous route to the west of Highway 217. Therefore, the recommendation calls for prioritization of four projects already identified in the Financially Constrained RTP, one project in the Priority RTP system and three projects not currently in the 2000 RTP.

Additionally, there is a recognized need to provide a route for the Fanno Creek Regional Trail where it crosses Highway 217 (between Denney Road and Allen Blvd.). Phase I considered a trail underneath Highway 217; however, this is not desirable due to seasonal flooding and safety issues. Therefore, improvement should be made to the Denney over-crossing or a separate overpass should be provided. A connection to the Washington Square Regional Center Trail is also needed. Both of these projects will be included in future studies and are included in all options considered in the Phase II evaluation (Exhibit B).

**Transit Service serving the Highway 217 corridor** – The findings supported the recommendation to increase transit service in the corridor as identified in the RTP and to study additional commuter rail service and express bus service on Highway 217 as part of the Environmental Impact Statement (EIS).

Peak hour commuter rail service between Wilsonville and Beaverton was assumed in all options. This and other transit improvements in the financially constrained system are needed to provide travel options and reduce congestion. Express bus service studied assumed to be provided on Highway 217 in the tolled options attracted good ridership and achieved significant time savings over existing planned service.

## **ANALYSIS/INFORMATION**

### **1. Known Opposition**

No known organized opposition. The PAC recommendation attempts to address several key messages that were consistently mentioned throughout much of the public outreach and public comment period. These themes include:

- Strong support for increasing road capacity;
- Strong support for finding a long-term solution to area congestion;
- Strong support for a speedy conclusion;
- Strong opposition to the express ramp meter bypass option (Option C);

- Uneasiness with the concept of tolling;
- Interest in other funding sources to complete the project;
- Perception that current funding is adequate;
- Support for improvements to arterials and interchanges; and
- A mixed reaction to transit and bike/pedestrian path improvements.

The full public involvement report (Highway 217 Corridor Study – Public Involvement Summary November 2005) is Attachment 2 to this Staff Report.

The Transportation Policy Alternatives Committee (TPAC) had serious concerns about the recommendation to reopen the list of Highways of Statewide Significance due to the number of unfunded projects in this Resolution already on that list. TPAC proposed alternative language with respect to that one element of the recommendation. Otherwise, TPAC supported the remainder of the recommendation.

## **2. Legal Antecedents**

### State:

- Oregon State Transportation Planning Rule (TPR) section 660-12-020
- Oregon State TPR section 660-12-025

The Oregon State Transportation Planning Rule (TPR) section 660-12-020 requires that regional transportation system plans establish a coordinated network of transportation facilities adequate to serve regional transportation needs. Section 660-12-025 of the TPR allows Metro and other Metropolitan Planning Organizations to defer decisions regarding function, general location and mode as long as they can demonstrate that the refinement effort will be completed in a timely manner.

### Metro:

- 2004 Regional Transportation Plan
- Ordinance No. 00-869A, For the Purpose of Adopting the 2000 Regional Transportation Plan; Amending Ordinance No. 96-647C and Ordinance No. 97-715B, Adopted August 10, 2000.
- Resolution No. 01-3089, For the Purpose of Endorsing the Findings and Recommendations of the Corridor Initiatives Project, Adopted July 26, 2001.
- Resolution No. 02-946A, For the Purpose of Adopting the Post-Acknowledgement Amendments to the 2000 RTP, Adopted June 27, 2002.
- Resolution No. 03-3331, For the Purpose of Confirming Appointments to the Highway 217 Policy Advisory Committee (PAC), Adopted June 12, 2003.

On June 15, 2001, the 2000 RTP was acknowledged by the Land Conservation and Development Commission (LCDC). The RTP, as well as the Western Bypass Study and Resolution No. 97-2497, For the Purpose of Endorsing the Recommended Arterial and Highway Improvements Contained Within ODOT's Western Bypass Study and Amending the 1995 Interim Federal Regional Transportation Plan, and all local TSPS have identified a need for capacity increases in the Highway 217 Corridor. In the summer of 2002, the RTP was amended to incorporate a work program for completion of the corridor refinement studies that are needed to develop solutions to transportation needs. That work program identified the Highway 217 Corridor as a top priority.

## **3. Anticipated Effects**

There are a number of recommendations that are designed to move transportation projects in the corridor forward. The highway and interchange options are proposed for further review and refinement in an

Environmental Impact Statement (EIS). Selected arterial, bicycle and pedestrian projects would be prioritized and funded through in local and regional transportation system plans and improvement programs.

Additionally, a number of overall recommendations from the study are for local jurisdictions, Metro and the State to seek funding authorization for priority interchange improvements and other appropriate elements of the Highway 217 study.

#### **4. Budget Impacts**

No direct impacts on Metro's budget. The recommendation highlights the need for additional transportation funding. It calls for Metro and local jurisdictions seek to amend the list of Highways of Statewide Significance to include Highway 217. In addition the recommendation asks ODOT, Metro and the local jurisdictions to seek to include priority interchanges and other elements of the Highway 217 Corridor Transportation study in any state, regional or local transportation funding measures. Finally, it directs ODOT, Metro and local jurisdictions to consider seeking a federal earmark for Highway 217 in the next federal transportation reauthorization.

#### **RECOMMENDED ACTION**

Staff recommends the adoption of Resolution No. 06-3658, which contains the PAC recommendation.

# Highway 217 Corridor Study

## *Phase II Overview Report - Study Findings and Recommendation*

November 16, 2005



*Beaverton-Hillsdale Highway*



*Scholls Ferry Road*



*Allen Boulevard*



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FINAL

# Background And Overview

## Study purpose

Highway 217 is the major north-south transportation route for the urbanized portion of Washington County. Traffic volumes have doubled in the past 20 years as the county has grown into a booming high-tech and residential center. Peak corridor travel is expected to increase an additional 30 percent during the next 20 years.

Every transportation planning effort that has looked at this part of the region has identified the need for additional capacity on Highway 217.

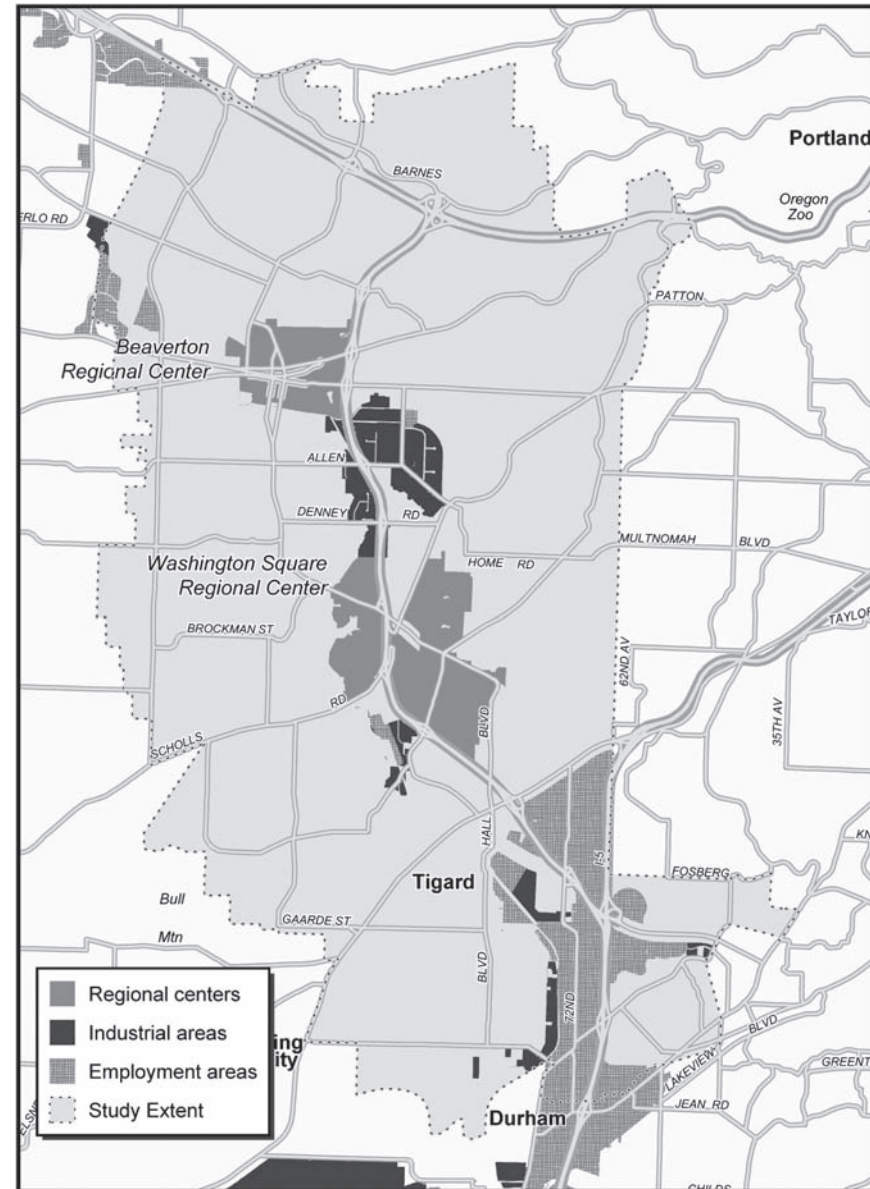
## Study goals and objectives

The goal of the Highway 217 Corridor Study is to develop transportation improvements that will be implemented in the next 20 years to provide for efficient movement of people and goods through and within the corridor while supporting economically dynamic and attractive regional and town centers and retaining the livability of nearby communities.

### Objectives:

1. Provide a proactive, comprehensive and engaging public involvement effort.
2. Enhance effectiveness of the transportation system.
3. Provide a feasibility assessment of each alternative.
4. Support neighborhoods, businesses and the natural environment.
5. Ensure that benefits and impacts associated with selected strategies are equitable to minority and low-income communities in the corridor.
6. Conduct a conclusive and thorough study with results that can be implemented.

The study, which began in 2003, is a cooperative effort by Metro, Washington County, the Oregon Department of Transportation, TriMet, and the cities of Beaverton, Lake Oswego and Tigard.





