



METRO

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

MEETING: TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

DATE: October 27, 2006

TIME: 9:30 A.M.

PLACE: Rooms 370A/B, Metro Regional Center

9:30 AM	1.	Call to Order and Declaration of a Quorum	Robin McArthur
9:30 AM	2.	Citizen communications to TPAC on non-agenda items	Robin McArthur
9:35 AM	3. *	Approval of September 29, 2006 Minutes	Robin McArthur
9:35 AM	4.	Future Agenda Items <ul style="list-style-type: none"> • SAFETEA regs for safety (December) • RTO Vanpool Program Update (January) • Willamette River Bridges (anytime) • Cost of Congestion Update • Damascus Concept Plan • Freight Data Collection • New Look Updates • Columbia River Crossing Updates 	Robin McArthur
	5.	<u>ACTION ITEMS</u>	
9:40 AM	5.1 *	Resolution No. 06-3712, For the Purpose of Amending the 2006-09 Metropolitan Transportation Improvement Program (MTIP) To Add The 172 nd Avenue: Foster Road to Sunnyside Road Project and Transfer Funds From the 172 nd Avenue: Sunnyside Road to Highway 212 Project – <u>RECOMMENDATION TO JPACT REQUESTED</u>	Ted Leybold
	6	<u>INFORMATION / DISCUSSION ITEMS</u>	
10:00 AM	6.1 #	RTP Update – <u>INFORMATION</u>	Kim Ellis
10:30 AM	6.2 *	Sunrise DEIS Update - <u>INFORMATION</u>	Ron Weinman
10:45 AM	6.3 #	Asset Management Update- <u>INFORMATION</u>	Patricia Bugas, PDOT
11:15 AM	6.4 #	State of ITS Report - <u>INFORMATION</u>	Jon Makler
11:30 AM	7	ADJOURN	Robin McArthur

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



METRO

TRANSPORTATION POLICY ALTERNATES COMMITTEE
September 29, 2006

Metro Regional Center

MEMBERS PRESENT

Scott Bricker	Citizen
Greg DiLoreto	Citizen
Leland Johnson	Citizen
Nancy Kraushaar	City of Oregon City, representing Cities of Clackamas County
Ron Papsdorf	City of Gresham, representing Cities of Multnomah County
Karen Schilling	Multnomah County
Phil Selinger	TriMet
Rian Windsheimer	Oregon Department of Transportation (ODOT – Region 1)
Ron Weinman	Clackamas County

AFFILIATION

MEMBERS ABSENT

Frank Angelo	Citizen
James Castaneda	Citizen
Brent Curtis	Washington County
John Hoefs	C-Tran
Leland Johnson	Citizen
Susie Lahsene	Port of Portland
Dean Lookingbill	SW Washington RTC
Mike McKillip	City of Tualatin, representing Cities of Washington County
Dave Nordberg	Oregon Department of Environmental Quality (DEQ)
Paul Smith	City of Portland
Mike Williams	Washington State Department of Transportation (WSDOT)
Jonathan Young	FHWA

AFFILIATION

ALTERNATES PRESENT

Lynda David	SW Washington RTC
Michelle Eraut	FHWA
John Gillam	City of Portland
Sorin Garber	Citizen
Robin McCaffrey	Port of Portland
Marianne Fitzgerald	DEQ
Ed Pickering	C-Tran
Margaret Middleton	City of Beaverton, representing Cities of Washington County
Clark Berry	Washington County

AFFILIATION

GUESTS PRESENT

Mary Ordal	Hillsboro Parks & Recreation
Valerie Counts	City of Hillsboro

AFFILIATION

<u>GUESTS PRESENT</u> (cont.)	<u>AFFILIATION</u>
Derek Robbins	City of Forest Grove
Kevin Downing	DEQ
Sharon Banks	Cascade Sierra Solutions
Dan Whelan	Office of Congressman David Wu
Gregg Everhart	Portland Parks & Recreation
Jim Redden	Portland Tribune
Jon Gustafson	Cascade Sierra Solutions
Megan Gibb	PDC
Byron Estes	PDC
Jerry Sundvell-Williams	EJAG
Jensi Albright	EJAG

STAFF

Andy Cotugno, Pam Peck, Amy Rose, Josh Naramore, Ted Leybold, Kim Ellis, Jessica Martin

1. CALL TO ORDER, DECLARATION OF A QUORUM & INTRODUCTIONS

Mr. Andy Cotugno called the meeting to order and declared a quorum at 9:36 a.m.

2. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

Mr. DanWhelan with Congressman David Wu's office appeared before the committee and read a letter (included as part of the meeting record) on behalf of Congressman Wu urging the committee to support Washington County's application for MTIP funds for the Highway 217: Beaverton-Hillsdale to Allen Interchange project.

3. MINUTES OF AUGUST 25, 2006 MEETING

ACTION TAKEN: Mr. Phil Selinger moved and Mr. Ron Weinman seconded the motion to approve the August 25, 2006 meeting minutes. Hearing no objections, the motion passed.

4. INPUT ON FUTURE AGENDA ITEMS

Mr. Sorin Garber requested that at some point the committee discuss different ways to look at MTIP funding. Chair Cotugno stated his plans to initiate that discussion after the Regional Transportation Plan (RTP) update.

5. ACTION ITEMS

5.1 MTIP Review of draft Technical Scores/First Cut List

At the TPAC workshop held on September 22nd, committee members proposed several amendment options to the Metro staff recommendation of the First Cut List. To serve as a starting point for developing a recommendation, Mr. Ted Leybold directed the committee to a memo (included as part of the meeting record) listing the amendment options. The committee discussed the voting procedure. Chair Cotugno suggested reviewing each section of the memo separately, get all the amendments on the table, and then go back and vote on each amendment.

MOTION: Mr. Greg DiLoreto moved, seconded by Mr. Clark Berry to approve the staff recommendation.

Chair Cotugno reviewed the proposed cuts:

General

1. As means of promoting administrative efficiencies, cut all construction projects whose total federal participation cost is less than \$1 million. This would include the following projects:
 - A. Hood Street Pedestrian: Division to Powell (887 K)
 - B. Clackamas County ITS (592 K)

MOTION TO AMEND: Ms. Nancy Kraushaar, seconded by Ms. Robin McCaffrey, moved to cut the Hood Street Pedestrian: Division to Powell and Clackamas County ITS projects.

Mr. Ron Papsdorf stated his concern for cutting the Hood Street Pedestrian project, especially if the committee were to not add the SE 190th Dr. project to the list.

FRIENDLY AMENDMENT ON MOTION TO AMEND: Mr. Ron Papsdorf moved to cut only the Clackamas County ITS project. Ms. Kraushaar, the maker of the motion and Ms. McCaffrey, as the seconder, agreed to the friendly amendment.

VOTE ON MOTION AS AMENDED BY FRIENDLY AMENDMENT: With the majority of the committee members present voting in favor, the motion passed.

Boulevard

Cut the Killingsworth: N Commercial to NE MLK Blvd. project (\$1.955 million). Proposed that this is the least viable project in a modal category with a lot of competition.

DISCUSSION: Mr. Byron Estes with the Portland Development Commission (PDC) addressed the committee and spoke in favor of the Killingsworth project noting that the PDC has a large commitment of match funds and the project serves an underprivileged portion of the community. The committee agreed not to cut the Killingsworth project.

Diesel Retrofit

Cut additional \$700 K (TriMet has reduced its original request by \$1.1 million) from the diesel retrofits category and using the new technical analysis as a means of reducing costs.

Options include:

- A. Cut \$500 K from the TriMet Bus application **and** cut the Sierra Cascade SmartWay Technology Center (\$200 K). This would eliminate the oldest approximately 42 buses of 325 buses proposed for retrofits from obtaining emission reduction equipment out of a total fleet of 606.
- B. Cut \$700 K from the TriMet Bus application. This would eliminate approximately 59 buses from obtaining emission reduction equipment.

DISCUSSION: Ms. Marianne Fitzgerald stated DEQ's support for clean diesel and would support keeping both projects on the list. Ms. Sharon Banks with Sierra Cascade spoke in favor of the Sierra Cascade SmartWay Technology Center project noting that Portland is just a piece of the puzzle, as there is a commitment for three centers in Los Angeles, one in Sacramento, and Seattle. She added that the project would upgrade 5,000 trucks per year and with 30,000 trucks updated, an annual reduction of 1.5 million tons of carbon dioxide is expected.

MOTION AS AMENDED #2: Mr. Clark Berry moved, seconded by Mr. Papsdorf to cut the \$700,000 from the TriMet Bus application.

VOTE ON MOTION AS AMENDED #2: With 9 committee members in favor and 6 opposed, the motion passed.

Planning

Prioritize and propose cuts for half of the costs of the one-time Planning projects as a means of reducing costs without reducing existing service levels. This would include:

- A. Rx for Big Streets (250 K)
- B. Tanasborne Town Center Planning Study (200 K)
- C. Pedestrian Network Analysis (125 K – partial cut: scope and staff support would be reduced)

This would leave the Livable Streets Update and the Hillsboro Regional Center transportation design and preliminary engineering/environmental work on the First Cut list. Metro staff prioritized the Livable Streets update application based on it being a continuation of existing planning and design activities rather than taking on the next phase of the transportation and land use Corridor work that would be undertaken in the Rx for Big Streets work scope. Metro staff has identified the Hillsboro regional center planning activities as a priority over the Tanasborne town center planning activities based on the priority of regional center land uses being of higher significance than town center planning activities.

DISCUSSION: Mr. John Gillam spoke in support of how the projects have been prioritized. Mr. Selinger noted that the Big Streets is important because as TriMet is increasing frequent bus service on main streets people are getting injured trying to gain access these stops. Ms. Fitzgerald spoke in favor of the Rx for Big Streets project.

MOTION TO AMEND #3: Mr. Berry moved, seconded by Mr. Gillam to cut the Tanasborne Town Center Planning Study and the Rx for Big Streets projects, reduce the Pedestrian Network Analysis Project to \$125,000 and increase the Livable Streets Guidebook Update to \$250,000.

VOTE ON MOTION TO AMEND #3: With 14 committee members in favor and 2 opposed, the motion passed.

Regional Travel Options (RTO)

Propose cuts for half the new RTO Program applications as a means of reducing costs without cutting existing service levels. **Options** include:

- A. \$400,000 from Individualized Marketing program, and \$200,000 from New TMA start-up support. This option would support one Individualized Marketing project for 6,650 households in addition to the 10,000 household effort funded in the base program. This option would also support formation of one additional TMA. The base program includes ongoing support for six existing TMAs and support for year two and three start-up funds for up to three TMAs that may be started in FY 07.
- B. \$600,000 from New TMA start-up support. This option would not allow for any new TMA start-up support but keeps intact the option of funding one 10,000

household Individualized Marketing project or two 5,000 household Individualized Marketing projects.

DISCUSSION: The committee discussed the benefits and track record of TMA's and agreed that there should be some money for TMA expansion.

MOTION TO AMEND #4: Mr. Papsdorf moved, seconded by Ms. Schilling to cut \$200,000 from the Individualized Marketing program and \$400,000 from the New TMA start-up support applications.

VOTE ON MOTION TO AMEND #4: With 15 members approving and none in opposition, the motion passed.

Road Capacity

Consolidate and propose scenarios for the ITS/ATMS projects in the Road capacity modal category as a means of utilizing the expertise of the Transport subcommittee and reducing costs. **Options** include:

- A. \$5 million (\$153 K cut) to an ITS programmatic application with the first priority to a Tualatin-Sherwood Road project of similar scope to the existing application but with project elements recommended by Transport and the balance of projects to be recommended by Transport, taking into consideration geographic distribution of projects throughout the region.
- B. \$3.5 million (\$1.653 million cut) to an ITS programmatic application with the first priority to a Tualatin-Sherwood Road project of similar scope to the existing application but with project elements recommended by Transport and the balance of projects to be recommended by Transport, taking into consideration geographic distribution of projects throughout the region.
- C. \$3.5 million (\$1.653 million cut) to an ITS programmatic allocation with Transport recommending a prioritized project recommendation list with consideration of geographic distribution of project funding.

DISCUSSION: The committee discussed each of the three options and agreed to consolidate and reduce the total funding to the ITS/ATMS projects in the Road capacity category as a means of utilizing the expertise of the Transport subcommittee and reducing costs. The committee requested (B) be amended to the following:

- B. A new regional ITS/ATMS programmatic application of \$3.5 million (\$1.653 million cut from the total of all three applications) would be created for review and proposed prioritization of program elements by the Transport subcommittee of TPAC. to an ITS programmatic application with ~~to an ITS programmatic application with~~ The first priority of the programmatic application to would be a Tualatin-Sherwood Road project of similar scope to the existing application and consideration of the Clackamas County program application but with project elements recommended by Transport and the balance of projects to be recommended by Transport, taking into consideration geographic distribution of projects throughout the region.

MOTION TO AMEND #5: Mr. Berry moved, seconded by Mr. DiLoreto to approve B with the amended language.

VOTE ON MOTION TO AMEND #5: With 11 committee members voting in favor and 4 in opposition, the motion passed.

Road Capacity

Cut the Highway 217: B-H Hwy to Allen Environmental Assessment project as the lower end of the range and it's median technical score was not as compelling as some other projects in the Road Capacity category (\$500 K).

DISCUSSION: Mr. DiLoreto stated his support for the project. Mr. Papsdorf inquired as to where the \$300,000 appropriation earmark would go. Mr. Whelan responded that it would go to the Environmental Impact Statement (EIS) for this specific project. The committee discussed the fact that Highway 217 is not identified as one of the six highways of statewide significance.

MOTION TO AMEND #6: Mr. Papsdorf moved, seconded by Mr. Ron Weinman, to recommend a policy review of the role of Transportation Priorities funding on highway projects prior to the final cut of projects next spring and that the Highway 217 Beaverton-Hillsdale Hwy to Allen Environmental Assessment project should be considered at that time in the context of a potential partnership with ODOT and other interested parties.

VOTE ON MOTION TO AMEND #6: With all present committee members voting in favor of the motion, it passed.

Transit Oriented Development

- A. Cut the Transit Oriented Development (TOD) Hollywood Transit Center project development application and have applicant pursue through the regional TOD funding program (\$202 K).
- B. Reduce the TOD Implementation program and the Centers program - not recognizing the specific \$2 million Beaverton Westgate site acquisition as part of the program allocation. Cut the TOD Implementation program from \$4 million to \$3 million and the Centers program from \$2 million to \$1 million.

DISCUSSION: The committee discussed the proposed cuts to the TOD program and agreed not to cut any of the TOD projects.

Chair Cotugo reviewed the proposed adds.

Bike/Trail

- A. Cut the Willamette Greenway Trail: SW Gibbs to SW Lowell project (\$1.8 million). Proposed that previous Transportation Priorities \$10 million allocation to the South Waterfront area should be considered a sufficient contribution to public infrastructure to this area.
- B. Add the NE/SE 70's Bikeway project (\$3.698 million). Proposed that this project be considered a high priority project due to the large potential impact to inducing new riders in an area underserved by bicycle facilities.

DISCUSSION: Mr. Scott Bricker noted that he was the TPAC member to suggest that the Willamette Greenway Trail project be cut because the City of Portland received \$10 million for the North Macadam Project, which includes bike and pedestrian improvements. Mr. Bricker noted that the Bicycle Transportation Alliance's target area is North/North East Portland as they feel those areas are underserved. He spoke in support of the NE/SE 50's and 70's Bikeway

projects. Mr. Gillam stated his support for adding the 70's bikeway if the funding request could be reduced, but would not support cutting the Greenway Trail. Mr. Estes stated that while the PDC appreciates bikeways in NE neighborhoods, it is critical to make sure we have the full linkage and urged the committee not to cut the Willamette Greenway Trail at this time.

MOTION TO AMEND #7: Mr. Bricker moved, seconded by Mr. DiLoreto to cut the Willamette Greenway Trail and add the NE/SE 70's Bikeway project at \$1.8million.

VOTE ON MOTION TO AMEND #7: With 9 committee members voting in favor, 4 in opposition and 2 in abstention, the motion passed.

Chair Cotugno asked the committee for any additional projects they wished to add to the list. Mr. Papsdorf proposed that the SE 190th Dr. project be added to the list.

MOTION TO AMEND #8: Mr. Papsdorf moved, seconded by Mr. Sorin Garber to add the SE 190th Dr. project to the list.

MOTION TO AMEND #9: Ms. Karen Schilling moved, seconded by Mr. Gillam to add the 223rd Rail Road Under-Crossing at Sandy Boulevard project to the list.

VOTE ON MOTION TO AMEND #9: With 9 committee members in favor and 5 voting in opposition, the motion passed.

Chair Cotugno noted that if both of these projects were added, the list would be at 170%. The committee continued discussing the projects.