## Critical issues

- **Increased transportation needs** have resulted from employment and residential growth in Washington County.
- Highway 217 is the **principal north/south access** to Beaverton and Washington Square regional centers, five town centers, and industrial and employment areas in Kruse Way, Hillsboro, Tualatin, and Wilsonville.
- Today's **peak hours of congestion** will nearly triple by 2025 (from 2.5 to 8 hours).
- **Safety concerns** are the result of short distances between interchanges.
- **Freight traffic** has doubled in the past ten years (8 percent of current traffic volume).
- The cities of Beaverton and Tigard have developed a series of **trails, paths and bikeways** which need to be linked together to connect regional centers and community resources.
- **Pedestrian trails** and walks in the corridor have notable gaps that need to be completed.

## Policy advisory committee (PAC)


A committee comprised of 20 elected officials, business representatives and area residents has been providing guidance throughout the study process. Final committee recommendations on options to move forward and other next steps will be presented to regional elected officials later this fall.

## Study approach

The Highway 217 Corridor Study is being completed in two phases. Phase I developed and analyzed a wide range of multi-modal alternatives in the fall of 2004. Alternatives were evaluated as to how well they addressed the study objectives in terms of travel performance, environmental and neighborhood effects, financial feasibility and cost effectiveness. Based on this evaluation, the alternatives were refined to three options that have been studied in more detail. This report summarizes the findings of the Phase II evaluation, and the preliminary PAC recommendation.

### Highway 217 Alternatives

	Phase I	Phase II
<b>Option 1</b>	Arterial, transit and interchange improvements	Selected arterials to be included with all options
<b>Option 2</b>	Six lane without interchange improvements	Not considered for further action
<b>Option 3</b>	<b>Six lane plus interchange improvements</b>	<b>Moved forward to Phase II as Option A</b>
<b>Option 4</b>	Six lane with carpool lanes	Not considered for further action
<b>Option 5</b>	<b>Six lane with express toll lanes</b>	<b>Moved forward to Phase II as Option B</b>
<b>Option 6</b>	<b>Six lane with tolled ramp meter bypass</b>	<b>Moved forward to Phase II as Option C</b>

 = options moved forward to Phase II

# Phase II Options And Findings

## Key study elements common to all options

### Interchange improvements\*

#### **Braided Ramps:**

Walker/Canyon  
Beaverton-Hillsdale/Allen  
Scholls Ferry/Greenburg

#### **Split Diamond:**

Allen/Denney

#### **Other:**

Barnes Road  
SW 72nd Ave.  
Hall Blvd.  
Highway 99W

\* Potentially preferred interchange designs

### Arterial improvements\*

Parts of:

Walker Road  
Cedar Hills  
Canyon Road  
125th Ave.  
Oleson Road  
Allen Blvd.  
Greenburg Road  
SW 72nd Ave.  
Gaarde Street  
Dartmouth Street  
Nimbus Road

\* Included in the RTP Financially Constrained list

### Transit improvements

Bus service enhancements  
Commuter rail from  
Wilsonville to Beaverton

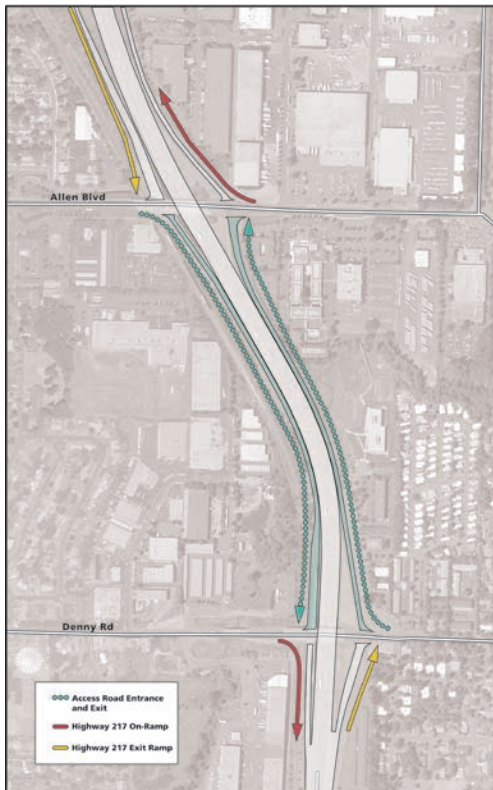
### Bicycle/pedestrian improvements

Parts of:

Cedar Hills Blvd.  
Watson Ave.  
Beaverton Creek Greenway  
Hunziker Street  
Hall Blvd.  
Multi-use path between  
I-5 and Hwy. 217

### Regional trails improvements

Fanno Creek Trail  
(crossing of Hwy. 217)  
Washington Square Greenbelt

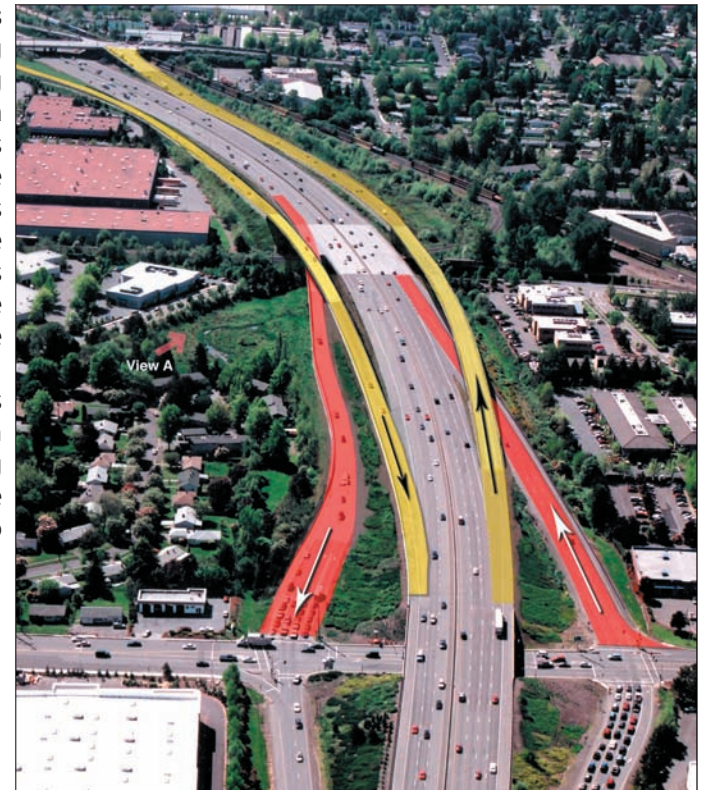


### Split diamonds

address the merge/weave conflict by reducing the number of interchanges and connecting them with frontage roads. This solution was applied at Canyon Road and Beaverton-Hillsdale Highway on Highway 217 where access to two streets is combined into one interchange. Drivers entering Highway 217 going north from Beaverton-Hillsdale Highway use a frontage road to enter at the Canyon Road entrance.

### Braided ramps

separate exiting traffic from entering traffic by creating a bridge for vehicles entering the freeway that does not descend to the lane of traffic exiting the freeway. In this way, traffic engineers "braid" ramps with some traffic crossing over and some crossing under to prevent accidents.



## Phase II Options And Findings

### Overall findings

**Access to regional centers:** All options would improve access to regional centers within the study corridor. However, the study has identified a series of north-south arterial improvements that would significantly enhance local access. These include improvements and extensions to portions of Greenburg Road, Nimbus Avenue, Hall Boulevard and SW 103 Avenue.

**Bicycle/pedestrian recommendations:** After several months of study, meetings with the bicycle/pedestrian community, and an open house, a series of bike lane and multi-use trail improvements were identified to complete a north-south route about a half-mile west of Highway 217. Bicycle/pedestrian recommendations are included in all options.

**Transportation opportunities/limitations:** All options include intersection improvements that significantly improve both the flow and safety on Highway 217. All of the options currently under consideration draw more traffic to the bottleneck on I-5, south of Highway 217.

**Freight:** Highway 217 is a critical connection for the movement of goods and services from and to industrial areas in Hillsboro and Tualatin and to the centers of Beaverton, Tigard, Lake Oswego and Washington Square. All of the options provide time savings for trucks. The general purpose lane options provide overall congestion relief for all vehicles. The express toll lane offers the most benefits to small trucks who were assumed to have access to a fast and reliable trip on the toll lanes. The tolled ramp meter bypasses offer benefits to small and large trucks who could pay to bypass the queue.

**Base case:** In the evaluation of all multi-modal portions of this study, the Base Case assumed the current 4-lane highway design and existing intersections evaluated with 2025 levels of residential and employment development. It also includes arterial and transit service improvements which are anticipated to be built by 2025.

**Level of study analysis:** Approximately one to three percent of actual engineering for each option has been completed. More detailed design and environmental analysis is needed before a final alternative can be selected and built.

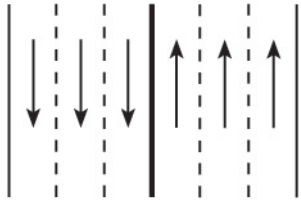
**Funding considerations:** Due to a lack of state transportation funds available, funding considerations have been a major focus of the study. State and regional policy requires every major project to consider tolling. In the proposed options, tolls are a “user fee” charged only to people who use the new tolled lane and/or ramp meter bypass. Other funding options have been and will continue to be considered. Due to the large funding gaps and the size of the project, a phased project is likely.

**Phasing of construction:** Given traditional funding amounts, a combination of interchange reconstructions and arterial street improvements could be made prior to the construction of new through lanes on Highway 217. Making these improvements first will address some immediate congestion and safety problems and will assist in reducing construction disruption. If additional funds become available, the project could be constructed in geographic segments. Priority interchange improvements include Beaverton-Hillsdale, Allen and Denney. The earliest completion date has been calculated to be 2014, however this assumes an immediate start to a preliminary engineering/environmental impact statement as well as securing funding.

**Equity for all users:** Results from other tolling projects around the country indicate that all income groups use and favor an express toll lane, although it is used more often by those in higher income groups. With a tolled lane, everyone has travel choices including using the regular (untolled) lane, driving on the tolled lane at a reduced fee during less congested times of the day, carpooling to share the fee and taking transit.

Congestion is greatest during traditional commuting hours (early morning and late afternoon). Studies of existing tolling projects show that higher income drivers tend to travel more during these peak hours. Unlike a peak toll, the gas tax requires everyone to pay the same fee, even if they are traveling during uncongested hours.

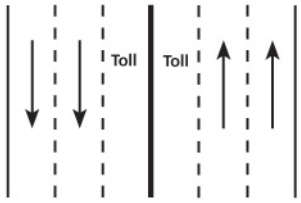
## Option A – Six Lanes



**Overview:** This option would include an additional travel lane in each direction that will be open to all traffic on Highway 217. Like all options, includes substantial interchange improvements to resolve merge and weave conflicts which create safety and congestion problems.

- This option offers the most overall congestion relief and fastest average drive times for all drivers on Highway 217 (saves 3 minutes over base case).
- Wetland impacts: approximately 2.8 acres.
- Largest funding gap – capital cost \$523 million with an estimated funding gap of \$504 million (in 2014).
- Without supplemental revenues, estimated construction completed in 2089.
- Overall congestion relief benefits all trucks.
- Public acceptance: prefer ease of general purpose lane but concerns about projected construction timeline with traditional funding sources.

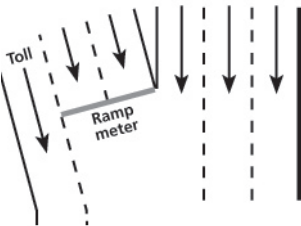
## Option B – Six Lanes With Express Toll Lanes



**Overview:** This option would include a rush-hour toll lane in each direction in addition to the existing lanes of Hwy 217. Drivers would be able to enter and leave the express lane at I-5 and US 26 as well as at one intermediate point between the Washington Square and Beaverton regional centers. Tolls would be collected electronically without requiring stopping at a tollbooth. It also includes bypasses of ramp meters for toll lane users. Express bus service has been provided to take advantage of time savings on toll lanes and ramps.

- Fastest travel time in toll lanes (saves 8.5 minutes over base case).
- Saves travel time in general purpose lanes (saves 1 minute).
- Express trip incentive for transit and carpools.
- Wetland impacts: approximately 3.2 acres.
- Smallest funding gap – capital cost \$581 million with an estimated funding gap of \$332 million (in 2014).
- Without supplemental revenues, estimated construction completed in 2028.
- Small trucks access toll lane and all trucks use ramp meter bypasses.
- Public acceptance: more acceptable as funding mechanism but reservations about complexity and feasibility of tolled facilities and about equity for all users.

## Option C – Six Lanes With Tolloed Ramp Meter Bypass

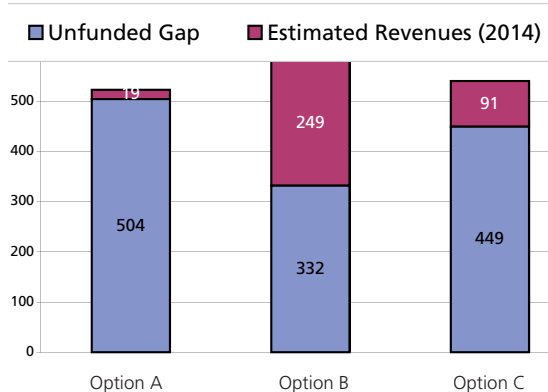


**Overview:** This option would include an additional unrestricted travel lane in each direction on Highway 217 in addition to a new lane on the entrance ramps. Drivers who choose to use the new express ramp lane to bypass the queue at the ramp meter would pay a toll. Trucks would be allowed to use the bypass lanes. Express bus service has been provided to take advantage of time savings on toll lanes and ramps.

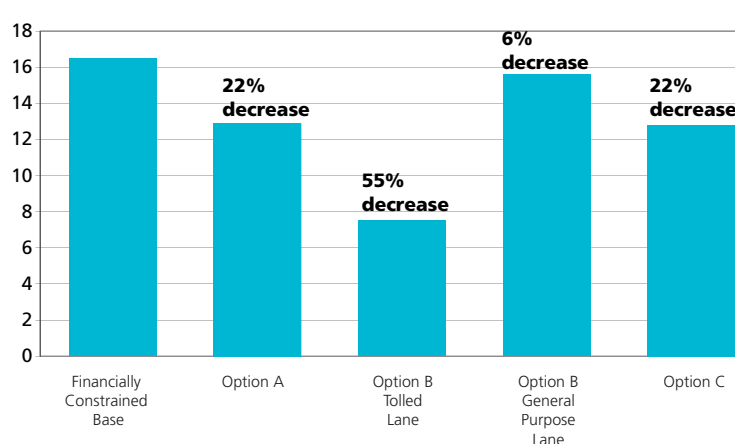
- This option offers the most overall congestion relief and fastest average drive times for all drivers on Highway 217 (saves 3 minutes over base case).
- Wetland impacts: approximately 2.8 acres.
- Significant funding gap – capital cost \$540 million with an estimated funding gap of \$449 million (in 2014).
- All trucks can access ramp meter bypasses.
- Without supplemental revenues, estimated construction completed in 2042.
- Public acceptance: limited toll revenue and negative perception of ramp bypass concept reduces the attractiveness of this option.

*Note: All capital costs are in 2005 dollars.*

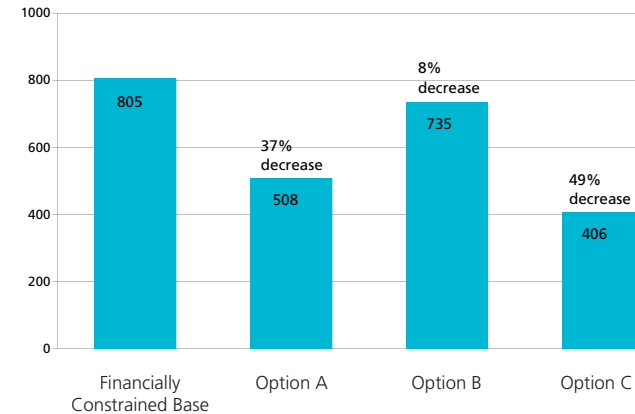
**Estimated Construction Costs and Funding Gap (2014)**  
Phase II Alternatives



**Average Auto Travel Time on Highway 217 (in minutes)**  
Southbound from US 26 to I-5






**Hours of Vehicle Delay on Highway 217**



**Summary of key findings**

	Transportation		Environmental	Financial feasibility	Public opinion
	Over-all congestion relief and drive time on Highway 217	Fastest possible drive time	Potential impact to identified wetlands	Projected funding gap in 2014	Acceptance
<b>Option A</b> Six lanes	optimal	moderate	moderate	least optimal	moderate
<b>Option B</b> Six lanes with express toll lanes	moderate	optimal	moderate	optimal	moderate
<b>Option C</b> Six lanes with tolled ramp meter bypass	optimal	moderate	moderate	moderate	least optimal

optimal   
 moderate   
 least optimal   
 \*From Phase I analysis

For more detailed information on key findings, see the following reports: "Transportation Performance Report", Metro, July 27, 2005, Memo: "Phase II - Potential Environmental Impacts", Metro, August 26, 2005, Memo: "When Could Highway 217 Alternatives Be Built with Traditional Funding?", ECONorthwest, August 29, 2005, "Phase II Public Involvement Summary", Metro, September 2005

# Highway 217 Corridor Study Preliminary PAC Recommendation

**December 2005/January 2006: The final PAC recommendation will be forwarded to the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council for review and approval.**

Conclusions from corridor studies are drawn without the level of engineering analysis and detailed environmental analysis that is completed as part of an Environmental Impact Statement (EIS). The EIS would be the next logical step for many projects identified or proposed in this document.

## Overall recommendations for regional consideration

*The PAC recognizes that the region needs additional transportation funding and supports efforts to increase funding at federal, state and local levels.*

*Due to the large funding gaps under all options, in the near term, seek higher funding priority for Highway 217 improvements at federal, state and local levels.*

- ODOT, Metro and local jurisdictions should seek to include priority interchanges or other appropriate elements of the Highway 217 project in any state, regional or local transportation funding measure.
- ODOT, Metro and local jurisdictions should consider seeking a federal earmark for Highway 217 in the next federal transportation reauthorization.
- Seek funding to commence a corridor study of the section of I-5 between Highway 217 and Wilsonville. The Highway 217 study highlighted the severity of the future bottleneck at this location. Each of the options worsened this bottleneck, particularly Options A and C, which drew the most new traffic to the corridor.
- Policy Advisory Committee members shall advocate for the above policy recommendations as appropriate.
- ODOT, Metro and local jurisdictions should seek to amend the list of Highways of Statewide Significance to include the Highway 217 project.\*

\* ODOT did not endorse this portion of the recommendation.

# Highway 217 Corridor Study Preliminary PAC Recommendation

## Highway 217 traffic lanes

### Summary conclusion

The evaluation found that congestion within the corridor will increase from three to eight hours a day if no improvements are made over the next twenty years. There is a need and support for a new through lane in each direction south of Canyon Road on Highway 217.

- The general purpose lane (Option A) offers the most overall congestion relief and the fastest average drive time on Highway 217. However, it is anticipated to have the largest funding gap (\$504 million) in 2014.\*
- The express toll lane (Option B) offers some overall congestion relief and the fastest travel time on Highway 217 for toll lane travelers. It offers an incentive for carpool travel and possible transit and would have the smallest funding gap (\$332 million) in 2014.\*
- The general purpose lane with ramp meter bypass (Option C) has similar travel benefits as the general purpose lane, but projections show limited revenue potential – approximately one-third that of the express toll lane option in 2014 so the funding gap is \$449 million for this option.\*

Public comments were much more negative about Option C (the tolled ramp meter bypass option). There was a perception that the ramp meter bypasses are unfair and that people will respond negatively to those who travel on them. The public reaction to the general purpose and express toll lane was much more positive. Many people preferred the traditional general purpose lane to the tolled lane from a transportation perspective. However, due to concerns about the potential timeline for improvements for the general purpose option and the sense that tolling is a fair way to pay for improvements (i.e. those that benefit pay for it), most people expressed support for further study of the toll lane.