FRIENDLY AMENDMENT ON MOTION TO AMEND #8: Mr. Papsdorf moved to reduce proposed funding on the Burnside: 181st to Stark Boulevard project by \$1.2 million.

VOTE ON MOTION TO AMEND #8: With 10 members voting in favor and 5 in opposition, the motion passed.

VOTE ON MAIN MOTION AS AMENDED: With all committee members voting in favor, the motion passed.

5.2 RESOLUTION NO. 06-3712, FOR THE PURPOSE OF AMENDING THE 2006-09 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE 172ND AVENUE: FOSTER ROAD TO SUNNYSIDE ROAD PROJECT AND TRANSFER FUNDS FROM THE 172ND AVENUE: SUNNYSIDE ROAD TO HIGHWAY 212 PROJECT

Due to time constraints, this agenda item was not presented.

5.3. RESOLUTION NO. 06-3733, FOR THE PURPOSE OF AMENDING THE 2006-09 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE NW CORNELL ROAD: EVERGREEN PARKWAY TO 158TH AVENUE WIDENING PROJECT

ACTION: Mr. Rian Windsheimer moved, seconded by Mr. Greg DiLoreto to approve Resolution 06-3733. The motion passed.

5.4. RESOLUTION NO. 06-3734, FOR THE PURPOSE OF CONCURRING THAT TRIMET, C-TRAN, AND SMART BE THE DESIGNATED RECIPIENTS OF FEDERAL JOBS ACCESS AND REVERSE COMMUTE AND NEW FREEDOM TRANSPORTATION FUNDS ALLOCATED TO THE PORTLAND VANCOUVER URBANIZED AREA

ACTION: Mr. Phil Selinger moved, seconded by Mr. Ed Pickering to approve Resolution 06-3734. The motion passed.

6. INFORMATION / DISCUSSION ITEMS

6.1 RTO COMMITTEE STRUCTURE UPDATE

At the August 25, 2006 meeting, a proposal for creating a new TPAC subcommittee that would both elevate the stature of the RTO Subcommittee by seeking members with greater budgetary authority within their own organizations, and integrate Transportation Demand Management (TDM) and Transportation System Management and Operations (TSMO) in support of TPAC decision-making and RTP development was presented to TPAC. At that time, the committee requested further discussion and organizational charts outlining the current and proposed subcommittee structure. Ms. Pam Peck noted that while there has been broad consensus for reorganizing and streamlining the RTO subcommittee structure, the concept of integrating the subcommittee with system management and operations needs additional discussion and consideration. She recommended delaying action on the RTO bylaws until the regional role in system management and operations is better defined. Because TPAC will be discussing a report on ITS and next steps for the TSMO program at the meeting in October, she will revisit this issue with the committee after these discussions have occurred.

6.2 RTP UPDATE

Ms. Kim Ellis appeared before the committee and presented them with an update on several different research activities being conducted by Metro staff and the data needs for those efforts. Phase 2 of the RTP update will focus on research and analysis that will be used to re-tool the current plan's policies to better implement the 2040 Growth Concept and to address new policy issues that have emerged since the last major update in 2000. The research will include an analysis of current regional transportation system conditions and financial, transportation, land use, environmental and economic/demographic trends. Ms. Ellis reviewed the timelines for submitting data for finance, bridge, pavement, safety, congestion and edits to the 2005 and 2035 model network.

She directed the committee's attention to an updated RTP timeline, noting that there will not be a Transportation Summit in December. Ms. Ellis proposed a TPAC workshop on October 16th in order to discuss desired outcomes and priorities.

6.3 SUNRISE DEIS UPDATE

Due to time constraints, the Sunrise DEIS Update was postponed until the next regular TPAC meeting.

7. ADJOURN

As there was no further business, Mr. Cotugno adjourned the meeting at 12:06p.m.

Respectfully submitted,
Jessica Martin, Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR SEPTEMBER 29, 2006

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

	ITEM	TOPIC	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
*	3	Minutes	8/25/06	TPAC Meeting Minutes of August 25, 2006	092906t-01
**	5.1	Memo	9/26/06	To: TPAC From: Ted Leybold Re: TPAC Options for First Cut List Recommendation	092906t-02
**	5.1	Summary	10/12/04	Projects and Programs for TPAC First Cut List Consideration	092906t-03
**	5.1	Memo	9/22/06	To: TPAC From: Ron Papsdorf Re: 190 th Street, Pleasant View to 30 th Street	092906t-04
**	5.1	Summary	N/A	Transportation Priorities 2008-2011 Application Summary	092906t-05
**	5.1	Memo	9/26/06	To: TPAC From: Ted Leybold, Mark Turpel Re: Portland Area Transportation Projects Conformity Consultation	092906t-06
**	5.1	Misc. Handouts	N/A	Handout from Scott Bricker	092906t-07
**	5.1	Information Sheet	N/A	Handout from Parks: Willamette Greenway in South Waterfront and MTIP funding	092906t-08
**	5.1	Letter	9/29/06	To: TPAC From: City of Cornelius Re: Baseline Boulevard Improvement Project Qualitative Factors	092906t-09
**	5.1	Letter	8/3/06	To: TPAC From: Clackamas County Re: Transfer of STP funds	092906t-10
**	5.1	Letter	9/29/06	To: TPAC From: Congressman David Wu Re: Support for Highway 217	092906t-11
**	5.1	Letter	9/28/06	To: TPAC From: Karen Schilling Re: 223 rd Ave. Railroad Undercrossing	092906t-12
*	5.2	Resolution	9/20/06	Resolution No. 06-3712, Staff Report	092906t-13
*	5.3	Resolution	9/20/06	Resolution No. 06-3733, Staff Report	092906t-14
*	5.4	Resolution	9/20/06	Resolution No. 06-3734, Staff Report	092906t-15
**	6.1	Memo	9/29/06	To: TPAC From Pam Peck Re: RTO Bylaws Discussion	092906t-16
**	6.1	Memo	9/28/06	To: TPAC From: Pam Peck Re: Process for formation of new Transportation Management Associations	092906t-17
**	6.2	Memo	9/28/06	To: TPAC From: Kim Ellis Re: RTP System Profile Report Data Requests	092906t-18
*	6.3	Information	September 2006	Sunrise Project, I-205 to Rock Creek Junction Project Update, Purpose and Needs Statements, Goals and Objectives, Process Flow Chart	092906t-19
*	6.3	Map	N/A	Sunrise build alternatives: Transit	092906t-20
**	6.3	Map	N/A	Alternative 2 with Design Option	092906t-21
**	Non-Agenda Item	Update	September 2006	Transportation Operations Program Monthly Update for August 2006 by Jon Makler	092906t-22

* Included in packet

**Distributed at meeting

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2006-)	RESOLUTION NO. 06-3712
09 METROPOLITAN TRANSPORTATION)	
IMPROVEMENT PROGRAM (MTIP) TO ADD)	Introduced by Councilor Rex Burkholder
THE 172 ND AVENUE: FOSTER ROAD TO)	
SUNNYSIDE ROAD PROJECT AND TRANSFER)	
FUNDS FROM THE 172 ND AVENUE:)	
SUNNYSIDE ROAD TO HIGHWAY 212)	
PROJECT)	

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council must approve the MTIP and any subsequent amendments to add new projects to the MTIP; and

WHEREAS, the JPACT and the Metro Council approved the 2006-09 MTIP on August 18, 2005; and

WHEREAS, Clackamas County has requested the transfer of \$2,549,000 of transportation funding from the 172nd Avenue: Sunnyside Road to Highway 212 project to a new project to widen 172nd Avenue between Foster Road and Sunnyside Road; and

WHEREAS, this is a new transportation project requiring amendment into the Metropolitan Transportation Improvement Program prior to these funds being made available to the project; and

WHEREAS, the project has been determined in conformity with the State Implementation Plan for air quality per federal regulations; and

WHEREAS, these projects are consistent with the Regional Transportation Plan; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to add the SE 172nd Avenue: Foster Road – Sunnyside Road project into the 2006-09 Metropolitan Transportation Improvement Program with \$2,549,000 of funding transferred from the 172nd Avenue: Sunnyside Road – Highway 212 project.

ADOPTED by the Metro Council this ____ day of November 2006.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 06-3712, FOR THE PURPOSE OF AMENDING THE 2006-09 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE 172ND AVENUE: FOSTER ROAD TO SUNNYSIDE ROAD PROJECT AND TRANSFER FUNDS FROM THE 172ND AVENUE: SUNNYSIDE ROAD TO HIGHWAY 212 PROJECT

Date: September 20, 2006

Prepared by: Ted Leybold

BACKGROUND

Clackamas County has requested a transfer of funding authority from the SE 172nd Avenue: Sunnyside Road to Highway 212 project to the SE 172nd Avenue: Foster Road to Sunnyside Road project. The available fund authority is \$2,549,000 and is proposed to be used for environmental assessment and engineering work on the project.

The County has stated that it will use local funds to complete the existing project. This will allow the project to proceed more quickly, meeting their desired construction schedule to serve pending development in the project area.

The County has submitted the required project information to request transfer of funds to a new project. The new project would widen a two-lane rural road to a five-lane facility with urban infrastructure and design treatments. The facility will serve as the primary north/south arterial connecting the Pleasant Valley area with Sunnyside Road and the Clackamas Industrial area and regional center. It has been evaluated relative to other road capacity project in the Transportation Priorities process and ranks near the middle of the other road capacity projects in the quantitative evaluation. It also has qualitative attributes, including serving an urban growth boundary expansion area that has completed concept planning.

Air quality conformity analysis will be submitted to the air quality agencies and TPAC for consultation and forwarded to FHWA for approval.

This resolution would approve amending the 2006-09 Metropolitan Transportation Improvement Program to transfer programming of \$2,549,000 from the SE 172nd Avenue: Sunnyside Road to Highway 212 project to the SE 172nd Avenue: Foster Road to Sunnyside Road project.

ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** Amends the 2006-09 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 05-3606 on August 18, 2005 (For the Purpose of Approving the 2006-09 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
3. **Anticipated Effects** Adoption of this resolution will make available transportation funding to Clackamas County for the SE 172nd Avenue: Foster Road to Sunnyside Road project and remove availability of that funding for the SE 172nd Avenue: Sunnyside Road to Highway 212 project.
4. **Budget Impacts** None.

RECOMMENDED ACTION

Resolution No. 06-3712.



DEPARTMENT OF
TRANSPORTATION AND DEVELOPMENT

Sunnybrook Service Center

Campbell Gilmour
Director

August 3, 2006

Ted Leybold
Metro
600 NE Grand Avenue
Portland, Oregon 97232-2736

Dear Ted,

Clackamas County is requesting that the STP funds from the 172nd Avenue - Sunnyside Road to Highway-212 project be transferred to the next phase of improving 172nd Avenue by starting the Environmental Assessment (EA) for the Sunnyside Road to Foster Road/190th section. This will also include determining the best alignment for connecting 172nd Avenue to 190th and determining the improvements needed on 172nd for the Pleasant Valley area.

It is the County's intent to construct the Sunnyside Road to Highway-212 section using local funds. This project is planned to be constructed starting spring 2008 as a 5 lane facility that includes sidewalks and bike lanes.

Clackamas County is requesting this transfer of funds for the following reasons.

- As mentioned, the County will complete the Sunnyside Road to Highway-212 section using local funds. It is expected that we can start constructing this phase in two years instead of three years. By moving it up to 2008, there should be a cost saving in both the right of way and construction phases.
- The proposed change will allow us to start the Environmental Assessment and determine the alignment for this section of 172nd to include determining the connection to 190th. Both the Pleasant Valley and Damascus Concept plans recommend this connection to provide for regional north /south traffic.
- SE 172nd, 222nd, 242nd and 282nd Avenues are the only available north-south road connections in the UGB expansion area because of topographical and environmental constraints (lava domes and streams). SE 172nd is the most westerly of these north-south road connections and would serve the first job

producing areas that would develop because of available public facilities. Sewer is expected to be available within the 172nd Corridor within three years.

- The SE 172nd Ave. corridor is critical to providing access to the planned growth areas in the recent UGB expansion that added Pleasant Valley, Damascus and Springwater. 12,000 acres was added the Urban Growth Boundary within the Happy Valley /Damascus area east of 152nd. The Damascus Concept plan was completed last year (2005) that showed a need for land for 45,000 new jobs with 10,000 of these jobs within Happy Valley and the 172nd Corridor. To be able to develop this industrial and employment land, the Happy Valley/Damascus area will need considerable public and private investment in infrastructure to support urbanization.
- 172nd Avenue provides north/south regional access from the Portland area to the Sunrise Corridor and the Clackamas Industrial area one of the busiest trucking centers in Oregon.

This transfer will allow us to complete the EA and determine the preferred alignment that will permit the County to go to the next phase of the project. The County will then be able start the final design using both County and the requested MTIP funds for the next phase.

If you have any questions or need additional information, please give me a call at (503) 353-4533.

Sincerely,



Ronald Weinman,
Principal Transportation Planner



METRO

**TRANSPORTATION PRIORITIES 2008-11 PROGRAM:
Investing in the 2040 Growth Concept**

**ROAD AND BRIDGE CAPACITY APPLICATION
(PLEASE PROVIDE INFORMATION ON THIS FORM):**

- 1. Project/Program Title: 172nd – Sunnyside Road to Foster Road/190th**
- 2. RTP Project No.: 7000**
- 3. Lead Agency (i.e., responsible for match): Clackamas County**
- 4. Agency Contact:**

- a. Name **Ronald Weinman**
- b. Title **Transportation Principal Transportation Planner**
- c. Phone **(503) 353-4533**
- d. Fax **(503) 353-4559**
- e. E-mail (if any) **ronw@co.clackamas.or.us**

Mailing Address:

**Clackamas County
 Department of Transportation and Development
 9101 SE Sunnybrook Blvd
 Clackamas, Oregon 97015**

5. Project Cost/Requested Funds

a.

	Planning/ Preliminary Design*	Final Design & Engineering	ROW	Construction	Total
Regional Flexible Funds	2,549,000				2,549,000
Local	451,000				451,000
Other (cite source if known)					
Total	3,000,000				3,000,000

*Applications to fund only planning or preliminary design work may have unknown costs of

future project phases and are not required to submit this information.

- b. Review the "Recommended Project Cost Methodology" and describe (see Appendix):
1. Which level of project development most accurately describes this project? **Planning Level: Multiple alignment options, no/little PE**
 2. Which work elements identified in the cost methodology report have not been completed? (Attach detailed cost estimate if available). **Yes - Estimate is for PE/EA only. No estimate was done for final design, right of way and construction.**
 3. Describe any other differences in methodology used to estimate costs of the project from the recommended methodology. **None**
6. List the date that the candidate project is expected to be ready to obligate regional flexible funding. Account for any needed preliminary design work, community involvement, completion of the ODOT Project Prospectus and an intergovernmental agreement with ODOT. **1st quarter – FY08**

7. Project/Program Description

- a. Street or facility termini or project boundaries, if applicable: **Sunnyside Road to Foster Road/190th Avenue**
- b. Brief physical description of main project features: **This request is for the Preliminary engineering/ Environmental Assessment (EA) for the 172nd Avenue from Sunnyside Road to Foster Road to include the realignment of 172nd to 190th Avenue. The project is planned to be a five lane arterial with bike lanes and sidewalks. The Environmental Assessment that is to begin fall of 2007 will determine the impacts this proposal would have on the adjacent land uses as well as to determine the preferred alignment for this road. The project would be designed to meet regional design standards which include street trees and landscape buffers. Design for Phase 1 from Highway-212 to Sunnyside Road will start this fall (2006) with construction using local funds starting in about 2 years.**
- c. On-street Project Profile Dimension (in feet)

Project Profile Dimension (in feet)

Existing (below)												
Side-walk	Planting Strip	Parking	Shoulder/bike lane	Lane 2	Lane 1	Median	Lane 1	Lane 2	Shoulder/bike lane	Parking	Planting Strip	Side-walk
			2		12		12		2			
6-8	5		6	12	12	14	12	12	6		5	6-8
Proposed (above)												

*If different segments of the project have different profile dimensions, add additional tables using the above format as necessary.