### Recommendation

All of the options improve transportation performance on the corridor. The PAC recommends that the general purpose and express toll lane options be carried forward. The tolled ramp meter bypass option should not continue as a separate option due to lack of public acceptance, limited potential revenues and the lack of projected usage for many of the tolled ramp meter bypass locations. Tolled ramp meter bypass locations that have potential should be evaluated further in the EIS process as part of the tolled lane option.

### Next steps

Amend the Regional Transportation Plan (RTP) to indicate that the third through lane in each direction could be either a general purpose or a tolled lane. Metro, ODOT, Washington County, Beaverton and Tigard should seek to amend the RTP to advance the project development work of the new through lane in each direction into the Financially Constrained RTP.

Metro, ODOT and the local jurisdictions should seek to include in the draft 2008-2011 STIP funding for the Highway 217 Environmental Impact Statement. The Highway 217 EIS is important so that ramp and interchange improvements on the entire facility can be implemented as funding becomes available. Additionally, the study would determine whether the lane should be a general-purpose lane or an express tolled lane. The EIS should also further consider the revenue contribution and test public acceptance of tolling selected ramp meter bypasses as part of the tolled lane option. It should also consider the advisability of allowing trucks larger than 26,000 pounds on a tolled lane. Finally, the EIS should develop more detailed revenue and usage forecasts for the tolled lane and a financing and phasing plan for the preferred alternative.

\* Based on currently anticipated funding sources.

# Highway 217 Corridor Study Preliminary PAC Recommendation

## Highway 217 interchanges

### Summary conclusion

Due to the close spacing of interchanges and the growth in traffic volumes, major interchange improvements are needed to avoid serious congestion and safety problems on the highway and adjacent intersections. None of the interchanges meet current highway spacing standards and interchange improvements are necessary to meet level of service standards in 2025.

### Recommendation

In the short term, the PAC recommends further developing and evaluating the following interchange improvements as part of a National Environmental Protection Act (NEPA) process (along with other appropriate options). The following list provides a general order of priority for the recommended interchange improvements, but implementation of these projects should respond to funding opportunities and local transportation needs and could occur in a different order. Engineering and specific design of the improvements should be evaluated in the NEPA process.

#### First Tier Priority

Beaverton-Hillsdale/Allen Blvd. ramp braids  
Allen/Denney Road interchange

#### Second Tier Priority

Canyon/Walker Road ramp braids  
Scholls Ferry/Greenburg Road ramp braids  
Greenburg Road (major interchange improvement, possibly single point interchange)

#### Third Tier Priority

SW 72nd Avenue (additional turn lanes with major interchange improvement – design to be determined)  
Barnes Road (widening with additional turn lanes)  
Progress interchange (interchange improvements including widening and additional turn lanes)  
Highway 99W (revised access lanes to/from Highway 217, widening and additional turn lanes)

### Next steps

Seek to amend local and regional transportation plans to add the interchange improvements. ODOT, Metro and local jurisdictions should seek to include the design and construction of the Beaverton-Hillsdale/Allen ramp braids or other high priority interchange improvements in the 2010-2013 State Transportation Improvement Plan (STIP).

## Arterials

### Summary conclusion

The arterial improvements in proximity to the corridor in the RTP Financially Constrained System are critical for access to regional centers. These are listed on page four of the Phase II overview report. The evaluation also identified a series of north-south arterial improvements and extensions to Greenburg Road, Hall Boulevard, Nimbus Avenue and SW 103rd Avenue which support the corridor travel needs. While these are not part of the recommended Highway 217 options, the north-south arterials would significantly enhance local access to regional and town centers, reduce congestion on Highway 217 and were better at reducing congestion than a package that also included several east-west arterial improvements.

### Recommendation

In the short term, design and construct the arterial improvements within the financially constrained plans. The PAC recommends that local jurisdictions further evaluate the priority of the following north-south improvements as part of their Transportation System Plan process. These projects are:

- Greenburg Road Improvement (RTP 6031) – widens to 5 lanes from Tiedeman to Highway 99W.
- Nimbus Avenue Extension (RTP 6053) – a two-lane roadway extension from Nimbus to Greenburg.
- Hall Boulevard Extension (RTP “I”) – a new five-lane arterial north of Center Street to connect with Jenkins Road at Cedar Hills Blvd.
- 103rd Avenue (RTP 6012) – improve existing roadway on SW 103rd and construct new intersection alignments to provide a connection from Western Avenue to Walker Road.
- Nimbus Road Extension (RTP 3037) – a two-lane roadway extension of Nimbus Road from Hall Boulevard to Denney Road.
- Hall Boulevard Improvement (RTP 6013 and 6030 North) – widen to 5 lanes from Scholls Ferry Road to Highway 99W.

### Next steps

Metro and the local jurisdictions should seek to find funding for key corridor arterial improvements already in the RTP Financially Constrained Plan as part of the Metropolitan Transportation Improvement Program updates. As part of the next RTP, local jurisdictions should seek to include priority north-south improvements from the preliminary PAC recommendation arterial list in the Financially Constrained Plan.



# Highway 217 Corridor Study Preliminary PAC Recommendation

## Bicycle and pedestrian facilities

### Summary conclusion

The study found a need for a north-south route to the west of Highway 217. A series of bikeways have been planned on the west side of Highway 217 in the cities of Beaverton and Tigard; however, several portions of that bikeway have not been constructed. The completion of the bikeway trails would provide a continuous route to the west of Highway 217.

Additionally, there is a recognized need to provide a route for the Fanno Creek Regional Trail where it crosses Highway 217 (between Denney Road and Allen Blvd.). Phase I considered a trail underneath Highway 217, however, this is not desirable due to seasonal flooding and safety issues. Therefore, improvements should be made to the Denney over-crossing or a separate overpass should be provided. A connection of the Washington Square Greenbelt is also needed. Both of these projects will be included in future studies and are included in all alternatives considered in the Phase II evaluation.

### Recommendation

The PAC recommends that priority be given to the following projects that complete a north-south route:

In the Financially Constrained RTP:

- Cedar Hills Blvd. Improvement (RTP 3075) – Butner Road to Walker Road;
- Hall Blvd. Bikeway (RTP 3046) - Beaverton-Hillsdale Hwy. to Cedar Hills Blvd.;
- Watson Ave. Bikeway (RTP 3047) - Beaverton-Hillsdale Hwy. to Hall Blvd.;
- Hall Blvd. Bikeway (RTP 3074) - gap at Allen Blvd.

In the Priority RTP System:

- Nimbus Ave. Extension (RTP 6053) - replacement for Cascade Blvd.

New projects (not currently in the 2000 RTP):

- Hunziker Street - Hall Blvd. to 72nd Avenue;
- Multi-use path - connecting I-5 to SW 72nd Avenue;
- Pedestrian path/walk improvements on all improved viaducts crossing Highway 217 and a bicycle/pedestrian connection over Highway 217, or associated with the overcrossing improvements on Denney Road, to the Fanno Creek Region Trail; and a connection to the Washington Square Regional Center trail.

### Next steps

The bicycle and pedestrian improvements to overcrossings and viaducts identified above should be included in the Highway 217 project. ODOT, Metro and the local jurisdictions should seek funding to construct the financially constrained projects identified in the PAC recommendation above. ODOT, Metro and local jurisdictions should also seek to include the new projects in the next RTP Financially Constrained Plan and fund them, as funds become available.

## Transit service

### Summary conclusion

Peak hour commuter rail service between Wilsonville and Beaverton was assumed in all options. This and other transit improvements in the financially constrained system are needed to provide travel options and reduce congestion. Express bus service studied assumed to be provided on Highway 217 in the tolled alternatives attracted good ridership and achieved significant time savings over existing planned service.

### Recommendation

The PAC recommends continued increases in transit service in the corridor study area over the next twenty years per the RTP. Express bus service on Highway 217, expanded commuter rail service and other appropriate transit service increases should be examined as part of future RTP updates and TriMet's 2005 Transit Investment Plan.

### Next steps

TriMet, Metro and local jurisdictions should seek to move up the timeline for implementing planned corridor transit improvements in the next RTP. Express bus service on Highway 217 and other appropriate transit service increases should be examined as part of the EIS and future Regional Transportation Plan updates.

**More information is available at [www.metro.dst.or.us](http://www.metro.dst.or.us), send e-mail to [trans@metro.dst.or.us](mailto:trans@metro.dst.or.us) or call Metro Transportation Planning at (503) 797-1757.**



**METRO**

PEOPLE PLACES  
OPEN SPACES



Highway 217 Corridor Study  
Public Involvement Summary  
November 2005

**I. Introduction**

The Highway 217 Corridor Study, which began in 2003, is studying transportation improvements in the corridor of Washington County stretching from Highway 26 to I-5. Traffic volumes on Highway 217 have doubled in the past 20 years and peak corridor travel is expected to increase an additional 30 percent during the next 20 years.

Phase I of the study narrowed the set of highway improvement options from six to three in the fall of 2004. Phase I offered numerous opportunities for public involvement including stakeholder interviews, focus groups, two questionnaires, open houses and meetings with community and neighborhood groups. It also included innovative outreach efforts such as use of billboard advertising and an on-line open house.

Phase II has provided additional study of the options selected for further consideration:

- Option A – additional general purpose lane in each direction
- Option B – additional lane in each direction to be an express tolled lane
- Option C – additional general purpose lane in each direction plus tolled ramp meter bypasses

Phase II public involvement had two main components – an initial education outreach to share the results of Phase I and Phase II options under consideration and, following the preliminary Policy Advisory Committee recommendation, a public comment outreach period from September 22 to October 28, 2005.

## **II. Summary of outreach activities**

### **1. Initial Phase II outreach summary**

- a. Metro staff produced a video slide show presentation for use at Speaker's Bureau events. Utilizing the video presentation at public speaking engagements allowed a consistent message to be communicated to the public and provided illustration of the concepts under consideration for better understanding.
- b. A newsletter was produced in spring 2005 that summarized the study goals, process, Phase I findings, Phase II options, timeline and public involvement opportunities.
- c. Metro staff and PAC members made over 30 presentations to community groups, neighborhood associations, business organizations and local governments, speaking to a total of over 500 people.
- d. Focus groups were gathered to discuss two specific topics – the Allen/Denney interchanges (two open houses were held) and freight issues (40 members of the freight community were invited to a focus group discussion).
- e. The September Metro Councilor newsletters for Districts 3 and 4, sent to constituents and Community Planning Organizations in the southwest part of the region, contained articles about the Highway 217 study, including upcoming public comment opportunities and the public forum scheduled for October 19.

### **2. Public comment period following PAC preliminary recommendation –**

- a. A Phase II overview report was produced for use in the public comment period following the preliminary PAC recommendation. This report provided a brief history, discussion of Phase II findings, financing and cost information, the continued study timeline and public involvement opportunities, as well as the PAC preliminary recommendation. This report was available on the Metro website as well as in print.
- b. Media outreach – A news release was distributed on September 22 to all local media. The release included information about public comment opportunities, including the on-line questionnaire and public forum scheduled for October 19. News articles following the preliminary recommendation were published in the following print media:
  - The Oregonian, September 22
  - The Oregonian, September 26, Metro front page
  - The Hillsboro Argus, September 27
  - Beaverton Valley Times, September 29
  - Tigard, Tualatin, Sherwood Times, October 6
  - The Oregonian, October 6

The following papers printed editorials, all favorable to including the tolling option for further study:

- Tigard, Tualatin, Sherwood Times, September 29 – “Tolls might be needed to fund region’s new roads”
- The Oregonian, October 3 – “Letting drivers vote with their dollars: Toll lanes should seriously be considered for financing highway construction in Oregon”
- Lake Oswego Review and West Linn Tidings, October 6 – “Tolls may be needed to pay for new roads: We’ve never like the notion of toll roads, but there may not be any other choices”

The following papers printed information about the October 19 forum:

- The Oregonian, October 16, Metro section
- The Oregonian, October 18, Washington County section

The following TV news stations aired a segment on the public forum, some including the visual simulations from the slide presentation and interviews with PAC members Metro Councilor Carl Hosticka and Washington County Commissioner Dick Schouten:

- ABC affiliate Channel 2 (5 and 11 p.m. news)
- CBS affiliate Channel 6
- NBC affiliate Channel 8

- c. Newspaper advertisements citing the public forum and online questionnaire were placed in the October 13 Oregonian (South and West Metro editions), and the October 13 Lake Oswego Review, Beaverton Valley Times, and Tigard, Tualatin, Sherwood Times.
- d. An online questionnaire was developed which could be accessed from the Metro website or [www.hw217.org](http://www.hw217.org). Both online access and printed versions were available at the public forum.
- e. Email communication about the preliminary PAC recommendation and public comment opportunities was sent to all people who had requested notification about the Highway 217 study, all CPO and neighborhood organization contacts within the corridor area, all freight contacts, and to both PAC and TAC members for forwarding to constituents or posting on websites.
- f. Written flyers and/or letters were sent to any of the above who did not have email contact information.
- g. All employers with over 100 employees within ½ mile of Highway 217 were sent a letter and flyer. In addition, all employers with over 500 employees and most of the other employers were contacted by phone and sent information for their employee newsletters. The following are those that are known to have sent information to their employees:
  - a. Intel
  - b. Farmer’s Insurance

- c. Pacific Care
  - d. Providence St. Vincent's
  - e. Northwest Evaluation
  - f. Catlin Gable
  - g. Spherion
  - h. Kaiser Permanente, Beaverton medical office
  - i. Employment Trends
  - j. Tigard Tualatin School District
  - k. Safeco
  - l. W&H Pacific
- h. The Speaker's Bureau continued during the public comment period with the following presentations:
- a. Westside Economic Alliance, September 22 – Discussion featuring PAC members Metro Councilor Carl Hosticka, PAC Chair Brian Moore and Steve Clark, facilitated by Frank Angelo.
  - b. Washington County Public Affairs Forum, September 26 – Presentations by Washington County Commissioner Dick Schouten and Metro staff to 40-50 members, televised on cable channel four times the following week.
  - c. Beaverton Bicycle Advisory Committee, October 4 – Presentation by Metro staff, 10 members present. Alternative discussion about preferred bike commuter alignment parallel to Hwy 217.
  - d. Beaverton Rotary, October 5 – Presentation by Metro Councilor Carl Hosticka and Metro staff, 60-70 members present.
  - e. Fans of Fanno Creek, October 13 – Presentation by Metro staff and PAC member Nathalie Darcy. Discussion centered on wetland impact and public comment opportunities.
- i. Public forum – A public forum and open house was held on October 19 at the Beaverton Library. The event was attended by 45 citizens, three TV news crews, and two print reporters. The forum was open for two hours and featured:
- a. Illustrated stations explaining the project history and timeline, options considered, findings of the study, and the PAC recommendation. Each station was staffed by members of the Highway 217 Technical Advisory Committee who were available to answer questions and explain details.
  - b. Video simulation of the concepts
  - c. A PAC listening post at which citizens could speak directly to PAC members about their concerns or issues
  - d. Questionnaire – participants could take the online questionnaire at one of two computer stations or complete a written version of the same questionnaire.

### **III. Public outreach findings – Public comment period September 22-October 28, 2005**

Note: Copies of all public comments are available in the Highway 217 Phase II public comment record.

#### **1. Public forum –**

- a. Verbal feedback at the public forum was very positive about the content and setup of the information. Staff reported that most people they spoke to did not have strong opinions but were seeking more information about the options. Concerns expressed about tolling generally resulted from a perception that Highway 217 is not long enough for a toll lane, doesn't have enough end-to-end traffic to support an express lane and has bottlenecks at both ends. Some people had questions about the options and about local road improvements and some mentioned concerns about neighborhood impacts, specifically regarding noise issues.
- b. Seven people took the opportunity to speak to PAC members at the listening post. Comments at the listening post were varied and included the following: need to have the project implemented sooner rather than later, queries as to how projects are funded and prioritized for construction, project too costly and not effective long-term, look at Western Bypass, toll road not economically viable – need more general purpose lanes, toll road discriminates against low income people, concerns about sound barriers and impact to wetlands, charge transit and bike riders to pay for more road capacity.

#### **2. Speaker's Bureau events**

- a. The Westside Economic Alliance, Washington County Public Affairs Forum and Beaverton Rotary events were more formal presentations with time for questions and answers at the end. Questions generally focused on transportation funding, tolling details, and timeline for construction.
- b. The Beaverton Bicycle Advisory Committee discussed making a new recommendation calling for development of a bike/ped trail parallel to 217 within 100 to 200 feet of the roadway lanes and including those project costs in overall 217 construction funding plans.
- c. The discussion with Fans of Fanno Creek centered on concerns about impacts to wetlands and clarification that more data will be available in the next phase of the project.

#### **3. E-mail – 42 e-mail comments were received.**

- a. The largest number of the e-mail comments felt that adding an additional lane on 217 is not the best long-term solution and instead advocated for a bypass road from I-5 to Hwy 26 further west, some specifically referring to the Western Bypass discussed years ago.

- b. A large number of comments specifically opposed tolling for a variety of reasons, ranging from a perception that tolling is not a good long-term funding solution, to concerns about equity, to concerns that Oregonians would not accept or use a toll lane.
  - c. Several others supported Option A, the general purpose lane, but did not select a funding preference.
  - d. Other e-mails supported Option B (the express toll lane), additional investment in transit along 217, or bike path improvements.
4. **Phone** – 11 phone, voice mail or verbal comments were received.
- a. Most opposed tolling and the rest were fairly evenly divided between support of both Options A and B and in favor of the Western Bypass.
  - b. Additional comments included suggestions to lengthen ramp meter access lanes to highways, make new development pay for infrastructure demands such as roads, and tie license fees to the weight of the vehicle.
  - c. Several questions were asked and answered.
5. **Written** – 7 written comments were received, including letters on behalf of the Vose Neighborhood Association Committee (NAC), Beaverton Committee for Citizens Involvement (BCCI), and Five Oaks Triple Creek NAC.
- a. Several letters, including these community groups, favored Option A or opposed tolling because of concerns about cost/benefit analysis, the economic viability of tolling on 217, equity concerns, and/or a perception that tolling would be too confusing.
  - b. Other suggestions included education about tailgating as a way to reduce congestion, improvement of transit to Washington Square, and interchange improvements.
6. **Questionnaire** – 352 questionnaires were completed. Like other forms of public engagement, the questionnaire provides important indicators of concerns which should be considered in future analysis and project implementation. It should be noted that this is not a scientific survey and respondents were self-selected.
- a. Demographic information – Participants were required to give their zip code but all other demographic questions were optional. About 300 people completed most of the demographic questions.
    - Approximately one-third of participants came from the six zip codes around or directly adjacent to Highway 217; one-third came from zip codes west and north of the Highway 217 corridor area; the rest may be commuters, occasional users or just interested parties.

- About two-thirds of the respondents who completed the demographic section were male, older than 35, and/or had completed education levels of college or above.
- Approximately half were in the income level range of \$50-100,000
- The vast majority owned rather than rented their homes.
- Given the population increase in the corridor, it was interesting to note that newcomers to the area did, by and large, not take the questionnaire. Less than 40 of the respondents have lived in the metro region fewer than five years and well over one-third have lived in the corridor over 20 years.

b. Questionnaire responses –

i. Options –

1. Participants rated the addition of highway lanes as very important, interchange and arterial improvements as important, and transit, bike and pedestrian trail improvements as somewhat important.
2. Nearly everyone who took the questionnaire indicated that they would use a new general purpose lane if built, while about one-third would use the tolled express lane, transit or bike/ped paths.
3. Both Options A and B had high levels of support for further study while Option A alone had slightly more.
4. Option C was overwhelmingly rejected for further consideration.

ii. Issues –

1. Providing congestion relief for all lanes was of primary importance but the time it takes to build the project was also considered to be important.
2. Other issues were ranked in the following order: environmental impacts, choice of travel modes and availability of express trip.
3. In a separate question about the importance of a guaranteed express trip, many participants stated that it was not important. About one-third felt that an express trip was important or very important.



iii. Funding –

1. The most preferred funding options included the addition of other funding sources, underscoring the importance that participants attributed to completing construction as quickly as possible. The most accepted option did not include tolling and the second choice included tolling.
2. Interestingly, when a menu of additional funding sources to complete the project was suggested, tolling was the most preferred option, with state/local gas tax and vehicle registration fee following close behind. So while tolling registered as a concern in other areas, it was preferred over other additional funding options. Property taxes were selected as the worst option.
3. Support for tolling as a means of helping construct the project sooner was fairly split. This reinforces the divide among respondents who strongly support and those who oppose tolling as a funding option.

iv. Phasing – Interchange improvements in order of importance ranked by respondents are: Allen/Denney, Scholls Ferry/Greenburg, Canyon/Walker, and Beaverton-Hillsdale/Allen.

c. Additional comments – 160 participants provided open-ended comments in the questionnaire with a variety of issues, concerns and suggestions (listed in order of number of comments).