Other project attributes:

- d. Does the project create a new through street connection with an existing or planned

street? **The project is not a new connection. However a new connection will be looked at that would connect 172nd to 190th as part of this EA. This project would improve an existing major arterial that connects to the Clackamas County, cities of Happy Valley and Damascus with Multnomah County and the City of Gresham.**

- e. Does the project utilize system management and/or operations approaches, including intelligent transportation systems (ITS) to reduce congestion? **The proposal will include ITS approaches as part of the project. The actual approach (s) will be determined as part of this PE effort. The project will provide conduit for fiber optics to connect to the existing system both County and State.**
- f. Describe design elements that increase reliability and/or reduce non-recurring congestion. **SE 172nd Avenue is currently operating at an unacceptable Level-of-Service with major congestion at the stop-controlled intersection of the Sunnyside/ SE 172nd intersection. Based on the County's transportation system plan (TSP), the Rock Creek Concept Plan, the Damascus Boring Concept Study and the RTP, SE 172nd Avenue requires at least five lanes to operate at an acceptable Level-of-Service.**
- g. Does the project create or bring up to standard bicycle or pedestrian facilities? Please describe. **This project would add both sidewalks and bike lanes to an area that does not have either facility. The project would also tie into the bike/pedestrian system that is being constructed as part of the Sunnyside Road project (under construction) and the 172nd phase 1 project.**
- h. Describe how project addresses safety improvements including sight line distance, use of advanced technology, vehicle channelization, appropriate reduction of speed, provision of route alternative, etc. Include crash data including crash rate per vehicle mile (segments) or per vehicle (intersections) if available. **The SE 172nd Ave./Sunnyside Rd. intersection is a high accident location, ranking in the 90-95th percentile Safety Performance Index System (SPIS = 61.08 and Accident Rate = 5.63). The project will add additional turn lanes and an access management plan will be developed to improve safety and operations. In addition, the project will complete the bike and pedestrian systems.**
- i. If the project is located on a regional transit route, describe how road related capital elements of the transit system will be implemented (in cooperation with a transit service provider). **The project is currently outside Tri-Met's boundary. However the corridor is designated on the Damascus Concept Plan as a transit corridor. As the area within the vicinity of 172nd is developed, transit will play a greater role in providing transportation access to newly developed employment and residential lands.**
- j. If the project is located on a regional freight or freight connector route, describe how project will remove barriers to freight movements on the freight facility. **Although the proposed projects is not on a designated regional freight route, 172nd Avenue is the major north/ south transportation corridor for this newly developing Rock Creek/172nd industrial and employment area. It will provide necessary access to service new job land development. The RTP shows that 172nd is a financially constrained project and needs to be 5 lanes to handle the expected traffic. The 172nd project can be constructed in phases with first phase being the section from Highway-212 to Sunnyside Road (County funded). This project is phase 2 and will connect to the Pleasant Valley area.**
- k. Describe how the project will include the planting of street trees or construction of a new bridge consistent with the Trees for Green Streets guidebook or other green street design elements noted in Section 5.3 of the guidebook. **Street trees and medians are**

planned throughout this corridor, consistent with the guidebook. The landscaping plan will be completed during the design phase of this project.

- i. Describe any significant aspects of the project that transcend the adopted technical evaluation (see Attachment A: Qualitative Considerations). **The SE 172nd Ave. corridor is critical to providing access to the planned growth areas in the recent UGB expansion that added Pleasant Valley, Damascus and Springwater. SE 172nd, 222nd, 242nd and 282nd Avenues are the only available north-south road connections in the UGB expansion area because of topographical and environmental constraints (lava domes and streams). SE 172nd is the most westerly of these north-south road connections and will be the first job producing areas that are planned for development based on the availability of needed public facilities.**

The proposed project will provide the Rock Creek Employment Area and five other potential employment sites along the SE 172nd Ave. corridor with safe and efficient access to the Hwy 212 corridor and Foster Road corridor. In addition, 172nd Avenue provides north/south regional access from the Portland area to the Sunrise Corridor and the Clackamas Industrial Area - one of the busiest trucking centers in Oregon.

- m. Complete the appropriate Economic Development checklist (see Attachment B1 or B2). **See attachment B2**
- n. Complete the public involvement checklist (see Attachment C). **See attachment C**
- o. Provide photo(s) of project area with written description of view; digital preferred (no more than three).

172nd Attachment B2: Economic and Community Development

For projects serving regionally significant industrial, local industrial and employment areas or inter-modal facilities

Up to twenty points will be awarded for how well a project retains, leverages or complements development of traded-sector jobs based in the area. (20 points)

Please limit responses to 500 words or less

1. Protection of and readiness of industrial areas for industrial development

A. Progress in protecting an industrial area for industrial uses (5 points)

Describe how the industrial area has zoning or development code protection of the industrial area or inter-modal facility beyond Title 4 requirements (Those parcels recently brought within the UGB may qualify for these points if the adopted concept plan directs that such protections shall be developed prior to development occurring). Title 4 requirements are available on Metro's website at <http://www.metro-region.org/article.cfm?articleid=9159>

Yes = 5 points, No = 0 points - The 172nd corridor is part of the Damascus Concept Plan that includes implementation measures and strategies for preserving and protecting industrial area including RSIA. In addition, the plan has implementation measures for mixed employment areas.

B. Impact of project on desirability of area for industrial uses (5 points)

Does the candidate project address a transportation barrier to a Tier B or D industrial parcel?

Yes = 5 points, No = 0 points - 172nd Avenue is the designated arterial to provide access to the industrial Concept Planned areas along 172nd Avenue and this arterial does not have the capacity to handle the expected traffic. Most if not all of the other services are available within this area. This phase will be connected to the just completed Sunnyside Road and 172nd phase 1 projects that will provide access to I-205 and Highway-212.

2. Local economic and job development objectives¹ (10 points)

12,000 acres was added the Urban Growth Boundary within the Happy Valley /Damascus area east of 152nd. The Damascus Concept plan was completed last year (2005) that showed a need for land for 45,000 new jobs with 10,000 of these jobs within Happy Valley and the 172nd Corridor. To be able to develop this industrial and employment land, the Happy Valley/Damascus area will need considerable public and private investment in infrastructure to support urbanization.

To start the process of developing this industrial land, the County completed the Rock Creek Concept plan that looked at 300 acres west of 172nd, north of Highway-212 and east of Rock Creek. This area is expected to be the first area in the Happy Valley to be urbanized and developed as an industrial site and hospital/ medical center. Both types of employment provide for family wage jobs. It is a site that all of the services (water, sewer, electricity, natural gas and telecommunication) are on site except for transportation.

172nd Avenue is considered the north/ south backbone and the key transportation facility for this Rock Creek industrial area and the corridor to be developed... The 172nd project can be constructed in phases with first phase being the section from Highway-212 to Sunnyside Road. Phase1 is scheduled to be completed in next 3 to 4 years using County funds. This request is for phase 2 from Sunnyside north to Foster Road.

Attachment C: Local Public Involvement Checklist

Local jurisdictions/project sponsors must complete this checklist for local transportation plans and programs from which projects are drawn that submitted to Metro for regional funding or other action.

If projects are from the same local transportation plan and/or program, only one checklist need be submitted for those projects. For projects not in the local plan and/or program, the local jurisdiction should complete a checklist for each project.

The procedures for local public involvement (See Section 3 of Metro's Local Public Involvement Policy) and this checklist are intended to ensure that the local planning and programming process has provided adequate opportunity for public involvement prior to action by Metro. Project sponsors should keep information (such as that identified in italics) on their public involvement program file in case of a dispute.

A. Checklist

1. At the beginning of the transportation plan or program, a public involvement program was developed and applied that met the breadth and scope of the plan/program. Public participation was broad-based, with early and continuing opportunities throughout the plan/program's lifetime.
Keep a copy of applicable public involvement plan and/or procedures.
2. Appropriate interested and affected groups were identified and the list was updated as needed.
Maintain list of interested and affected parties.
3. Announced the initiation of the plan/program and solicited initial input. If the plan/program's schedule allowed, neighborhood associations, citizen planning organizations and other interest groups were notified 45 calendar days prior to (1) the public meeting or other activity used to kick off public involvement for the plan/program and (2) the initial decision on the scope and alternatives to be studied.
Keep descriptions of initial opportunities to involve the public and to announce the project's initiation. Keep descriptions of the tools or strategies used to attract interest and obtain initial input.
4. Provided reasonable notification of key decision points and opportunities for public involvement in the planning and programming process. Neighborhood associations, citizen planning organizations and other interest groups were notified as early as possible.
5. Provided a forum for timely, accessible input throughout the lifetime of the plan/program.
Keep descriptions of opportunities for ongoing public involvement in the plan/program including citizen advisory committees. For key public meetings, this includes the date, location and attendance.
6. Provided opportunity for input in reviewing screening and prioritization criteria.

Keep descriptions of opportunities for public involvement in reviewing screening and prioritization criteria. For key public meetings, this includes the date, location and attendance. For surveys, this includes the number received.

7. Provided opportunity for review/comment on staff recommendations.

Keep descriptions of opportunities for public review of staff recommendations. For key public meetings, this includes the date, location and attendance. For surveys, this includes the number received.

8. Considered and responded to public comments and questions. As appropriate, the draft documents and/or recommendations were revised based on public input.

Keep record of comments received and response provided.

9. Provided adequate notification of final adoption of the plan or program. If the plan or program's schedule allows, the local jurisdiction should notify neighborhood associations, citizen participation organizations and other interest groups 45 calendar days prior to the adoption date. A follow-up notice should be distributed prior to the event to provide more detailed information.

Keep descriptions of the notifications, including dated examples. For announcements sent by mail, keep descriptions and include number of persons/groups on mailing list.

B. Summary of Local Public Involvement Process

Please attach a summary (maximum two pages) of the key elements of the public involvement process for this plan, program or group of projects. **See attach summary**

C. Statement of Local Priority

Provide evidence of review of the candidate project(s) or program(s) by the governing body at a meeting that is open to the public. The purpose of this review is to have the governing body identify the candidate projects/programs as their priority for application of regional flexible funds. This submission is due to Metro prior to release of draft technical ranking data.

D. Certification Statement

Clackamas County

(Project sponsor)

Certifies adherence to the local public involvement procedures developed to enhance public participation.

[Signature]

(Signed)

8/11/06

(Date)

Clackamas County
Summary of Public Involvement Process
For proposed Transportation Improvements


Clackamas County's Transportation System Plan (TSP), developed 1999- 2001, was adopted as a result of planning process including a strong public involvement program. The program included a project advisory committee, a series of open houses and workshops, CPO meetings and public hearings with the Planning Commission and Board of County Commissioners. Adding to the TSP, the County completed and adopted an Intelligent Transportation System (ITS) Plan in 2003.

Each of the projects for which the County is seeking MTIP funds is included in the County's acknowledged TSP and thus received the necessary public involvement public review provided during that process.

All of the projects that are being proposed are within the RTP financially constrained project list. Metro provided for public involvement on these projects as well as others when they adopted the financially constrained 2000 RTP and the amendments to this plan which were completed in 2004.

Clackamas County, the cities of Happy Valley and Damascus, and Metro completed the Damascus Concept Plan in 2005. This plan had an extensive public involvement program over a two year period. This plan was endorsed by the Damascus Project Advisory Committee and sent to the cities for their implementation. The transportation component of the Damascus Concept Plan confirmed the need for the 172nd Avenue project to not only services the existing community but to help facilitate the development of new employment areas and housing. In addition, the 172nd project is within City of Happy Valley's adopted TSP.

In preparing an application for MTIP funds the Clackamas County Board of Commissioners endorsed the 172nd Avenue - Sunnyside Road to Foster Road final design project (next phase) for MTIP funding at a public hearing on June 29, 2006.



Sunrise Project, I-205 to Rock Creek Junction

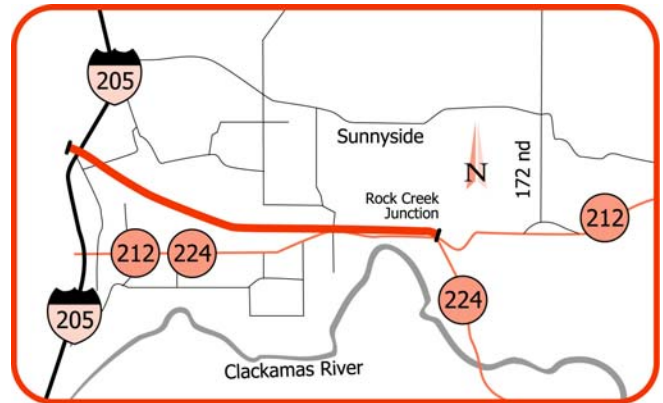
Project Update—September 2006

The Sunrise Project is a proposed new limited-access highway, extending from the Milwaukie Expressway at I-205 and reconnecting to Highway 212 and 224 at the Rock Creek Junction (with a transition area out to 172nd). This project was studied in the 1990s. The Supplemental Draft Environmental Impact Statement (SDEIS) will evaluate updated alternatives for the project.

Project Purpose

The purpose of this project is to effectively address the existing congestion and safety problems in the Highway 212/224 corridor between its interchange with I-205 and Rock Creek Junction, and to serve the growing demand for regional travel and access to the state highway system.

- Goal 1** - Provide for future safety, connectivity, and capacity needs for statewide and regional travel.
- Goal 2** - Support the viability of the Clackamas area for industrial uses.
- Goal 3** - Support community livability and protect quality and integrity of residential uses.
- Goal 4** - Minimize and mitigate adverse impacts to natural and cultural resources.



Project Status

In 2006, ODOT and Clackamas County project engineers refined project alternatives and design options for the Sunrise Project. Early this summer, project committees forwarded three alternatives (with various design options) for further study in the Supplemental Draft Environmental Impact Statement (SDEIS).

Alternatives being studied in SDEIS:

- No Build
- Build with Mid-Point Interchange
- Build with No Mid-Point Interchange

Tolling is also being examined.

What's Next?

In late 2006/early 2007, a consultant team will prepare the SDEIS, which will document the potential impacts. Technical staff will examine impacts including transportation, air quality, biological and cultural resources, and noise, as well as impacts to residents and businesses.

How can you stay involved and informed?

Get on the mail and e-mail lists. E-mail notices are sent regarding the PAC meetings, which are open to the public and offer a short public comment period. If you have any questions about this project or would like to schedule a presentation for your business or community organization, please contact us.

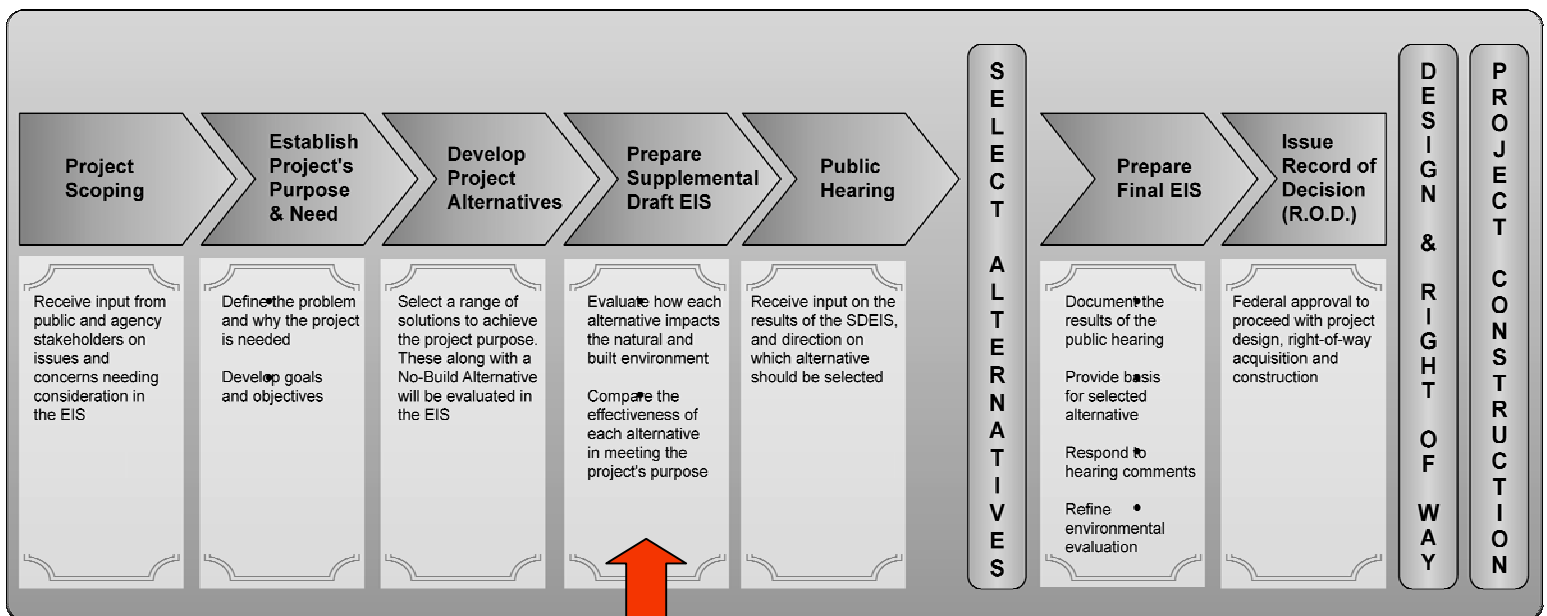
Contact Info: Kristen Kibler, Jeanne Lawson Assoc. (503)235-5881/kkibler@jlainvolve.com
Project Website: <http://www.co.clackamas.or.us/dtd/lngplan/> and click on the Sunrise Project, I-205 to Rock Creek Junction.