- The most common general comment indicated opposition to tolling, either because the respondents didn't feel it would work on this highway or be accepted in this region, because they felt it unfairly favored higher income people, or because they preferred another source of additional funding to provide revenue.
- Many people suggested finding another funding source to make the project happen, with the most popular suggestion being an additional gas tax.
- A large number of participants stressed the importance of a long-term solution and a majority of those specifically favored a bypass highway connecting I-5 with Highway 26 to the west of Highway 217.
- Many people stressed the importance of making improvements to Highway 217 as soon as possible.

- Other issues mentioned include support for tolling, support for arterial or interchange improvements, and support for transit improvements.
- Some participants felt that current transportation funding was adequate and that funds should be shifted to pay for improvements to Highway 217.
- The final two issues mentioned were support for bike trails and carpool lanes.

#### **IV. Key Phase II public outreach findings**

Several key messages were consistent throughout much of the Phase II public outreach and public comment period.

1. **Strong support for increasing road capacity** – Nearly all those that commented concurred that improvements were needed on Highway 217 and most of those people felt that at least one additional lane in each direction was needed.
2. **Strong support for finding a long-term solution to area congestion** – Many community members felt that adding an additional lane to Highway 217 was a “band-aid” for a bigger problem. Many of those suggested building a bypass instead, that would connect I-5 with Highway 26 to the west of 217.
3. **Strong support for a speedy conclusion** – Public comments made clear that the majority feel that Highway 217 is a problem that needs improvement sooner rather than later. Many people expressed concern that even by the earliest suggested date of completion, which was 2014, any of the suggested options would already be outdated at current growth rates.
4. **Strong opposition to express ramp meter bypass option (Option C)** – This is the most conclusive result from all forms of public comment and the questionnaire presented similar opposition. The unsolicited term used most often, from the focus groups to the freight discussion group to written comments, was a concern that this option would result in incidents of “road rage”. Little discussion centered on other aspects of this option, such as feasibility as a revenue source or design issues.
5. **Uneasiness with the concept of tolling** – Many of the written comments and questionnaire open-ended responses indicate a concern or negative reaction to the concept of tolling. Written comments tended to be more critical of tolling and more supportive of the need for additional general-purpose highway lanes. However, in contrast during verbal discussions most of those who were concerned about the tolling option, and many of those who opposed the tolling option, agreed that it should be included for further study because of financial considerations. The freight focus group supported a tolled lane as long as large trucks would be permitted access to the facility, and others expressed conditional support for tolling if it ended when the project was paid for and/or only operated during peak traffic times. Despite the expressed concerns about tolling, when forced to make a choice, questionnaire participants selected tolling as the preferred alternate source of funding.
6. **Interest in other funding sources to complete the project** – While some expressed the view that there was currently adequate funding to construct the project, a larger number expressed support for looking at alternate sources of revenue to pay for construction. The general reaction was that the public would support funds specifically slated for improvements to Highway 217. (This

concur with a report that Adam Davis, partner of Davis, Hibbitts and Midghall, a public opinion research and consulting firm, gave to the Highway 217 PAC at the June meeting. In Davis' research, he found that Washington County residents are more likely to support funding of transportation projects. In general, residents feel that local government's first priority should be a reduction of traffic congestion.) Specific suggestions from public comments include a gas tax, bond measure, vehicle registration fee, and a tax or fee charged to bicyclists. Others felt that "big business" and new construction should shoulder a larger share of the cost of growth and the infrastructure required to sustain it, including road expansion projects.

7. **Perception that current funding is adequate** – Some written and verbal comments expressed a strong opinion that transportation funding is adequate but is misspent by government. Some felt that too much money is spent on transit and bike/pedestrian improvements and that these alternative transportation modes fail to pay for themselves and don't do enough to reduce congestion. Others felt that money was wasted on studies instead of putting the money into construction of roads. (These views also concur with the Davis report showing a growing lack of public understanding of public finance and a growing dissatisfaction with government.)
8. **Support for improvements to arterials and interchanges** – Both the Phase II findings and the public suggested that improvements to arterials, particularly north-south through streets, would help reduce current and future congestion on Highway 217. The public seemed to also agree that the current close spacing and design of interchanges on Highway 217 was a problem that needed to be corrected soon.
9. **Mixed reaction to transit and bike/pedestrian path improvements** – Nearly an equal number of people felt strongly either that funding for these projects is a waste of money that should be spent on providing highway capacity or that not enough emphasis is given to these alternative modes as a long-term solution to congestion. Relatively few open-ended comments brought up either of these issues.

One issue that became more prominent in the latter part of the public outreach process was a discussion of equity in regard to tolling. In the earlier parts of Phase II outreach, the general perception seemed to be that tolling was a fair way to provide additional funding for the project and was seen as a "user fee". The issue of equity and perception of tolling as discriminating among low-income people became more of a prominent concern expressed during the formal public comment period. Many of the people that opposed tolling did so because they felt that tolling discriminated against low-income people and favored the wealthy.

## **V. Conclusion**

The public reached through this public involvement process strongly agreed that:

- improvements were needed in the Highway 217 corridor,
- additional road capacity is needed, and
- improvements need to happen quickly.
- There was a strong sense of urgency expressed in getting something done now but also a need to look at a long-term solution to the problems in this corridor.
- The Western Bypass that was studied and rejected by the region several years ago was mentioned repeatedly. Some of the public seem to be unaware that the Highway 217 corridor study was one of the outcomes of the Western Bypass study or else disagree that Highway 217 is an efficient long-term solution.

The issue of tolling remains controversial in discussions with the public and elicits strong responses.

- In the next phase of study, a scientific survey could be undertaken to get a valid sense of the general public's opinion, but it is clear that opposition to tolling on this project will be voiced by a sector of the public.
- As mentioned previously, the reasons for opposing tolling are varied and it would be helpful to further explore those concerns.
- From interaction and written or questionnaire responses, it was also apparent that there remained some confusion about the exact nature of the tolling option on Highway 217 – that it was limited to the additional lanes and that cars would not have to stop and pay a fare at toll booths.

## **Next steps**

No matter which option(s) is/are selected to go forward for further study, from a public comment perspective several issues should be addressed.

- If the tolling option is selected to go forward for more study, additional education about electronic tolling and variable pricing is needed.
- There is a need for clarification and increased public information about the transportation funding process, since there seems to be general confusion about funding sources and availability.
- Other revenue sources, including tolling, gas tax and vehicle registration fees, should be studied further to clarify whether these are feasible ways to bring improvements to Highway 217.

M E M O R A N D U M

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



**METRO**

DATE: December 29, 2005  
TO: JPACT and Interested Parties  
FROM: Ted Leybold: Principal Transportation Planner  
SUBJECT: 2008-11 Transportation Priorities Policy Update process

\* \* \* \* \*

Attached is a schedule and draft Policy Report for the 2008-11 Metropolitan Transportation Improvement Program for discussion. The report includes existing policies for the program as adopted by JPACT and the Metro Council and identification of policy issues you may wish to have addressed prior to the upcoming Transportation Priorities allocation process and MTIP report adoption.

JPACT is scheduled to act on the policy report at the subsequent meeting in February.

Potential policy issues for discussion at this meeting are outlined in detail beginning on page 6 of the report and include:

- allocation of funds to address inflation on existing projects
- integration of transportation system operations and management into the MTIP program
- refinement of economic development objectives and measures
- recommendations to improve project delivery
- review of CMAQ eligible cost targets for regional sub-areas
- policy direction relative to state or regional funding initiatives
- application funding limits for regional agencies



**Transportation Priorities  
2008-11 Allocation Process  
and Metropolitan  
Transportation Improvement  
Program Update**

# **Policy Report**

**January 10, 2005**

*Draft for JPACT discussion*



**METRO**

PEOPLE PLACES  
OPEN SPACES

## Regional Transportation Funding and the Transportation Priorities Program

There are several different sources of transportation funding in the region, many of which are dedicated to specific purposes or modes.

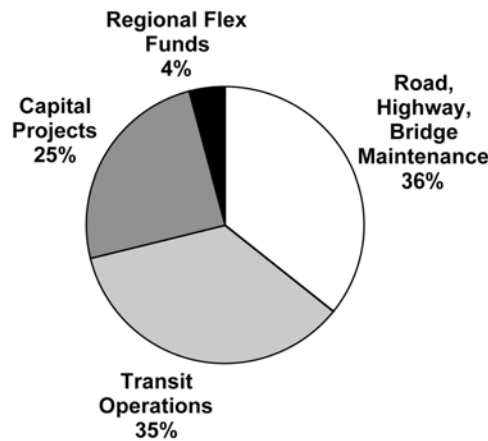
Recent data demonstrates that approximately \$425 million is spent in this region on operation and maintenance of the existing transportation system. While there are unmet needs within operations and maintenance, the relatively small potential impact that regional flexible funds would have on these needs and because there are other potential means to address these needs, JPACT and the Metro Council have adopted policy against using regional flexible funds for these purposes. Exceptions include the Transportation Demand Management (TDM) programs as they have demonstrated a high cost-effectiveness at reducing the need for capital projects, because they lack other sources of public funding to leverage private funding and because they directly benefit priority 2040 land-use areas. A second exception is expenditures on the expansion of transit service. This exception has been limited to situations where the transit provider can demonstrate the ability to fund the increased transit service in the subsequent MTIP funding cycle.