Supplemental Draft Environmental Impact Statement—Anticipated Schedule

June 2004	Kick-off Open house
Summer/Fall 2004	Project Advisory Committee (PAC) and Policy Review Committee (PRC) Meetings on Project Purpose & Need, Goals & Objectives and background
Winter 2004	Design Workshop
Spring 2005	PAC/PRC Meeting to review screening criteria and help refine alternatives
Spring/Summer 2005	Engineers refine alternatives
Fall 2005	PAC/PRC Update Meeting
Fall 2005	Public Open House on Alternatives to be studied in SDEIS
Fall 2005/Spring 2006	PAC/PRC makes recommendation on alternatives for SDEIS
Summer 2006	SDEIS begins—technical staff study alternatives in greater detail
Winter 2007	Public Open House and Hearing on SDEIS and PAC Recommendations
Spring 2008	Final EIS document completed and FHWA issues Record of Decision
Pending Approval	Final Design, Right of way acquisition, and Construction and Funding

What happens in the SDEIS process?

An Environmental Impact Statement (EIS) is a document that results from a public and scientific process where both the positive and negative social, economic, and environmental impacts of constructing a project are evaluated. It is required by federal law. Through the EIS process, the partner agencies identify community concerns and issues, develop alternative solutions, evaluate the impacts of those alternatives and select a preferred alternative. The Sunrise Project is preparing a Supplemental Draft EIS because this project was studied previously in the 1990s, but not funded. The Supplemental Draft EIS verifies the project purpose and need and updates the project and the study of impacts based on changes that have occurred in the corridor since the earlier study. The following shows the process schedule for this project.



We are here

SUNRISE PROJECT I-205 TO ROCK CREEK JUNCTION

Statement of Purpose

The purpose of this project is to effectively address the existing congestion and safety problems in the Highway 212/224 corridor between its interchange with I-205 and Rock Creek Junction, and to serve the growing demand for regional travel and access to the state highway system.

Statements of Need

- Highway 212/224 between I-205 and Rock Creek Junction is currently experiencing unacceptable levels of congestion and delay during the peak travel periods. In 2030, the projected traffic volume will far exceed the volume that the existing four-lane arterial can be expected to handle at an acceptable level of service.
- By 2030, the numbers of households and jobs in the area served by this section of Hwy 212/224 are expected to increase by 136 percent and 85 percent respectively.
- Both the north and southbound weave sections of I-205 between 82nd Avenue and Highway 212/224 are approaching capacity resulting in frequent stop-and-go movements, difficulty in changing lanes, and long queues forming because of minor incidents. By the year 2015, this section of I-205 will exceed its design capacity and the length of these stop-and-go movements will continue to grow if no action is taken. Traffic traveling on the Milwaukie Expressway (Hwy 224) heading east on Highway 212/224, as well as the reverse direction, must either use the above section of I-205 or the currently congested 82nd Drive.
- Highway 212/224 near I-205 is ranked in the top 10 percent of state routes for vehicle crash rate. Over 500 hundred vehicle collisions were reported for this area during the five-year period of 1998 through 2002. The high crash rate is attributed to severe congestion and roadway deficiencies. Inadequate bicycle and pedestrian facilities reduce the safety and connectivity for these modes of travel in the project area.
- Highway 212/224 is designated as a statewide and regional freight route with 12 percent of the traffic on the project section of this highway being trucks. Highway 212/224 serves the Clackamas Region Industrial area, which is a major freight distribution center for the Northwest. This area is expected to nearly double its employment by the year 2015. Long delays are currently being reported for trucks accessing I-205 from the distribution center.

SUNRISE PROJECT I-205 TO ROCK CREEK JUNCTION

GOALS AND OBJECTIVES

Goal 1

Provide east-west transportation improvements from I-205 at the Milwaukie Expressway to the Rock Creek Junction to meet existing and future safety, connectivity, and capacity needs for statewide and regional travel within the Hwy 212/224 Corridor.

Objectives

1. Relieve congestion and provide for efficient traffic flow.
2. Provide facility improvements and access that are consistent with the Oregon Highway Plan.
3. Reduce congestion and improve safety on I-205 between the Milwaukie Expressway Interchange and the Highway 212 Interchange.
4. Improve safety and connectivity for motorists, pedestrians, and bicyclists within the project corridor.
5. Support access and operational needs for improved transit service in the project corridor.
6. Provide flexibility in the design to accommodate the future possibility of high capacity transit (HCT) within both the Highway 212/224 and the I-205 corridors.
7. Serve freight travel in a safe and efficient manner.
8. Develop a project that is consistent with land use and transportation planning in the region.
9. Provide a safe and efficient evacuation route for the metropolitan area that supports regional emergency management plans.
10. Consider the locations of existing emergency response facilities in determining highway access points; provide for timely access and response throughout.

Goal 2

Provide transportation improvements that support the viability of the Clackamas area for industrial uses.

Objectives

1. Provide local circulation and access that supports the transportation needs of area industrial uses.
2. Minimize construction impacts on local businesses.
3. Minimize displacements of businesses and retain as much viable industrial land as possible.

Goal 3

Support community livability and protect the quality and integrity of residential uses within and adjacent to the corridor.

Objectives

1. Provide adequate access to the state highway system.
2. Maintain local roadway connectivity.
3. Minimize residential displacements.
4. Minimize and mitigate, where practicable, project related noise impacts to residential areas.
5. Minimize the visual impacts of a new facility.
6. Minimize and/or mitigate the effects of highway-related light pollution on residential areas.
7. Minimize loss of affordable housing.

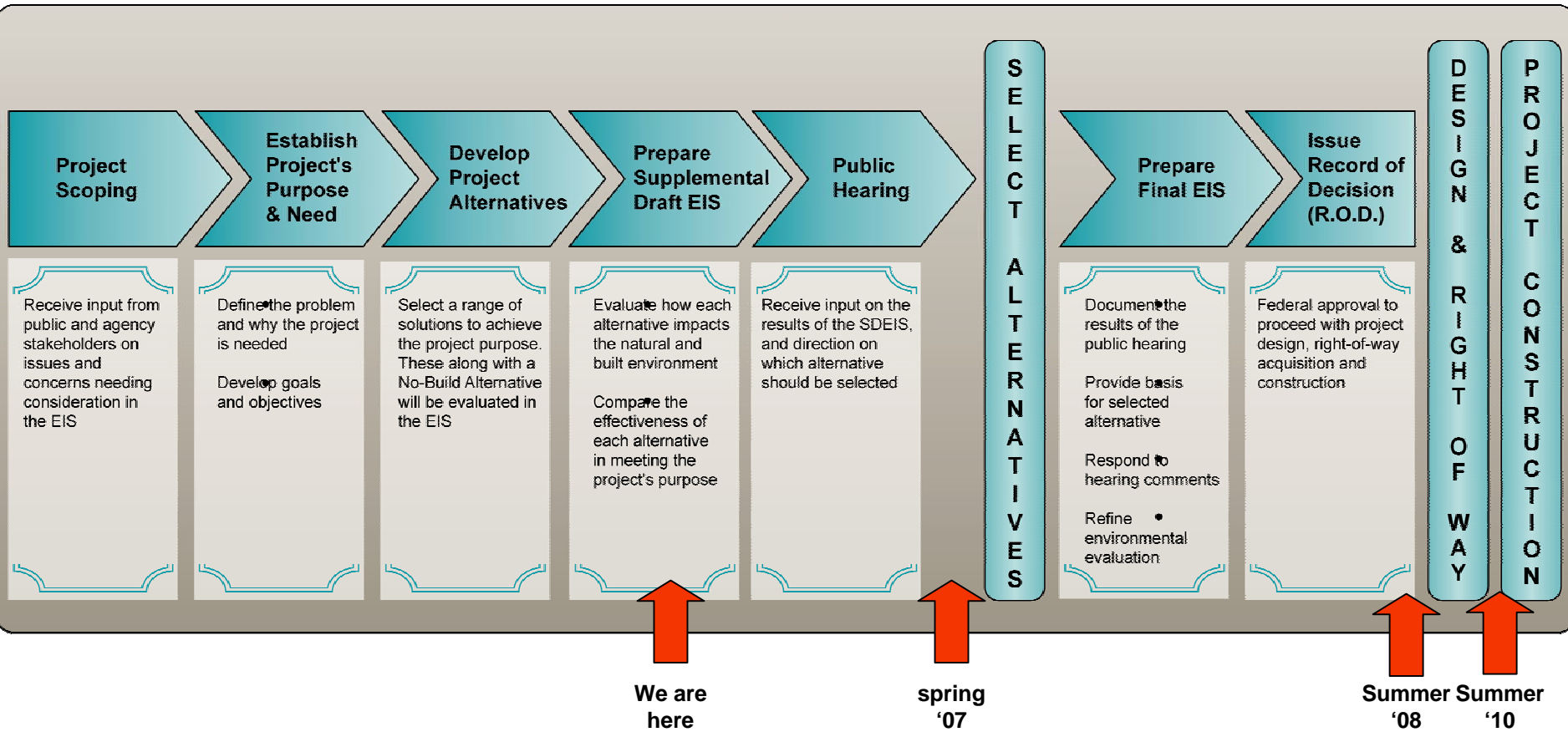
Goal 4

Provide a facility that minimizes and effectively mitigates adverse impacts to natural and cultural resources within the project corridor.

Objectives

1. Protect and, if practicable, enhance terrestrial wildlife corridors that are associated with building the proposed facility.
2. Protect existing stream courses and riparian zones and effectively mitigate unavoidable impacts.
3. Avoid impacting wetlands and aquatic resources where practicable. Where impacts are unavoidable, provide effective mitigation.
4. Avoid impacting cultural sites and resources where practicable. Where impacts are unavoidable, provide recordation, salvage, and/or mitigation as appropriate.
5. Look for and consider opportunities to incorporate enhancements to existing natural and cultural resources within the project area.
6. Protect habitat for Threatened and Endangered Species.
7. Protect ground and surface water quality.
8. Manage surface-water run-off using best management practices.
9. Minimize negative impacts to air quality.

Process Flow Chart



Sunrise build alternatives: Transit

Additional transit service

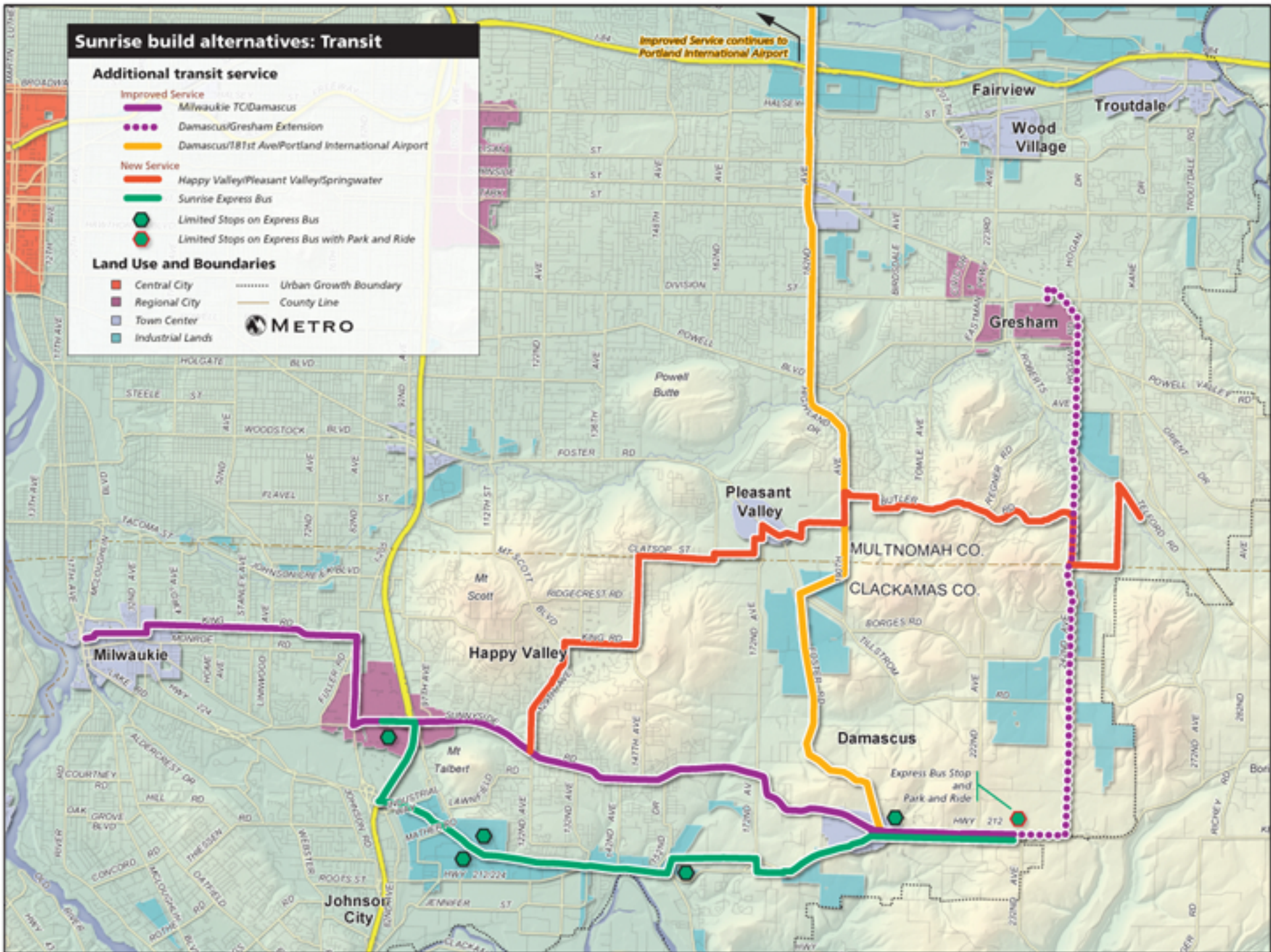
- Improved Service**
 - Milwaukie TC/Damascus
 - ⋯ Damascus/Gresham Extension
 - Damascus/181st Ave/Portland International Airport
- New Service**
 - Happy Valley/Pleasant Valley/Springwater
 - Sunrise Express Bus
 - Limited Stops on Express Bus
 - Limited Stops on Express Bus with Park and Ride

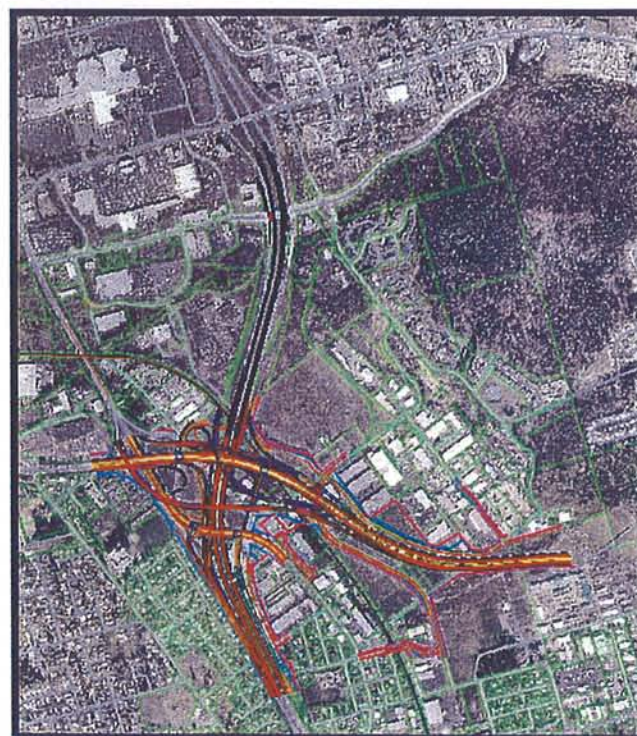
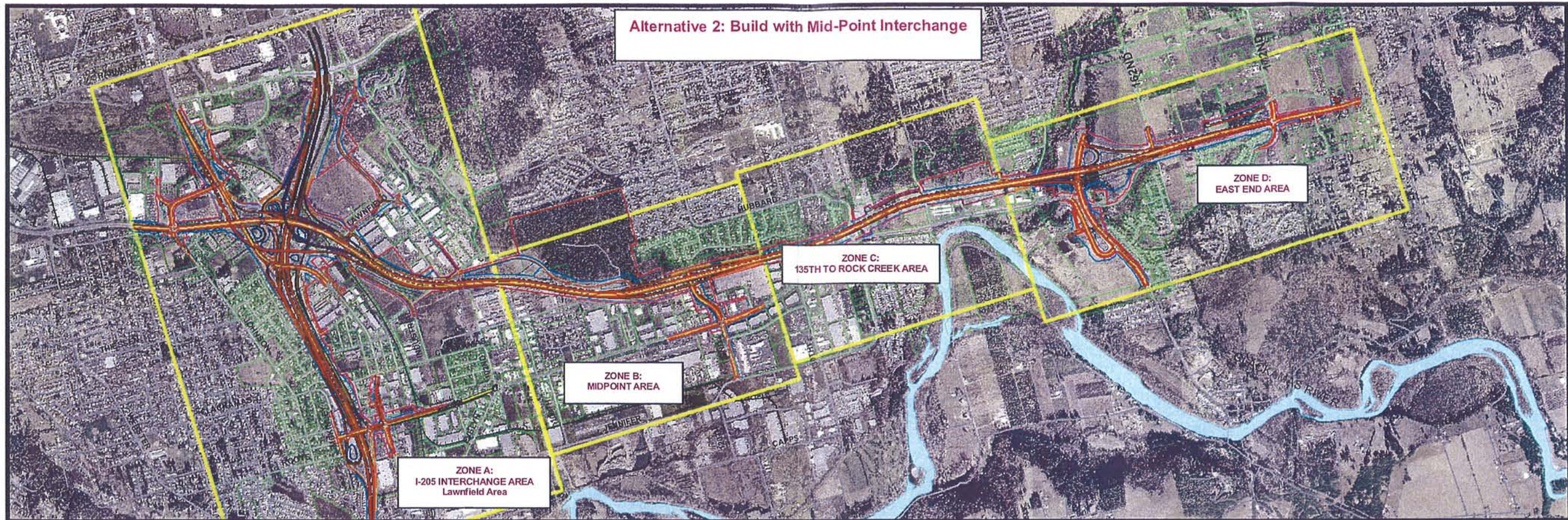
Land Use and Boundaries

- Central City
- Regional City
- Town Center
- Industrial Lands
- Urban Growth Boundary
- County Line



Improved Service continues to Portland International Airport





ZONE A
Option A2: Lawnfield 82nd Connection



ZONE B
Option B2: Split Interchange



ZONE C
Option C2: Central Alignment



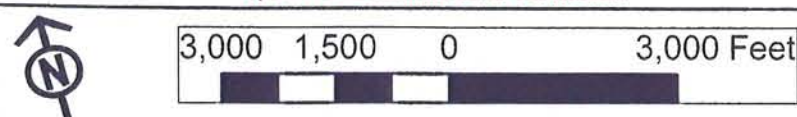
ZONE D
Option D2: Alignment Through Knoll Folded Diamond Interchange



ZONE C
Option C3: Modified Follow Tree-Line Alignment



ZONE D
Option D3: Alignment North of Knoll Single Point Diamond Interchange



Sources:
ODOT and Metro, Portland OR

Legend	
Zone Boundary	Wall
Construction Impact Line	Water Quality/Retention
Lane Line	Signal
Lane Striping	Railroad
Median	Structure
Proposed Right-Of-Way Line	
Tax Lots	

Figure 3 DRAFT

Alternative 2 with Design Options

Sunrise Project, I-205 to Rock Creek Junction

Materials following this page were distributed at the meeting.

What is Transportation Asset Management?

A strategic approach to managing transportation infrastructure. It focuses on... business processes for resource allocation and utilization with the objective of better decision making based upon quality information and well defined objectives.

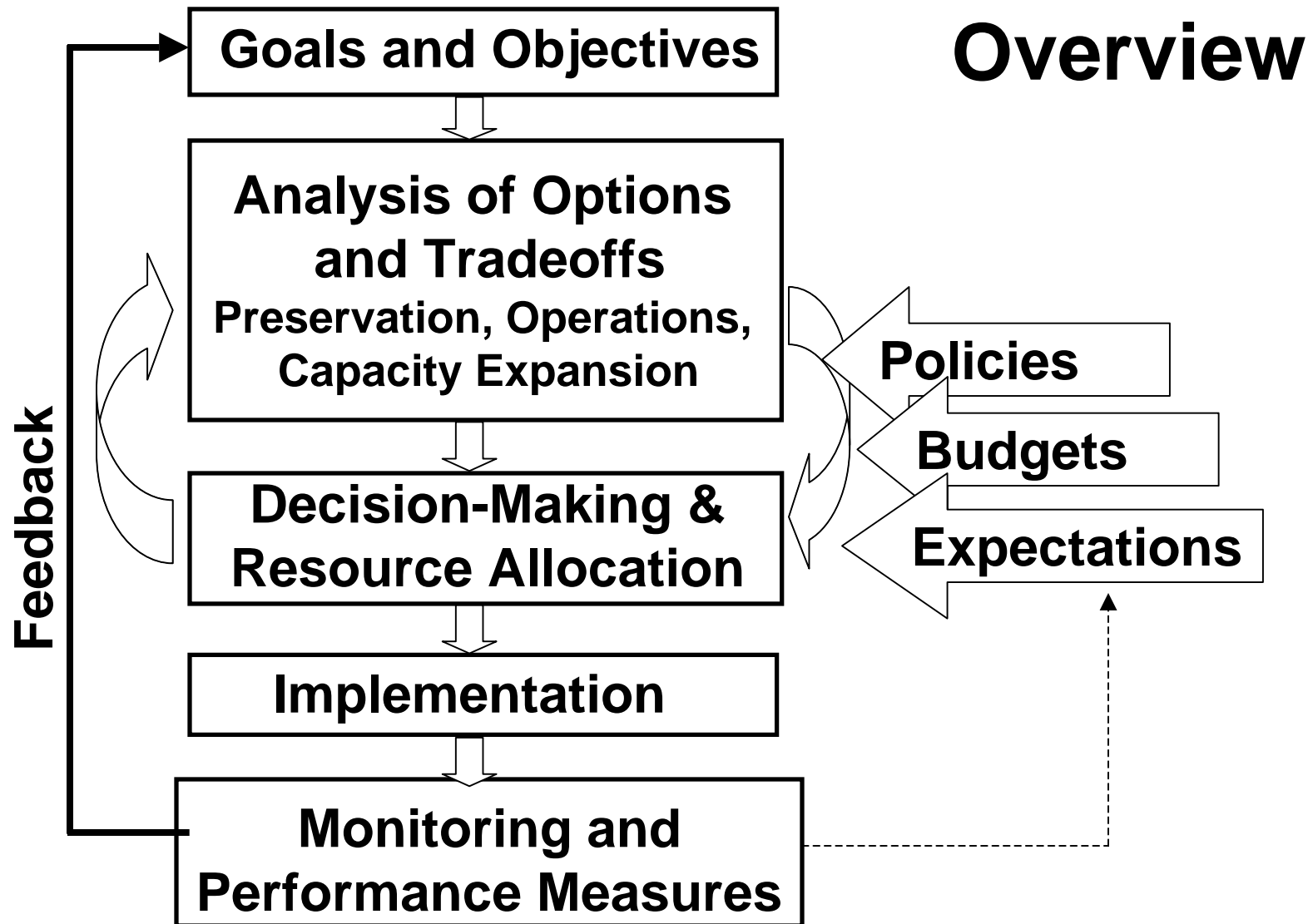
How Does Transportation Asset Management Work?

- Decisions are based on merit, accurate data, and sound engineering and economic analysis
- More robust management and monitoring systems
- Improved decision-making supported by policies, performance-based goals, performance measures, and appropriate service levels
- Long-term view of assets

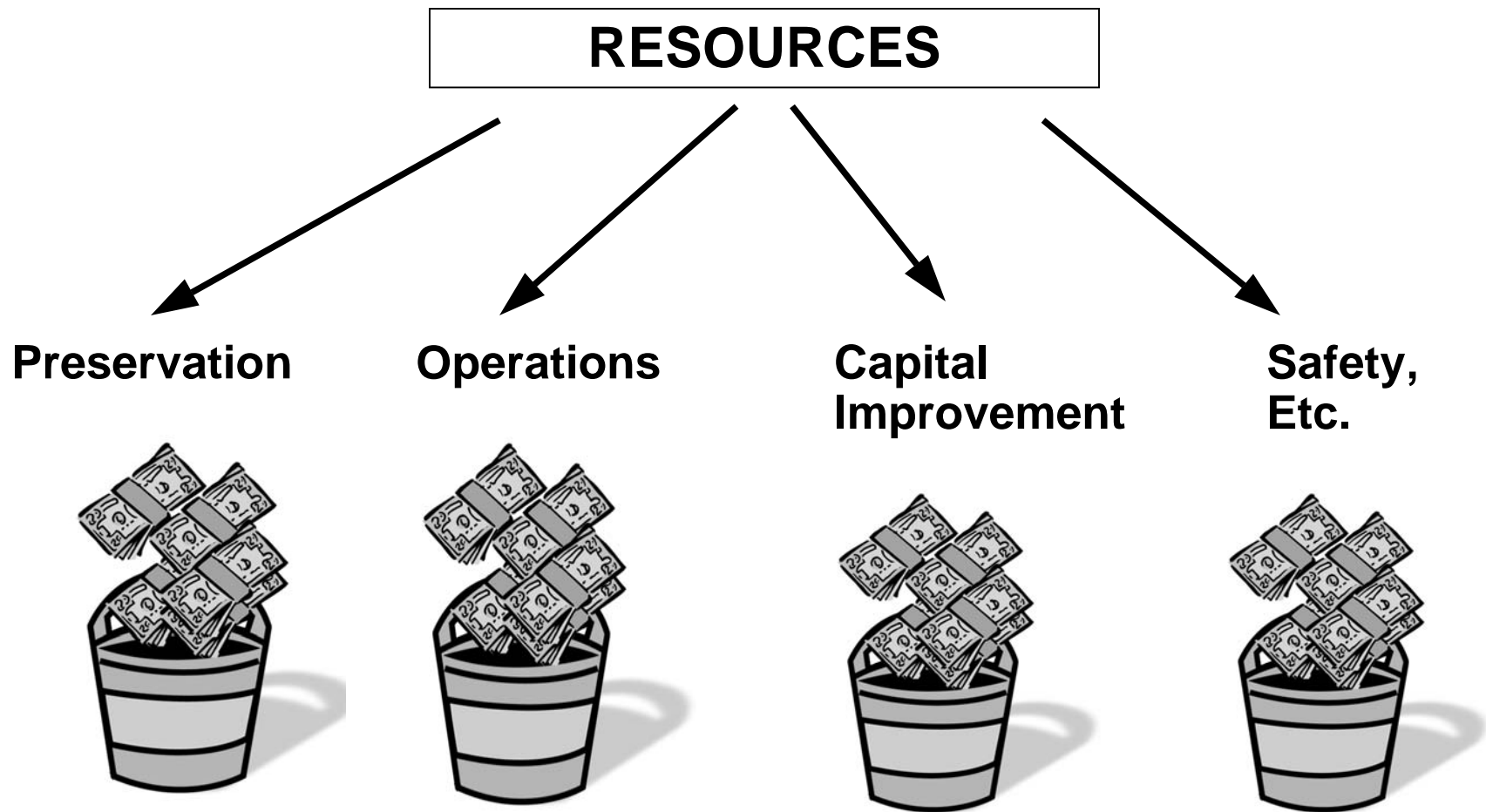
What Makes TAM Strategic?

- Focus on the strategic goals of the agency and system performance
- Policies are based on objective quantifiable performance measures and service levels
- All assets considered comprehensively
- Tradeoff analysis and life cycle performance used to support decision making
- Apply economics, business and engineering principles, and risk assessment to manage assets and evaluate tradeoffs

Transportation Asset Management



Transportation Asset Management



Asset Management:

Includes Management Systems:

- Pavement Management Systems
- Bridge Management Systems
- Tunnel Management Systems
- Safety Hardware Management Systems
- Traffic Signal Management Systems
- Maintenance Management Systems
- **Data (Data is an asset)**
- Etc.

Should MPO's and local transportation agencies have a Transportation Asset Management Program?

- Transportation Asset Management principles and techniques should be applied throughout the planning process from initial goal setting, TIP development, and as investment decisions are made, through to operations, preservation, and maintenance.

Role of MPO in Asset Management

- Repository of regional data collection efforts
- Help to define performance measures
- Educate public and decision makers
- Determine appropriate levels of service through public involvement

How can a MPO apply Transportation Asset Management?

- Directly compare needs to funding constraints/available funding, including operating and maintenance costs considerations.
- Tradeoffs between capacity building, preservation, operations, and safety across functional areas and modes.
- Track system condition, needs, and performance.

Challenges to Implementing

- **Linking Asset Management to decision making**
- **Collecting the right data for performance measures**
- **Conveying top management support**
- **Identifying the individuals responsible for implementation**
- **Resistance to change**

The agency using TAM will improve customer satisfaction by:

- Maximizing transportation service performance
- Minimizing life cycle costs
- Being more accountable
- Being better positioned to anticipate and secure needed funding
- Matching service provided to public expectation

Resources Are Available

- AASHTO Transportation Asset Management Guide and NHI course
- Asset Management Today website / community of practice:
<http://assetmanagement.transportation.org>
- AASHTO Asset Management Subcommittee
- TRB Asset Management Committee
- Office of Asset Management, FHWA
- AASHTO-AGC-ARTBA Data Collection Guide (pending)
- AASHTOWare: Assetmanager NT and PT
- Other



Auckland Regional
Transport Authority

Guidelines for 2007/08 Land Transport NZ Funding Applications

**Creating a profile for Capital Improvement Projects
within the Auckland Region**

11 September 2006

Table of Contents

1. <u>Background</u>	3
2. <u>Profiles in the Auckland region</u>	3
3. <u>Efficiency</u>	4
4. <u>Generic capital improvement activities</u>	4
5. <u>Non-generic capital improvement activities</u>	5
5.1. <u>Investigation phase</u>	5
5.2. <u>Design and Construction phases</u>	5
5.3. <u>Seriousness and Urgency</u>	6
5.4. <u>Effectiveness</u>	9
6. <u>Profiling Worksheet</u>	12
7. <u>Example of how to use Profiling Worksheet</u>	13

1. Background

Profiles are required for all capital improvement activities being submitted for Land Transport New Zealand (Land Transport NZ) funding through ARTA. The profile will be used to prioritise projects nationally when allocating available funding. These guidelines are based on Land Transport NZ procedures, customised for the Auckland region, and also the initial guidelines developed for the 2006/07 round of funding applications.

A Land Transport NZ profile consists of three letters, giving a High, Medium or Low rating to three factors:

- Seriousness and Urgency (of the issue being addressed)
- Effectiveness (of the proposed solution)
- Efficiency (of the proposed solution)

2. Profiles in the Auckland region

ARTA has developed a methodology for assessing profiles based on implementation of the Regional Land Transport Strategy. This methodology is explained in these guidelines and will create consistent profiles for all capital improvement activities in the Auckland region. There are two main differences between the ARTA and Land Transport NZ approach:

- **Urgency**
ARTA is recommending that Urgency is not combined with Seriousness but any reason for urgency is recorded in the funding application (see below). This helps to prioritise between activities of a similar seriousness when allocating funding. When completing the Project Assessment page in LTP Online give the seriousness rating (High, Medium or Low) and in the comments box include any reason for urgency. ARTA will then combine these into a "seriousness and urgency" factor for Land Transport NZ to use.
- **Strategic Balance**
There is also an opportunity to comment on any activities of a lower rating that may be required for strategic balance of your programme. For instance cycling projects in a rural area may have a low ranking regionally, but if it is the highest priority cycling activity for your Council then that should be noted (again use the "assessment of seriousness and urgency" comments box on the Project Assessment page in LTP Online). Likewise your Council may have decided to give emphasis to a particular activity class, such as seal extensions, due to a backlog and this should be noted. It will help to explain why your Council is promoting these projects ahead of others that have a higher ranking.

Comments on Urgency and Strategic Balance will only be appropriate for a small number of projects and for others there is no need to make any comments. Claiming either Urgency or Strategic Balance inappropriately will not be viewed favourably by reviewers.

3. Efficiency

Efficiency is based on the benefit/cost ratio (calculated to one decimal place) for all activities as follows:

- 4.0 and above – High
- 2.0 to 3.9 – Medium
- 1.9 and below – Low

If a benefit/cost ratio has not been calculated then a default value of 99 should be used and a rating of Low for efficiency.

4. Generic capital improvement activities

Generic activities are listed in Land Transport NZ literature and are routine projects under \$3m total cost. In 2006/07 these comprised around 75% of the capital improvement funding applications received by ARTA. A detailed profile based on these guidelines is not required as the Land Transport NZ generic profile should be used.