Capital spending in the region for new capital transportation projects outside of regional flexible funding is approximately \$180 million per year. This includes funding for state highways, new transit capital projects, port landside facilities and local spending.

Approximately \$26 million of regional flexible funds are spent each year in the Metro region. This funding is summarized in the following Figure 1.

**Figure 1**

### Annual Regional Transportation Spending \$630 million



Recent acts by the state legislature have provided one-time revenue sources for transportation improvements in the region. This includes \$22 in road capacity projects in OTIA I & II, a portion of the expected \$31 million for capacity projects in OTIA III and a portion of OTIA III funds targeted for freight mobility, industrial access and job creation (\$100 million state wide). These funds directly supplement the construction of road capacity projects in the region.



Additionally, \$34 in highway capacity and \$158 million in highway, bridge and road reconstruction funding programmed to this region for expenditure by 2010. These highway funds will be supplemented by highway projects of statewide significance (\$100 million statewide), and match to OTC-requested federal earmarks (\$200 million statewide) that will be programmed to this region by Oregon Transportation Commission.

This increase in state revenue dedicated to highway and road capacity and preservation and bridge repair and reconstruction represents the first major increase in state resources in more than a decade. Prior to this increase, regional flexible funds were used to fund a number of highway capacity projects, such as the I-5/Highway 217 interchange, capacity improvements on Highway 26, the Tacoma Street over crossing of Highway 99E and the Nyberg Road interchange.

## **2006-09 Transportation Priorities Allocation Process and Policy Direction**

The 2006-09 Transportation Priorities process began with the adoption of the following program policy direction.

The primary policy objective for the MTIP program 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.
- Meet the average annual requirements of the State Implementation Plan for air quality for the provision of pedestrian and bicycle facilities

These policy objectives are implemented through limits on the number and type of applications allowed from the sub-regional transportation coordinating committees, project eligibility and screening criteria, the Region 2040 match advantage incentive, technical evaluation measures, qualitative issues (including public comments), the factors used to develop the narrowing recommendation, and any additional policy direction received from JPACT and the Metro Council during the narrowing process.

### Sub-regional Application Limits

The region has three transportation coordinating committees: Clackamas County, East Multnomah County and Washington County, to coordinate various transportation issues, including the number and type of applications to the Transportation Priorities process. The City of Portland has an internal coordinating process among its transportation, planning, development and parks agencies. Each sub-area may only apply for an amount of regional flexible funds equal

to twice the amount they would receive under a sub-allocation by percentage of regional population. Due to the time and cost involved in preparation, evaluation and selection of projects, this is a means of containing the costs association with this process to those projects of highest priority to the applicants.

Furthermore, each sub-area may only submit road capacity, reconstruction and bridge projects in total project costs of no more than 60% of their target maximum. This ensures a range of CMAQ eligible projects will be eligible from across the region.

### Region 2040 Match Advantage

The Region 2040 Match Advantage and is summarized as follows:

- A. Bridge, Road Capacity, Road Reconstruction, and Transit Projects located within:
  - i. Tier I or II 2040 land use areas other than corridors,
  - ii. one mile of a Tier I 2040 land use areas if the facility directly serves that area are eligible for up to 89.73% match of regional funds.
  
- B. Freight projects located within:
  - i. Tier I or II 2040 industrial areas or inter-modal facility,
  - ii. within 1 mile of a Tier I industrial area or inter-modal facility if the facility directly serves that area or facility
  
- C. Boulevard, Pedestrian and TOD projects located within:
  - i. Tier I or II 2040 land use areas other than corridors are eligible for up to an 89.73% match of regional funds.
  
- D. Planning and Green Street Demonstration projects are eligible for 89.73% match of regional funds.
  
- E. The RTO program is not subject to the region 2040 match incentive program as it is programmatic in nature and some RTO programs or projects may be eligible for 100% funding from regional flexible fund sources. The RTO Subcommittee may utilize other incentive criteria for emphasizing projects and programs in Region 2040 priority land use areas.
  
- F. All other projects would be eligible for up to a 70% match of regional funds.

### Project Eligibility and Screening Criteria

Following are the project eligibility and screening criteria.

#### *Eligibility Criteria for all projects*

To be eligible for funding, a project must be a part of the of the 2004 Regional Transportation Plan's financially constrained system project list. A jurisdiction may apply for project not currently in the financially constrained project list under the following conditions:

- jurisdiction assumes risk in requesting approval of amendment to the RTP financially constrained system,

- jurisdiction identifies a project of similar costs (within 10%) currently in the RTP financially constrained system that it may request be removed to maintain financial constraint,
- the project is likely to be determined exempt from air quality impacts based on federal guidance.

*Screening Criteria for all projects*

- Highway, road and boulevard projects must be consistent with regional street design guidelines.
- Project designs must be consistent with the Functional Classification System of the 2004 RTP.
- No funding for on-going operations or maintenance, except for the RTO program and start-up transit operations that demonstrate capacity for future operation funds to replace regional flexible funds by the next MTIP funding cycle.
- Applicant jurisdiction must be in compliance with the Metro functional plan or has received an extension to complete compliance planning activities. If the applicant jurisdiction is not in compliance work has not received an extension, it must provide documentation of good faith effort in making progress toward accomplishment of its compliance work program. The work program documentation must be approved by the governing body of the applicant jurisdiction at a meeting open to the public and submitted to metro prior to the release of the draft technical evaluation of project applications by Metro staff.
- Project must meet Metro’s requirements for public involvement and have received support of governing body at a public meeting as a local priority for regional flexible funding. Adoption of a resolution at a public meeting would qualify as receiving support of the governing body. Documentation of such support would need to be provided prior to release of a technical evaluation of any project.
- Statement that project is deliverable within funding time frame and brief summary of anticipated project development schedule

Technical Evaluation Measures

Projects are quantitatively evaluated within one of twelve modal categories (planning applications are not quantitatively evaluated). Measures are developed to address the program policy objectives and are generally categorized into project effectiveness (25 points), 2040 land use objectives (40 points), safety (20 points) and cost-effectiveness (15 points). Bonus points are sometimes available to address additional goals such as inclusion of green street project elements.

Evaluation measures are refined each funding cycle to better address program policy objectives.

Qualitative Criteria

The use of qualitative criteria was limited as a means for technical staff to recommend elevating a project to receive funding over other higher technically ranked projects within their same project categories.

Qualitative criteria

- Minimum logical project phase
- Linked to another high priority project
- Over-match

- Past regional commitment\*
- Includes significant multi-modal benefits
- Affordable housing connection
- Assists the recovery of endangered fish species
- Other factors not reflected by technical criteria

Any project could receive a recommendation from Metro staff or TPAC for funding based on these administrative criteria only if it is technically ranked no more than 10 technical points lower than the highest technically ranked project not to receive funding in the same project category (e.g. a project with a technical score of 75 could receive funding based on administrative criteria if the highest technically ranked project in the same project category that did not receive funding had a technical score of 85 or lower).

\* Previous funding of Preliminary Engineering (PE) does constitute a past regional commitment to a project and should be listed as a consideration for funding. Projects are typically allocated funding for PE because they are promising projects for future funding. However, funding of PE or other project development work does not guarantee a future financial commitment for construction of these projects.

#### Factors Used to Develop Narrowing Recommendations

In developing both the first cut and final cut narrowing recommendations, technical staff 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
  - meeting SIP air quality requirements for miles of bike and pedestrian projects.
- Technical rankings and qualitative factors
- Funding projects throughout the region

#### Further Policy Direction Provided During Narrowing Process

Technical staff consults with JPACT and the Metro Council following the public comment period and prior to forming a recommendation for a final cut list that balances candidate project costs with forecasted revenues. During the 2006-09 narrowing process, the following additional policy guidance was provided.

1. Support economic development in priority land use areas.

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

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

2. Emphasize priority modal categories in the following manner:

A. Emphasize projects in the bicycle, boulevard, freight, green street demonstration, pedestrian, regional transportation options, transit oriented development and transit categories by:

- proposing the top-ranked projects at clear break points in technical scoring in all of the emphasis categories (with limited consideration of qualitative issues and public comments).

B. Nominate projects in the road capacity, reconstruction or bridge categories when the project competes well within its modal category for 2040 land use technical score and over all technical score, and the project best addresses (relative to competing candidate projects) one or more of the following criteria:

- project leverages traded-sector development in Tier I or II mixed-use and industrial areas;
- funds are needed for project development and/or match to leverage large sources of discretionary funding from other sources;
- the project provides new bike, pedestrian, transit or green street elements that would not otherwise be constructed without regional flexible funding (new elements that do not currently exist or elements beyond minimum design standards).

C. When considering nomination of applications to fund project development or match costs, address the following:

- Strong potential to leverage discretionary (competitive) revenues.
- Partnering agencies illustrate a financial strategy (not a commitment) to complete construction that does not rely on large, future allocations from Transportation Priorities funding.
- Partnering agencies demonstrate how dedicated road or bridge revenues are used within their agencies on competing road or bridge priorities.

3. As a means of further emphasis on implementation of Green Street principles, the following measures should also be implemented:

- Staff may propose conditional approval of project funding to further review of the feasibility of including green street elements, particularly interception and infiltration elements.
- Strong consideration will be given to funding the Livable Streets Update application in the Planning category. This work would document the latest research and further the training and education of green street implementation in the region.

This guidance will be integrated into the relevant program policies for 2008-11, along with any other policy guidance provided during the consideration and adoption of this policy report. JPACT and the Metro Council will again be consulted following the public comment period of the 2008-11 process for opportunity to provide further policy guidance for the program.

## **Transportation Priorities 2008-11 Refinement Issues**

JPACT and Metro Council may consider directing Metro staff to work with TPAC to address the following issues.

### **1. Consideration of inflation allocation to existing projects**

Due to several factors: higher than forecast land acquisition and commodities costs, amount of competing construction activity and increasing environmental mitigation costs, existing projects are receiving bids higher than projected costs. TPAC may develop alternatives to provide additional regional funds to existing projects prior to committing to new projects.