The information submitted for a generic activity should be based on the Land Transport NZ guidelines and should include the basis for selecting the particular generic profile that has been used. For example there are two types of generic cycling activities – one for purpose built cycle facilities and one for mixed use facilities. Therefore if you are marking a cycle lane on the road you should choose the mixed use cycle facilities (which has a generic profile of HM) and in the project description make sure you say that this is an on-road cycle lane. If the project description is not clear enough for a reviewer to check that the correct generic profile has been used then you risk having a lower generic profile assigned at a regional or national level. *Note: the generic profile MUST match the work category chosen for the project.*

If there is a genuine urgency to your project then this should be detailed in the Project Assessment page in LTP Online. Urgency refers to a reason why the project must be done now, rather than later. It can be due to timing issues of other activities or to grab an opportunity that won't come again. Urgency will be used to prioritise between activities of a similar profile where there is a shortage of funding available.

5. Non-generic capital improvement activities

These comprised around 25% of the capital improvement funding applications received for the 2006/07 Auckland Land Transport programme. It is expected that the main focus for submitters will be on these non-generic funding applications as the process for generic activities has been streamlined to reduce information requirements to a minimum.

Non-generic activities therefore require a higher burden of proof to achieve a High rating for any factor. This is to be expected given the higher level of funding being requested.

5.1. Investigation phase

The investigation phase of a standard or complex project will require a profile, but only of the Seriousness factor. At the beginning of the Investigation there is no preferred option and therefore the Effectiveness and Efficiency of the proposed solution cannot be determined.

5.2. Design and Construction phases

The Seriousness factor should be the same as the Investigation phase unless at some stage during the investigation phase the scope of the issue being addressed by the activity has changed. If the Seriousness factor has changed then the reason for the change should be detailed in design or construction application. If there has been no Investigation phase (unlikely for non-generic activities) then the seriousness factor should be evaluated.

For design and construction phases there will be a preferred option that has been chosen and therefore the Effectiveness and Efficiency factors can be assessed.

5.3. Seriousness and Urgency

The first factor describes the seriousness of the issue being addressed. The seriousness rating should be assessed without considering any potential solutions. The following table of prioritisation principles is to be used to assess the seriousness rating. All activities start with a default Low rating against each issue.

- A High rating for any issue can be obtained if your activity matches one of the principles listed below for that issue.
- If your activity is part way towards the principles listed below then a Medium rating may be used.
- An overall High rating for the seriousness factor only requires a High against one issue.
- A Medium rating requires one Medium.

Therefore if you have a high priority safety issue that is not related to any other issue then you will have one High rating with the rest Low but an overall High rating. This approach is being trialled for this year to see if we can more accurately identify the issues that are being addressed in our region.

The first step towards assessing the seriousness rating of a project is to identify the main drivers of a project. In many cases there will only be a single driver – safety (for the worst crash blackspot in your area), congestion, or an area of growth that requires new infrastructure. If you have a congestion related project that happens to be in an a good location to include some stormwater treatment then water quality was not the issue you are addressing with this project. *(Ask yourself: If congestion was not an issue would I still be doing a standalone water quality project?)*

Seriousness: the scale and importance of the transport problem to which the project/activity or package responds		
Issues		Prioritisation Principles
S1	The impact of congestion and unreliable travel times, particularly on economic activity	<ul style="list-style-type: none"> ▪ Highest priority will be given to addressing congestion which impacts on freight and commercial traffic movements; and all day congestion that constrains business and community development. ▪ Congestion that impacts on the safe and efficient operation of strategic corridors and the needs of inter-regional travel will receive a high priority ▪ Congestion that impacts travel to and from vital emergency and social services will receive a high priority <p><i>Discussion: Congestion is not the issue here – it is the impact of congestion on economic activity. Projects that seek to address commuter congestion only will be rated as a Medium, but where the project is addressing a lack of travel choice for commuters then this could receive a High rating under the Lack of Choice category below.</i></p>
S2	Lack of travel choices leading to a reliance on private cars	<ul style="list-style-type: none"> ▪ Highest priority will be given to the needs of those travelling to employment, education centres, and vital social services. ▪ Ensuring viable alternative transport choices to and within town centres will be a priority. ▪ Priority will be accorded to providing transport mode choice in areas of high social deprivation and to the transport disadvantaged. ▪ Priority will be accorded to the provision of transport choices in growing communities where existing transport choices are limited ▪ Priority will be given to parts of the network with poor linkages and a lack of integration between modes <p><i>Discussion: If a lack of travel choice exists then the solution is effectively pre-determined as providing a choice of travel options for people. In defining the issue's seriousness be careful to focus on areas where the lack of travel choice leads to a reliance on private cars – in some areas there may be no travel choices but providing choice may not result in less reliance on private cars. Also a project that addresses an area with no choice at all will score a High whereas a project that expands the choices available to an area with existing passenger transport services will only score a Medium.</i></p>
S3	Poorly integrated land use and transport provision	<ul style="list-style-type: none"> ▪ The Regional Growth Strategy (RGS) growth concept, as contained in the Regional Policy Statement (RPS), will be a key determinant in deciding priorities for investment in transport, with particular emphasis on: <ul style="list-style-type: none"> ▪ encouraging higher density development and employment in growth nodes and corridors. ▪ investment in alternative and active modes to support higher density development in towns and sub-regional centres. ▪ ensuring that land use patterns are consistent with the RPS and RGS and an integrated transport system. ▪ Priority will be given to projects which help to achieve a better balance between employment, education and residential locations, and to projects that reduce the need to travel. <p><i>Discussion: The High rating will be reserved for areas identified in the</i></p>

		<i>RGS as growth areas that are currently inadequately served by the transport system.</i>
--	--	--

Issues		Prioritisation Principles
S4	Transport factors (not congestion) discouraging economic development	<ul style="list-style-type: none"> ▪ Priority to projects which support increased economic productivity, including intensification of employment, economic clusters, and effective heavy goods vehicle access ▪ Improving accessibility to areas of intensified economic activity, including visitor concentrations ▪ Priority to projects which support regionally agreed areas of new business activity ▪ Priority will be given to incident management in those parts of the strategic and arterial network where limited alternative routes exist <p><i>Discussion: Congestion impacting on economic development is covered elsewhere. This issue relates to other transport factors, such as the inability of the existing road network to support intensification of economic activity, that are discouraging economic development.</i></p>
S5	Parts of our transport system are unsafe, or perceived to be unsafe, to use	<ul style="list-style-type: none"> ▪ Areas with demonstrated safety problems (both current and potential) will be addressed first (i.e. accident black-spots, recognised unsafe sites, etc) ▪ Safety improvements for vulnerable users will be given a high priority ▪ Priority will be given to responding to perceived personal security risk issues where this is likely to restrict use of alternatives to the private car. <p><i>Discussion: Where there is a perceived risk, rather than a safety risk backed by historical data, then a reality check is needed. In many cases it will be clear that it is sheer good luck that no-one has been seriously injured (e.g. school children having to cross a major road to walk to school). In other cases there may be a perception that there is a safety risk by the local community that cannot be supported by any evidence from that site or similar other sites, and this will score a Low. Projects that also include minor safety improvements as a part of the standard design process but are not addressing a specific safety issue will also score Low.</i></p>
S6	Our transport system is required to be environmental sustainable	<ul style="list-style-type: none"> ▪ Priority will be given to reducing dependence on non-renewable resources (including fuel, land, and aggregate) ▪ Reductions in fuel use and CO2 emissions will be prioritised ▪ Priority will be given to addressing transport-related water quality issues in sensitive catchments ▪ Priority will be given to addressing transport-related community dislocation in areas where this is significant <p><i>Discussion: Be careful to consider only the issue here – there may be environmental benefits from the proposed solution and these would be reflected in the Effectiveness rating. What we are looking for here are identified environmental issues e.g. watercourse contamination from a transport source. Do not double count exposure to air pollution or other public health issues in this category.</i></p>

Issues		Prioritisation Principles
S7	Transport factors affecting public health	<ul style="list-style-type: none"> ▪ Priority will be given to addressing air emissions from vehicles in areas with high population exposure ▪ Priority will be given to those parts of the region where low participation in active modes is likely to result in health problems. ▪ Priority will be given to addressing noise and vibration in areas with high residential exposure <p><i>Discussion: For public health issues supporting evidence such as obesity or hospitalisation statistics will be required to achieve a High rating. In some areas the issue may be fairly obvious but will require a thorough description if there is no other supporting evidence (e.g. a busy road through a well used public area that has poor ventilation due to surrounding high rise development)</i></p>

<p>Urgency: allowing the incorporation of any external factors that influence the timing of implementation.</p> <p>Does the project have particular timing or interdependencies with other actions that make its implementation urgent, having regard to factors such as:</p> <ul style="list-style-type: none"> • The potential failure of critical infrastructure • The potential foreclosing of significant future development or transport opportunities if action is not taken • The need for completion in time for specific events of regional or national significance, eg Rugby World Cup • The need for the project as a prerequisite for other high priority activities

5.4. Effectiveness

The Effectiveness of the proposed solution to address the identified issues and to deliver on national/regional strategy should be evaluated using the following table of assessment criteria. Again the default rating is Low with detailed evidence required to obtain a High and a lesser amount of evidence to achieve a Medium. One High will give you an overall High rating for effectiveness and one Medium will give an overall Medium rating.

Cutting and pasting references to the Regional Land Transport Strategy (or other documents) will not be considered as sufficient evidence to warrant a Medium or High rating. For the draft submission an assessment of the Effectiveness will be accepted based on evidence gathered to date, however this must be substantiated by detailed evidence by the time the final submission is made in March 2007 if you want to achieve Cat 1 funding approval. In your draft submission you should include a summary of the work you are undertaking to produce the detailed evidence for the full application, so that ARTA and Land Transport NZ can provide advice if appropriate.

For a solution to be highly effective (i.e. score a High) it must address the issues highlighted in the seriousness category with either a High or a Medium rating.

However, apart from this, the seriousness rating does not dictate the effectiveness rating. You may have a Medium score for safety under the seriousness category but if you can come up with a solution that eliminates most of the existing crashes then that solution would score a High under Effectiveness.

Once the solutions to the identified issues have been addressed in the Effectiveness rating then “extra” Medium ratings may be scored for additional attributes of the project. For instance a road widening project may include above-standard stormwater treatment facilities because your Council has decided to provide improved stormwater treatment wherever possible. While the water quality was not a driver for the project an opportunity has been taken to provide an enhanced solution that meets other objectives of the Land Transport Management Act. This will not affect the overall Effectiveness rating but will help to show the extra effort that has gone into your project.

You will notice that there is not an exact match between issues and solutions. This is because we do not expect “standard solutions” and encourage designers to consider the objectives of the Land Transport Management Act when investigating and designing their projects. For example one congestion project may be addressed by creating a new road link, another by travel planning with revised bus services. In the particular circumstances these could both be highly effective solutions to a similar issue at two different locations.

Effectiveness: the extent to which the solution (the package or project/activity) contributes to the broad policy objectives set out in the RLTS and in ARTA's statutory objectives		
Objective		Assessment Criteria
E1	Integration of transport networks, services and land use	<ul style="list-style-type: none"> ▪ How effective is the project in contributing to a transport network which integrates all modes? ▪ How effective is the project in increasing the choice of mode?
E2	Impact on sustainability of transport network	<ul style="list-style-type: none"> ▪ How effective is the project in retaining benefits over time? ▪ To what extent does the project have impacts on other parts of the transport network?
E3	Contribution to the Regional Growth Strategy	<ul style="list-style-type: none"> ▪ To what extent does the project actively support the RPS and RGS growth concept, including centre intensification and/or high density corridors?
E4	Economic development	<ul style="list-style-type: none"> ▪ How effective is the project in reducing travel time variability for freight movement between key economic hubs? ▪ To what extent will the project encourage shorter journeys that deliver economic advantages? ▪ To what extent does the project have the potential to unlock private sector investment and development benefits?
E5	Safety and personal security	<ul style="list-style-type: none"> ▪ To what extent will the project reduce crashes? ▪ How effective is the project in improving the safety and personal security of vulnerable transport users?
E6	Access and mobility	<ul style="list-style-type: none"> ▪ To what extent will the project improve the transport choices available? ▪ How effective is the project in improving access to appropriate transport for vulnerable users, the transport disadvantaged and their caregivers? ▪ To what extent does the project remove barriers to people's ability to access opportunities for work, education, health and social services, (especially the transport disadvantaged)?
E7	Public health	<ul style="list-style-type: none"> ▪ How effective is the project in increasing the use of active modes? ▪ How effective is the project in reducing harmful air emissions? ▪ How effective is the project in reducing traffic noise and vibration?
E8	Environmental sustainability	<ul style="list-style-type: none"> ▪ To what extent will the project reduce reliance on non-renewable resources? ▪ To what extent will the project improve fuel efficiency? ▪ How effective is the project in reducing adverse water quality impacts? ▪ To what extent does the project avoid environmental damage and reduce the adverse impacts of transport on the natural and physical environment? ▪ To what extent does the project reduce community dislocation?

6. Profiling Worksheet

Project Name:				
Seriousness		High	Medium	Low
S1	The impact of congestion and unreliable travel times, particularly on economic activity			
S2	Lack of travel choices leading to a reliance on private cars			
S3	Poorly integrated land use and transport provision			
S4	Transport factors (not congestion) discouraging economic development			
S5	Parts of our transport system are unsafe, or perceived to be unsafe, to use			
S6	Our transport system is required to be environmental sustainable			
S7	Transport factors affecting public health			
Seriousness rating				
Effectiveness		High	Medium	Low
E1	Integration of transport networks, services and land use			
E2	Impact on sustainability of transport network			
E3	Contribution to the Regional Growth Strategy			
E4	Economic development			
E5	Safety and personal security			
E6	Access and mobility			
E7	Public health			
E8	Environmental sustainability			
Effectiveness rating				
Urgency or Strategic Balance factors				

7. Example of how to use Profiling Worksheet

Project Name: ABC Road Improvements				
Seriousness		High	Medium	Low
S1	The impact of congestion and unreliable travel times, particularly on economic activity		Commuter congestion only, mainly in morning peak	
S2	Lack of travel choices leading to a reliance on private cars		Existing bus services are only half hourly and don't take new subdivisions into consideration	
S3	Poorly integrated land use and transport provision	ABC is main link to XYZ area which is a sub regional growth centre. Population planned to double in next five years and new road links are required.		
S4	Transport factors (not congestion) discouraging economic development			No significant issues
S5	Parts of our transport system are unsafe, or perceived to be unsafe, to use			No significant issues
S6	Our transport system is required to be environmental sustainable			No significant issues
S7	Transport factors affecting public health			No significant issues
Seriousness rating				High
Effectiveness		High	Medium	Low
E1	Integration of transport networks, services and land use	The new road link will include bus priority measures at signalised intersections and ARTA has agreed to double frequency of bus services. New central bus station included in developer's plans		

E2	Impact on sustainability of transport network			n/a
E3	Contribution to the Regional Growth Strategy	The proposed new road link will support the commercial part of the development area by providing good access for freight vehicles to the motorway.		n/a
E4	Economic development			n/a
E5	Safety and personal security		The safety audit identified some safety improvements to the ABC/DEF Roads intersection that will be incorporated in the final design.	
E6	Access and mobility			n/a
E7	Public health			n/a
E8	Environmental sustainability			n/a
Effectiveness rating				High
Urgency or Strategic Balance factors				
None				

Waitakere City Ratepayers' Questionnaire

NOVEMBER 2005

What sort of services should this City be providing to you?

In the next few pages we give you a quick summary of each of the main services that the Council provides and pays for from rates or other charges. We tell you how much they are costing and ask if we should be doing more, less, or about the same into the future.

Obviously, we can't meet all the expectations of every citizen, but we do need your feedback. The more feedback we get, the better we can judge what the overall feeling of our residents is, about the various services the Council provides. So your contribution will help to build a reliable picture.

To help, we've listed how much average rates would go up (if we did more) or down (if we did less).

However, there are three things we would ask you to bear in mind.

1. The population of the city is going to double within fifty years. So unless we do something about the problems we face today, they will get worse and worse.
2. The city must be able to grow and change with the times. So, please think young! By all means think of the city you want, but also think of the sort of city you want to leave to today's children and their children after that. After all, if we don't get things right, they are the ones who pay the price.
3. The city must grow sustainably. We must always be looking for ways of doing things sustainably and cost-efficiently. That sometimes means investing in new ideas now, for a longer term pay off. For example:

- Our roads are already choking up with traffic and we are having to relieve road congestion by re-building train and bus services and making it easier for people to cycle or walk. Fifty years ago all these were everyday options but they did not grow with the city and today, we are paying the price.
 - Unless things change, the demand for water is going to double. How do we deal with that? Do we go on doing the same old things - which will just get more and more expensive? Or do we find 'better ways' which might involve some new costs now, but be less expensive and more sustainable in the longer run?
- There are many similar examples, where if we think more laterally, we can make services more sustainable and more cost efficient than services we had in the past.

How do you tell us what you want?

What happens after that?

What do the Council's services cost now?

This chart shows how much the Council's services cost. Figures are for the average ratepayer - someone who pays the usual rates. We are trying to compare these with other key services, such as phone and power.

Council Services	Cost per year for average ratepayer	Comparison with Goods & Services provided by other Organisations	Cost per year for average household
Wastewater - (urban system only)	\$335	Telephone	\$840
Parks & sports fields	\$270	Bread	\$730
Roads & footpaths	\$249	Milk	\$730
Leisure facilities	\$146	Power	\$1,461
Democracy	\$134	Internet	\$360
Stormwater	\$84	Vehicle ownership	\$2,517
Libraries	\$136		
Rubbish collection & disposal	\$58		
City development	\$55		
Business development & promotion	\$40		
Public transport	\$16		
All other services	\$44		

The challenges we face

Waitakere City's population of 186,000 people is expected to increase by 45,000 and reach 230,000 in 15 years.

Some 75% of this new population will be housed in existing areas through infill, medium density and apartment housing. These people will need roads, libraries, leisure facilities, parks, sports fields, water, wastewater and stormwater services.

In addition, more buildings means more stormwater runoff into streams and rivers. This causes problems because a large proportion of the city's water, wastewater and stormwater networks were built in the 1960's and 1970's (for a much smaller population) and need replacing.

Population growth also means more damage to the environment - unless we plan how to avoid this.

INSIDE

Page 2 Parks and sports fields
Page 2 Gardens
Page 2 Getting around
Page 4 Housing for older adults
Page 4 Historic places

Page 4 Water - the issues
Page 8 Inorganic waste
Page 8 Dangerous dogs
Page 8 Library opening hours


Waitakere City Council
Te Tūiao o Waitakere

1 Parks

Parks and fields have an obvious benefit for people wanting to use outdoor areas for leisure and sport and the additional benefit of beautifying the city.

How many parks should we have? Waitakere City has over 550 parks of which 188 are 'quality parks'. However, some areas – mainly New Lynn and Henderson - have fewer quality parks than others.

Typically, our parks are large grassed areas with planting, walkways, furniture and sometimes playgrounds.

Contributions from developers go towards establishing parks in new areas but rates pay the cost of establishing new parks in existing area and also for maintenance.

Current plans are for all new areas to get new parks and for five new parks to be developed in existing areas (mainly New Lynn and Henderson), in the next 10 years.



<ul style="list-style-type: none"> • New areas get only 1 new park of the 11 provided under option 2 • No new parks in existing areas 	<ul style="list-style-type: none"> • All new areas get new parks (11) • 5 new parks in existing areas to take the number to 193 by 2016 	<ul style="list-style-type: none"> • All new areas get new parks • 10 new parks in existing areas to take the number to 198 by 2016
Save \$8.47 in average annual rates	No change to average annual rates	Cost \$5.59 more in average annual rates

Please tick your preference

Option 1 Do less

Option 2 Current plans

Option 3 Do a lot more

Something else? TELL US WHAT (if more room required, please use a separate piece of paper and include)

2 Do we need more sports fields?

The City has 37 sand fields and 39 soil fields. This is not enough to meet all demand and some sports clubs have to turn players away. In addition, there are times when fields are closed because of bad weather. There is also an issue with winter and summer sports overlapping.

Some improvement can be made by converting more fields to sand fields. These drain better, are closed for fewer

days in winter and can take more games (can be used 20 hours a week compared with 10 hours for soil fields).

However, this is not a complete answer because population growth brings greater demand. Current plans are for six new fields in new areas and to convert some current soil parks to sand fields in the next 10 years.



<ul style="list-style-type: none"> • No new fields in new areas • Convert existing sports parks to 4 new sand fields by 2016 	<ul style="list-style-type: none"> • 6 new fields in new areas • Convert existing sports parks to 17 new sand fields by 2016 • Playing hours available per person will increase • Will cater for population growth + some unmet demand 	<ul style="list-style-type: none"> • 6 new fields in new areas • Convert existing sports parks to 24 new sand fields by 2016 • Playing hours available per person increase faster • Will cater for population growth & current demand
Save \$2.28 in average annual rates	No change to average annual rates	Cost \$2.48 more in average annual rates

Please tick your preference

Option 1 Do less

Option 2 Current plans

Option 3 Do a lot more

Something else? TELL US WHAT (if more room required, please use a separate piece of paper and include)

3 Gardens

The city has 58 flower gardens featuring annuals or roses. These provide year-round colour and mark the changing seasons on major parks and sports fields and in town centres and roundabouts. These are replanted regularly and have to be weeded and tidied often.

They could be replaced by shrub gardens which are tidied about 4 times a year.



<p>Option 1 - Do less</p> <ul style="list-style-type: none"> • To keep about 18 flower gardens in key sites • Replace 40 with shrub gardens 	<p>Option 2 - Current plans</p> <ul style="list-style-type: none"> • Keep the 58 flower gardens 	<p>Option 3 - Do more</p> <ul style="list-style-type: none"> • To increase the number of flower gardens from 58 to 100
Save \$2.28 in average annual rates	No change to average annual rates	Cost \$2.48 more in average annual rates

Please tick your preference

Option 1 Do less

Option 2 Current plans

Option 3 Do a lot more

Something else? TELL US WHAT (if more room required, please use a separate piece of paper and include)

Getting around

There are already serious problems with road/traffic congestion – which affects our social lives and economy – and unless we adopt solutions this will only get worse (Traffic is predicted to increase by at least 22% in 10 years). The Council plans to tackle the problem through:

- Good public transport
- An efficient roading network
- Facilities that make walking and cycling a real option
- More local business to enable more people to work locally



4 Rooding

The Council owns and maintains the city's roads, and motorways and state highways are provided by Transit New Zealand. The Council's current plans are for improvements on key roads – Lincoln Rd, Te Atatu Rd and Great North Rd.

During peak hours the average speed within the city (not the motorway) is about 36kph – current plans will enable speeds to stay much the same even with the foreseen increase in traffic.

continued

Roading continued

<ul style="list-style-type: none"> No new roads built Peak hour average speeds likely to drop from 36 to 33kph 	<ul style="list-style-type: none"> 30% of planned improvements completed in 10 years Peak hour average speeds between centres likely to stay at 36kph despite increased traffic 	<ul style="list-style-type: none"> Speed up improvements to complete everything in 10 years Peak hour average speed likely to increase from 36 to 40kph
Save \$10 in average annual rates	No change to average annual rates	Cost \$2.46 more in average annual rates

Please tick your preference

- Option 1 Do less
- Option 2 Current plans
- Option 3 Do a lot more

Something else? TELL US WHAT (if more room required, please use a separate piece of paper and include)

5 Public transport

Bus, train and ferry services are funded by the Auckland Regional Council and Land Transport New Zealand. The City Council provides the things that help the services run smoothly – bus lanes, bus shelters, park and ride facilities, transport interchange, etc. The Auckland Regional Transport Authority manages the provision of public transport services.

Presently 7% of people choose public transport at peak times and 2% of people heading to Auckland's CBD in peak times go by bus.

To improve the use of public transport (to assist reduce traffic volumes and reduce environmental pollution) the Council plans to build more bus lanes and encourage more frequent buses on key routes, more cross-town bus services, better bus rail links, promote better rail services and upgrade the railway stations and terminals.



<ul style="list-style-type: none"> Buses running less often – up to 30 mins on key routes at peak times No more bus lanes Likely to be fewer people using public transport at peak times (7% to 5%) Likely to be fewer people travelling to CBD by public transport (32% to 20%) More cars on the roads 	<ul style="list-style-type: none"> Buses running at least every 15 mins on key routes in peak times Bus lanes on 25% of key routes in 10 years Gradual upgrade of stations, terminals and interchanges 7% of people using public transport at peak times 32% of people travelling to CBD at peak times go by public transport 	<ul style="list-style-type: none"> Buses running more often – at least every 10 mins on key routes at peak times More bus lanes – on 50% of key routes in 10 years Faster upgrade of key stations, terminals and interchanges More cross-town buses and better bus rail links More people using public transport at peak times (from 7% to 11%) More people travelling to CBD at peak times going by public transport (32% to 49%) 	<ul style="list-style-type: none"> Buses running more often – at least every 10 mins on key routes at peak times More bus lanes – on 50% of key routes in 10 years Faster upgrade of key stations, terminals and interchanges More cross-town buses and better bus rail links More people using public transport at peak times (from 7% to 11%) More people travelling to CBD at peak times going by public transport (32% to 49%)
Save \$10 in average annual rates	No change to average annual rates	Cost \$60 more in average annual rates	Cost \$100 more in average annual rates

Please tick your preference

- Option 1 Do less
- Option 2 Current plans
- Option 3 Do a little more
- Option 4 Do a lot more

Something else? TELL US WHAT (if more room required, please use a separate piece of paper and include)

6 Walking and cycling

Another way to reduce motor vehicle use (and improve health and fitness) is by encouraging walking and cycling. The Council's plans include:

- working with schools, employers and the community, to identify and fix the things that discourage people from walking and cycling (lack of footpaths or cycle lanes, busy streets to cross, poor street lighting, no direct routes, etc.)
- Developing a city-wide network of walk and cycle ways.

It is estimated that 10% of trips currently made by motor vehicle will be by walking or cycling, in 10 years' time.



<ul style="list-style-type: none"> No work to identify barriers No more cycle lanes No further improvements to 'walkability' in town centre 6% of trips likely to be by walking or cycling in 10 years 	<ul style="list-style-type: none"> Working with 3 schools and 1 community or work place group a year to identify and fix barriers 25% of the cycle network completed in 10 years Walkability in 2 town centres improved 10% of trips likely to be by walking or cycling in 10 years 	<ul style="list-style-type: none"> Speed up the programme More work with schools & other groups 50% of the cycle network completed in 10 years Walkability in 4 town centres improved 15% of trips likely to be by walking or cycling in 10 years 	<ul style="list-style-type: none"> Speed up the programme further Work with all schools & many community or work place groups 100% of the cycle network completed in 10 years Walkability in all town centres improved 18% of trips likely to be by walking or cycling in 10 years
Save \$20 in average annual rates	No change to average annual rates	Cost \$20 more to average annual rates	Cost \$70 more in average annual rates

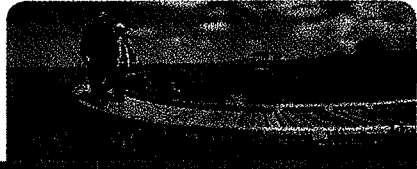
Please tick your preference

- Option 1 Do less
- Option 2 Current plans
- Option 3 Do a little more
- Option 4 Do a lot more

Something else? TELL US WHAT (if more room required, please use a separate piece of paper and include)

2 Housing for Older Adults?

Waitakere City has 335 units to provide safe, affordable housing for older adults with limited means. These are in 12 villages and rents are linked to benefits and are below market rates. No new units have been built for 18 years and some are now 40 years old with outdated kitchens and bathrooms. The Council's objective is for the units to be self-funding but as the units get older they need more maintenance. Currently there is no funding allocated to upgrading them.



<ul style="list-style-type: none"> • No major maintenance or capital works affect the integrity of the buildings. 	<ul style="list-style-type: none"> • Some basic maintenance but not upgraded. • Improvements restricted to paint and paper and minor kitchen / bathroom improvements. 	<ul style="list-style-type: none"> • Upgrade all units. • Minor improvements made e.g. better ventilation with fans in laundry, kitchen & bathroom. 	<ul style="list-style-type: none"> • Upgrade all units. • Noticeable improvements e.g. <ul style="list-style-type: none"> - Better ventilation - More power points - Kitchen renovations - More car parking - More insulation
	No change in average annual rates	Cost \$2 more in average annual rates	Cost \$4.68 more in average annual rates

Please tick your preference

- Option 1** Do less
Option 2 Current plans
Option 3 Do a little more
Option 4 Do a lot more

Something else? TELL US WHAT (if more room required, please use a separate piece of paper and include)

3 Historic places

The City has a long and proud history which has left us with a wonderful collection of historic places. The Council owns 19 heritage properties:

Massey CAB, Tui Glen, Waikumete Sexton's House, Mill Cottage, Glenview Road House, Chapel of Faith in The Oaks, Glen Eden Railway Station, Glen Eden Playhouse Theatre, St Michaels Church, Corban Estate, Falls Hotel, Ambrico Kiln, Lopdell House, Herald Island Fire Station and old Post Office, Harbourview Brick Villa, McLeod's Cottage, New Lynn Hotel, Ockleston House.

These assist us to preserve and understand the history of the Waitakere community and its values. They can also

be or become tourist attractions.

Some Council-owned properties are tenanted by community or arts groups, some earn income and some need a lot of money spent on restoration.

Current plans are to keep the 19 properties. They will be maintained but not restored any further.

Funding assistance is available from the Historic Places Trust, ARC, The Trusts, ASB Trust and other agencies.

Some other heritage properties in the city, not owned by the Council, are in a run down condition and are unlikely to be restored.



<ul style="list-style-type: none"> • No major maintenance or capital works affect the integrity of the buildings. 	<ul style="list-style-type: none"> • Keep the properties. • Basic maintenance only. • No further restoration. 	<ul style="list-style-type: none"> • Keep the properties. • Restore one property to a higher level each year. 	<ul style="list-style-type: none"> • Upgrade all properties over a 10 year period (10 years). • Restore existing and new properties to a higher level.
	No change in average annual rates	Cost \$5.20 more in average annual rates	Cost \$13.80 more in average annual rates

Please tick your preference

- Option 1** Do less
Option 2 Current plans
Option 3 Do a little more
Option 4 Do a lot more

Something else? TELL US WHAT (if more room required, please use a separate piece of paper and include)



Water - the issues

The urban area gets its water supply from five Watercare dams in the Waitakere Ranges. We drink just 3% of what we use and send the rest of it down the drain, one way or another.

Everything that goes down the drain becomes wastewater that is sent to the Mangere Treatment Plant. Therefore, the more water we use, the more wastewater we create and the greater the cost for both water and wastewater treatment.

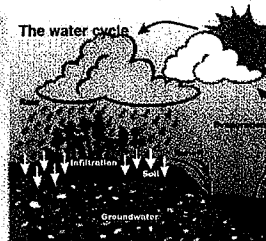
Stormwater is also an issue. Nature allows rain to be spread across wide areas of land which absorbs it, filters it, slows it down and delivers it back to streams, mostly as clean water.

But development covers more land with more hard (impermeable) surfaces (roofs, roads, etc.). These concentrate the water into torrents. The water also picks up a wide range of serious pollutants (chemicals, metals, oils and greases etc.) as it travels.

Traditionally, these fast flowing, torrents are poured into drains and returned, loaded with pollution, to the streams. This kills the streams and lakes (nature filters the water before returning it).

So we have to find better ways to handle stormwater including allowing more of it to filter back into the soil and let nature do the job it is very well designed to do - for free.

The water cycle





9 Water savings programme

The Council-funded Water Wise-Up programme visits thousands of homes every year to suggest ways to save water. Plans are to include visits to businesses as well.
The Council also runs a variety of information, awareness and education programmes to promote savings.



Option 1: Do less	Option 2: Current plans	Option 3: Do a little more	Option 4: Do a lot more
<ul style="list-style-type: none"> • Stop Water Wise-Up • Continue to provide information only • Estimate average water bill would rise by \$16 per year due to lack of information about how to save water 	<ul style="list-style-type: none"> • Continue Water Wise-Up programme – will cover the city in 12 years • Continue information & education programme 	<ul style="list-style-type: none"> • Water Wise-Up programme to cover the city in 6 years • Increase the information and education programme • People likely to reduce water use – estimate average saving of \$17 per year 	<ul style="list-style-type: none"> • Water Wise-Up programme to cover the city in 3 years • Step up the information and education programme • People likely to reduce water use – estimate average saving of \$17 per year
Save \$2.80 in average annual rates but could cause increase in water bill of \$16	No change in average annual rates	Cost \$9.40 in average annual rates more but possible savings on water bill of \$17	Cost \$24.40 in average annual rates more but possible savings on water bill of \$17

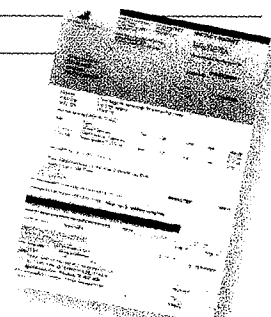
Please tick your preference

- Option 1** Do less
Option 2 Current plans
Option 3 Do a little more
Option 4 Do a lot more

Something else? TELL US WHAT (if more room required, please use a separate piece of paper and include)

Water bills

Regularly tracking water usage can help identify where water is leaking or being either wasted or saved. This can be done using the water bill which tells you how much water has been used. However, the Council bills every 6 months (averaging \$148) but six-monthly meter readings aren't helpful in tracking leaks or water saving measures you may make.
If a bill was sent each 3 months people could track their usage more often and be able to identify and fix leaks or other wastage more quickly. The extra cost to read the meters more often, would be offset by the Council receiving payment sooner.