## **2. Improve integration of transportation system Operation and Management solutions into the MTIP program**

The Transport subcommittee of TPAC is beginning development of a comprehensive strategic plan for the operation and management of the transportation system. This strategic plan may guide how to most cost-effectively integrate operational elements into all regional transportation projects as well prioritize operation and management strategies for the region.

Three potential strategies for improving the integration of operations and management strategies into the MTIP include:

- Updating the technical measures used to score and rank projects to include incentives for projects that include relevant operations and management elements.
- Creating a programmatic allocation of funds for operations and management implementation similar to the Regional Travel Options program..

## **3. Refinement of economic development objectives and measures**

Comments MTIP project staff received during the previous allocation process indicated that the technical evaluation of projects applications relative to the policy objective of economic development was not clear. Additionally, there has been more policy analysis of economic development related issues in the region subsequent to the previous Transportation Priorities allocation process.

Current technical evaluation to address this policy objective include elements of the 2040 Land Use evaluation category that emphasizes projects serving industrial and mixed-use centers, points for progress in creating a mixed-use center or removing transportation barriers to development of industrial areas, inclusion of a freight category for freight mobility projects, and a qualitative summary of project impacts on economic development that includes any specific links to retention or recruitment of traded-sector jobs.

Policy makers may wish provide more specific economic development objectives or request additional policy options for the program given new policy work of the regional Comprehensive Economic Development Strategy work, the Regional Business Plan or the recent Cost of Congestion study.

## **4. Project Delivery Subcommittee recommendations**

The Project Delivery subcommittee of TPAC is making several recommendations related to the allocation of regional flexible funds that should be incorporated into the Transportation Priorities process, including:

- implementation of pre-application process
- opportunities to simplify program policy objectives or technical criteria/measures
- opportunities to narrow or directly identify project types or modal categories to be funded

## **5. Review of CMAQ eligible project targets for regional sub-areas**

A request was made at the TPAC policy review meeting to review the policy requiring 40% of project application costs from each of the sub-regions be in categories other than road capacity, road reconstruction or bridge categories. This policy was instituted by JPACT and the Metro

Council to ensure CMAQ eligible projects would be funded throughout the region. The target percentage approximates the amount of regional flexible funds from the CMAQ source.

#### **6. Potential new policy direction related to state Legislative strategy or regional strategy for new transportation funding initiatives**

Should there be a policy emphasis for the allocation of regional flexible funds in the upcoming cycle relative to a regional strategy for pursuing new transportation revenues at the state legislature or through regional initiatives? Potential strategies could include:

- an emphasis on project development work to prepare projects for implementation by new funding sources,
- an emphasis on specific modes or types of projects to leverage new funds.

#### **7. Limits on application amounts from regional agencies**

Currently, there is no limit on the amount of funding for which Metro and TriMet may apply. Most funding awarded to Metro and TriMet is for planning, project or program work constructed or operated through out the region or across sub-regional boundaries. Therefore, no limits have been previously considered as a means of achieving equal access across the region to the benefits of the funding. With two agencies applying, it has not been seen as necessary in order to save the administrative costs of evaluating applications. However, the request was made at the TPAC review meeting that this may be an issue of interest as a means of addressing balance between projects of regional vs. local interest and priority.

# TENTATIVE LIST OF 2006 MPAC WORK PROGRAM ISSUES

- State Big Look (SB 82) (Work Program Input)
- New Look at Regional Choices (2040)
  - Regional Framework Plan Policies
  - Regional Business Plan (Regional Meeting)
  - 2030 Forecast Allocations
  - Agriculture/Urban Symposiums – Next Steps
  - UGB Process
- Functional Plan Implementation and Compliance
  - 2005 Compliance Report
  - Title 11 Concept Planning
    - Damascus Concept Plan
    - Expansion Area Planning Fund Committee
- Title 7 Revisions/Compliance – Housing Choice Task Force Proposals
- Nature in Neighborhood
  - Basin Goal 5 Program Implementation & Metro Title 13 Compliance Acknowledgement
  - Metro 2006 Greenspaces/Goal 5 Bond Measure Allocation
- Periodic Review
  - Industrial Lands Remand/Acknowledgement
- Economic Development – Brownfields/EPA Grant Proposal
- Get Centered! Program Changes-Incentives
- Ballot Measure 37 – Role of Cities and Counties
  - Claims Coordination
  - Service Extensions
  - Revision/clarification of measure
- JPACT Make-up & JPACT/MPAC working relationship



## 2006 JPACT Work Plan Topics

1. Legislature
  - Oversight of lobbying efforts
  - Use of JPACT Members to develop state funding strategy
  - Coordination/collaboration with OMPOC, LOC, AOC
2. Bi-State Committee
  - I-5 Bridge Project Oversight
  - Bi-State Cooperation
3. Oregon MPO Coalition
4. OTC/ODOT Relationship
  - Super-ACT involvement
  - West Coast Corridor Coalition
5. MTIP
  - Initiate Priorities 2008-11
  - Improve MTIP/STIP Coordination
6. Transportation Finance
  - Continue Finance Committee
  - Prepare for possible ballot measure
  - Prepare for Legislative proposal
7. Develop regional priorities package
  - DC Trip Coordination
  - High-speed Rail 2010 Olympics Connection
8. New Urban Area Development Strategy
9. Mega Projects in the Region – Consideration of Tolling
  - Sunrise
  - I-5 Columbia River
  - I-5/99W
  - I-205
10. JPACT Membership
11. RTP Update
12. Congressional Visits at JPACT Meeting
13. Business Leadership
  - a. Transportation Planning
  - b. Financing
  - c. Project Development
14. Freight Advisory Committee

## 2006 JPACT Activities for Current Transportation Planning Projects

	Consent	Info/Discussion	Action
<b>January</b>			
<b>February</b>		Regional Travel Options (RTO) Annual Report  RTP Consultant Selection	Priorities 2008-11 Program Policy
<b>March</b>		RTP Phase 1 Report (Project Scoping)	RTP Phase 2 Work Program
<b>April</b>			
<b>May</b>		"State of the Region" (report on transportation)  RTO Marketing Activities Update	
<b>June</b>			
<b>July</b>		RTO Rideshare Study Results	
<b>August</b>			
<b>September</b>		Review of Priorities 2008-11 "First Cut"	
<b>October</b>			Release 2008-11 "First Cut" for public comment
<b>November</b>		RTP Outreach Report	
<b>December</b>			

Materials following this page were distributed at the meeting.

PROPOSED REVISION

Changes		Metro Area FY 07 Federal Transportation Appropriations Request List			1-18-06
Project Type/Name		Appropriation Request (\$million)	Source	Purpose	
<b>Regional Highway Projects</b>					
	I-5 Trade Corridor	\$ 5.00	National Corridor Program/Interstate Maintenance Discretionary	PE/EIS	
	I-5/99W Connector	\$ 2.50	General Provisions Earmark	PE/EIS	
	ITS Equipment (ODOT)	\$ 1.50	TCSP	Construction	
	<b>Total</b>	<b>\$ 9.00</b>			
<b>Regional Transit Priorities</b>					
	Wilsonville-Beaverton Commuter Rail Project	\$ 27.50	5309 New Starts	Construction	
	South Corridor/I-205	\$ 25.00	5309 New Starts	Construction	
	TriMet Bus and Bus Related	\$ 8.00	5309 Bus	Construction	
	MAX System Extension Analysis	\$ 1.00	5339 New Starts	Planning	
	SMART Bus - Wilsonville - Multimodal Facility	\$ 1.75	5309 Bus	Construction	
	TriMet Clean Fuels Technology	\$ 1.00	5308 Clean Fuels Grant Program	Construction	
	Prototype Streetcar	\$ 1.00	5314	Construction	
	<b>Total</b>	<b>\$ 65.25</b>			
<b>Local Project Priorities</b>					
	Portland: East Burnside Corridor Street Improvements	\$ 4.70	General Provisions Earmark	Construction	
	Portland: I-5/North Macadam Access	\$ 5.00	General Provisions Earmark	Construction	
	Multnomah: Sellwood Bridge	\$ 3.00	HBRR	PE/Environment	
	Gresham: Springwater-US 26 Access	\$ 5.00	General Provisions Earmark	PE/EIS/ROW	
	Wilsonville: Kinsman Rd	\$ 2.00	General Provisions Earmark	Construction	
	Clackamas County: Beaver Creek Road	\$ 1.70	General Provisions Earmark	EA/PE	
	Hillsboro: Century Blvd. Bridge	\$ 1.50	General Provisions Earmark	PE/EIS	
	Port of Portland: I-205 and Airport Way	\$ 3.00	Interstate Maintenance Discretionary	PE/EIS	
	Port of Portland: I-84/257th Interchange	\$ 1.00	Interstate Maintenance Discretionary	PE/EIS	
	Metro TOD Revolving Fund	\$ 5.00	TCSP	Construction	
	<b>Total</b>	<b>\$ 31.90</b>			
<b>Non-Transportation Appropriations Bills</b>					
	Port of Portland: Columbia River Channel Deepening	\$ 40.00	Energy & Water Appropriation	Construction	
	Portland Streetcar - Segment 3: To South Waterfront	\$ 1.00	HUD	Construction	
*****	TriMet Communications Systems	\$ 18.75	Homeland Security/5309 BUS	Construction	
	<b>Total</b>	<b>\$ 59.75</b>			
<b>Support for OTA Transit Request</b>					
	South Clackamas (Molalla) Transit District	\$ 0.20	5309 Bus	Bus Replacemtn	
	City of Canby Operations Center/Buses	\$ 1.25	5309 Bus	Transit Center/Bus	
*****	City of Sandy Operations Center/Garage	\$ 1.0145	5309 Bus	Transit Center	
	<b>Total</b>	<b>\$ 2.46</b>			
<b>Support for Washington/Clark County Priorities</b>					
*****	I-5 Trade Corridor	\$ 5.00	National Corridor Planning and Development Program / Interstate Maintenance Discretionary	PE/EIS	
*****	C-TRAN Bus & Bus Related	\$ 4.00	5309 Bus		
	<b>Total</b>	<b>\$ 9.00</b>			
<b>Grand Total - Transportation Appropriations</b>		<b>\$ 177.36</b>			