10 How should we charge for water?

Currently Waitakere City has a 'user pays' system with a fixed price of \$1.48 per 1,000 litres
The average household uses about 200,000 litres (200 cubic metres) a year.

Option 1: Change through rates	Option 2: Status Quo	Option 3: Uniform charge	Option 4: Stepped tariff
<ul style="list-style-type: none"> • Billed as part of your land rates charged as x cents per \$1,000 land value • Lower value properties will pay less than higher value • Some people using less water will subsidise those using more 	<ul style="list-style-type: none"> • Users are charged for the water they use at \$1.48 per 1000 litres 	<ul style="list-style-type: none"> • Oct fee (uniform charge) for everyone • Paid when you pay your land rates • Everyone pays the same regardless of how much or how little they use 	<ul style="list-style-type: none"> • A two-tiered user pays system • A lower charge for the first 150,000 litres (150 Cubic Metres) • A higher charge for all water used over 150,000 litres • Added incentive to reduce water use

Please tick your preference

- Option 1** Change through rates
Option 2 Status Quo
Option 3 Uniform charge
Option 4 Stepped tariff

Something else? TELL US WHAT (if more room required, please use a separate piece of paper and include)

11 Stormwater management

The Council works with developers and the Auckland Regional Council to ensure better stormwater management. Initiatives include detention ponds (to hold water back) and settling ponds (where pollutants are filtered out of the water). There are incentives for developers to install rain water tanks and grey water systems (recycling used-water from sinks to flush the toilet etc.), to provide swales (modern ditches) on road berms and use permeable pavers for drives, paths and car parks.
Two projects are run each year to demonstrate to developers and the public the effectiveness of these sorts of eco friendly solutions.



Option 1: Stop all programmes and projects	Option 2: Continue programmes in place	Option 3: Increase the public information and education programmes	Option 4: Further increase in the public information and education programmes
<ul style="list-style-type: none"> • Stop all programmes and projects • Advocacy role only • Rely on the developers and the ARC 	<ul style="list-style-type: none"> • Continue programmes in place • Run 2 demonstration projects each year 	<ul style="list-style-type: none"> • Increase the public information and education programmes • Run 5 demonstration projects each year 	<ul style="list-style-type: none"> • Further increase in the public information and education programmes • Run 10 demonstration projects each year
Save \$10 in average annual rates	No change in average annual rates	Cost \$5 more in average annual rates	Cost \$10 more in average annual rates

Please tick your preference

- Option 1** Do less
Option 2 Current plans
Option 3 Do a little more
Option 4 Do a lot more

Something else? TELL US WHAT (if more room required, please use a separate piece of paper and include)

12 Major watermain breaks

We have about 650 major breaks a year, with more in hot dry weather because the ground shrinks and moves, breaking pipes. Currently, a work crew arrives to fix a major water main break within 2 hours – although it will take longer to fix the break and restore supply.
To get to major breaks faster we'd need more work crews spread around the city.



Option 1 Do less	Option 2 Current plans	Option 3 Do a little more	Option 4 Do a lot more
<ul style="list-style-type: none"> Slower response get to a major break in 4 hours 	<ul style="list-style-type: none"> Get to a major water main break in 2 hours. It will take longer than 2 hours to fix and restore supply 	<ul style="list-style-type: none"> Faster response get to a major break in 1 hour 	<ul style="list-style-type: none"> Even faster response get to a major break in 30 mins
Save \$4 in average annual rates	No change in average annual rates	Cost \$6 more in average annual rates	Cost \$12 more in average annual rates

Please tick your preference

- Option 1** Do less
Option 2 Current plans
Option 3 Do a little more
Option 4 Do a lot more

Something else? TELL US WHAT (if more room required, please use a separate piece of paper and include)

13 Wastewater blockages and overflows

Overflows occur for two main reasons: because a pipe is blocked or because large amounts of stormwater get into the wastewater system in heavy rain, and overload it. Overflows can occur inside buildings but generally occur at manholes or gully traps and they can flow into streams.



Blockages

Blockages are mainly caused by old pipes breaking, tree roots growing into the pipes or people putting things like cooking fat or nappies down the sink or toilet.

Overflows from blockages have increased by 20% in the last four years – due to population growth and pipes reaching the end of their useful lives. Last year 700 properties were affected by a blockage-overflow. The year before, 490. It costs about \$6,000 to clean up after each overflow.

Although we have a programme to replace old pipes and video to find obstructions and flush drains out, it doesn't completely fix the problem and blockage overflows will continue as population grows.

<ul style="list-style-type: none"> Reduce the current programme Expect significant increase in overflows 	<ul style="list-style-type: none"> Programme of preventative maintenance Expect the number of overflows to continue to increase 	<ul style="list-style-type: none"> Do more preventative maintenance Expect to reduce blockage overflows by 50% in 10 years 	<ul style="list-style-type: none"> Do even more preventative maintenance Expect to reduce blockage overflows by 50% in 5 years
Save \$3 in average annual rates	No change in average annual rates	Cost \$7 more in average annual rates	Cost \$14 more in average annual rates

Please tick your preference

- Option 1** Do less
Option 2 Current plans
Option 3 Do a little more
Option 4 Do a lot more

Something else? TELL US WHAT (if more room required, please use a separate piece of paper and include)

Wet weather overflows

Stormwater gets into the wastewater system either through breaks in the pipes (infiltration) or by people illegally connecting their down-pipes to the system. Last year there were 260 overflows that went into streams, or onto recreational areas (including beaches) – 300 properties in all were affected.

Although the waste in the overflow is greatly diluted by water, it still costs about \$6,000 to clean up each one. We have a programme to replace old pipes and to video and identify illegal down-pipe connections – the worst areas are being looked at first. Under the current programme it will take 50 years to cover the city.



<ul style="list-style-type: none"> Slow up the programme Take longer than 50 years to cover the city Expect a significant increase in overflows and more affected properties 	<ul style="list-style-type: none"> Programme of preventative maintenance Last year 260 overflows into streams, recreational areas & affecting 3 or more properties Last year 300 properties affected by overflow 	<ul style="list-style-type: none"> Do more replacement and preventative maintenance Cover the city in 25 years Reduce the number of overflows quicker 	<ul style="list-style-type: none"> Do even more replacement and preventative maintenance Cover the city in 12.5 years Reduce the number of overflows quicker still
Save \$18 in average annual rates	No change in average annual rates	Cost \$18 more in average annual rates	Cost \$36 more in average annual rates

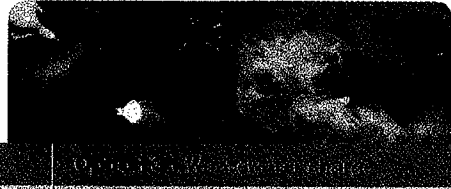
Please tick your preference

- Option 1** Do less
Option 2 Current plans
Option 3 Do a little more
Option 4 Do a lot more

Something else? TELL US WHAT (if more room required, please use a separate piece of paper and include)

14 Charging for wastewater services?

Wastewater services are charged through rates which means the higher the value of your property, the more you pay towards wastewater (whether or not you create large amounts of it). Other options are described below but although we have included the user pays option, we are still seeking a ruling from the court as to whether the law allows us to introduce such charges. Your reply will guide our choice.



Option 1: Uniform charge	Option 2: Charge based on value	Option 3: User pays
<ul style="list-style-type: none"> • Same charge (uniform annual charge) for all residential properties • Likely to be around \$430 per year 	<ul style="list-style-type: none"> • Part of land rates • Based on property value • Average ratepayer pays \$355 	<ul style="list-style-type: none"> • Based on estimate of 1/3rd of fresh water used becomes wastewater to collect and treat • Using 75% allows for gardening, car washing, etc. where water does not become waste/water Note: This may not be allowed by law and Councils are seeking an opinion from the courts.

Please tick your preference

Option 1 Do less

Option 2 Current plans

Option 3 Do a lot more

Something else? TELL US WHAT (if more room required, please use a separate piece of paper and include)

15 Flooding

As shown earlier, the Council is encouraging a range of methods to overcome the problems of stormwater. Not previously described are our programmes to increase the width of the stream banks (riparian margin) and plant them with native plants. This requires the Council to purchase and remove a number of properties. These programmes will take 30 years to cover the city.

Option 1: Slow up programme	Option 2: Riparian margin restoration	Option 3: Speed up programme	Option 4: Speed up programme further
<ul style="list-style-type: none"> • Slow up the programme • Take 60 years to cover the city 	<ul style="list-style-type: none"> • Replace old pipes, put in ponds, riparian margin restoration and buying properties • Cover the city in 30 years 	<ul style="list-style-type: none"> • Speed up the programme • Cover the city in 15 years 	<ul style="list-style-type: none"> • Speed up the programme further • Cover the city in 10 years
Save \$25 in average annual rates	No change in average annual rates	Cost \$51 more in average annual rates	Cost \$112 more in average annual rates

Please tick your preference

Option 1 Do less

Option 2 Current plans

Option 3 Do a little more

Option 4 Do a lot more

Something else? TELL US WHAT (if more room required, please use a separate piece of paper and include)

16 Extending the stormwater system?

Only about a third of properties are connected to the stormwater system because older areas use soak holes which only work properly on large sections. Putting stormwater systems into the older areas will allow more intensified development (smaller sections/more people living on each section) and this is needed to enable the city to grow sustainably and affordably. Therefore, the Council has a 50 year programme to connect all properties to the stormwater system.

Option 1: Slow up programme	Option 2: Extending stormwater system	Option 3: Speed up programme	Option 4: Speed up programme further
<ul style="list-style-type: none"> • Slow up the programme • Take 100 years to cover the city 	<ul style="list-style-type: none"> • Extending stormwater system to older areas and new areas • Cover the city in 50 years 	<ul style="list-style-type: none"> • Speed up the programme • Cover the city in 25 years 	<ul style="list-style-type: none"> • Speed up the programme further • Cover the city in 10 years
Save \$5 in average annual rates	No change in average annual rates	Cost \$9 more in average annual rates	Cost \$21 more in average annual rates

Please tick your preference

Option 1 Do less

Option 2 Current plans

Option 3 Do a little more

Option 4 Do a lot more

Something else? TELL US WHAT (if more room required, please use a separate piece of paper and include)

17 Managing stormwater pollution?

Stream water quality

As previously described, the Council is tackling problems with city stormwater being loaded with pollutants – or soil being swept from bare land into the waterways and silting them up. The range of solutions described included new pipes, swales, absorbent surfaces, settling ponds, etc. These, however, are still only slowing the problems, not fixing them and so, the quality of water in waterways is likely to deteriorate as the population grows.

Option 1: Slow up programme	Option 2: Building new stormwater pipes	Option 3: Speed up programme	Option 4: Speed up programme further
<ul style="list-style-type: none"> • Slow up the programme • Significant deterioration in water quality 	<ul style="list-style-type: none"> • Building new stormwater pipes • Creating in wetlands and ponds • Water quality will continue to deteriorate 	<ul style="list-style-type: none"> • Speed up the programme • Slight improvement in water quality 	<ul style="list-style-type: none"> • Speed up the programme further • Significant improvement in water quality
Save \$13 in average annual rates	No change in average annual rates	Cost \$26 more in average annual rates	Cost \$78 more in average annual rates

Please tick your preference

Option 1 Do less

Option 2 Current plans

Option 3 Do a little more

Option 4 Do a lot more

Something else? TELL US WHAT (if more room required, please use a separate piece of paper and include)

18 Inorganic waste collections

- We have one inorganic waste collection each year
- Although the service is only for residents some businesses dump their waste, adding to the collection cost
- New by-laws are designed to reduce the problems caused by scavengers sorting through the piles of waste
- It costs much more to collect the waste than we earn from recycling
- We currently have an existing contract under the shared services agreement for the organic collection and any variation to this will be more expensive as it will

- entail re-negotiating prices with the contractor. The current contract provides for significant efficiencies and a variation will lose this advantage. Alternatively, a variation could be considered at the end of the current contract term (5 years)
- Although it is stated above that any variation to the contract is likely to be expensive, there is one variation that may be acceptable to the contractor and our shared services partners without significant expense and that is to discontinued the inorganic collection. If this is a preferred option, a number of alternatives such as a user pays 0900 collection service could be investigated and implemented in its place.

<ul style="list-style-type: none"> • Users may be affected by some additional costs from illegal dumping which may arise from this option 			
Savings of \$5 in average annual rates	No change in average annual rates	Cost \$8 more in average annual rates	

Please tick your preference

- Option 1 Do less
- Option 2 Current plans
- Option 3 Do a little more
- Option 4 User pays

Something else? TELL US WHAT (if more room required, please use a separate piece of paper and include)

19 Dangerous dogs

The Council is required to enforce the dog control laws and under the present service, registration fees pay for 80% of the service and rates the other 20%. Fees are currently high compared with many other places and increasing them could reduce levels of owner cooperation. Last year we received 3 complaints a day about being bitten or rushed at by a dog and it is our requirement that Animal Welfare officers respond to these complaints within 60 minutes.



<ul style="list-style-type: none"> • Reports within 2 hours 	<ul style="list-style-type: none"> • Respond to complaints within 60 minutes 	<ul style="list-style-type: none"> • Respond within 30 minutes
Save \$1 in average annual rates	No change in average annual rates	Cost \$8.50 more in average annual rates

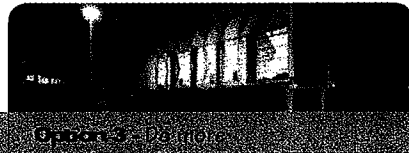
Please tick your preference

- Option 1 Do less
- Option 2 Current plans
- Option 3 Do a lot more

Something else? TELL US WHAT (if more room required, please use a separate piece of paper and include)

20 Library opening hours

- We have eight libraries in the City plus the mobile library
- At least one library is open to 8pm each night from Tuesday to Friday
- 3 libraries (Henderson, Massey, New Lynn) open on Sundays from 10am to 4pm



<ul style="list-style-type: none"> • No late nights at any library 	<ul style="list-style-type: none"> • At least one library open to 8pm Tuesdays and Fridays 	<ul style="list-style-type: none"> • All libraries open to 8pm each week night
Save 30c in average annual rates	No change in average annual rates	Cost \$4 more in average annual rates

Please tick your preference

- Option 1 Do less
- Option 2 Current plans
- Option 3 Do a lot more

Something else? TELL US WHAT (if more room required, please use a separate piece of paper and include)

21 Entry fees at West Wave Aquatic Centre

West Wave Aquatic Centre has a lap pool, wave pool, hydro slide, dive pool and spa, and offers a wide range of aquatic sports and leisure activities. Adults pay \$6 a visit (\$48 for a 10 visit concession card) and children, students and senior citizens pay \$4 (\$32 for a 10 visit concession). Under 5's are free. Entry charges do not cover the cost of operating the centre - the balance is made up from rates. Fees currently match the market and any increase could impact on attendance levels.



<ul style="list-style-type: none"> • Reduce the ratepayer subsidy • Entry fees would rise to \$7 for adults and \$5 for children, students and senior citizens 	<ul style="list-style-type: none"> • Adults pay \$6 per visit (\$48 for a 10 visit concession card) • Children, students and senior citizens pay \$4 per visit (\$32 for a 10 visit concession card) • Under 5's are free 	<ul style="list-style-type: none"> • Increase ratepayer subsidy for children and students • Adult & senior citizen fees same as now • Children and students would pay \$2 per visit (\$15 for 10 visit concession card) • Some ratepayer subsidy to run the creche
Save \$2 in average annual rates	No change in average annual rates	Cost \$3 in average annual rates

Please tick your preference

- Option 1 Do less
- Option 2 Current plans
- Option 3 Do a lot more

Something else? TELL US WHAT (if more room required, please use a separate piece of paper and include)

Policy on Significance

VOLUME 4

COUNCIL POLICIES

- Contents
- Framework of the LTCCP
- Summary of Policies
- Revenue and Financing Policy
- Rates Remission and Postponement Policy
- Policy on Remission and Postponement of Rates on Maori Freehold Land
- Policy on Partnerships with the Private Sector
- Development Contributions and Financial Contributions Policy
- Liability Management and Investment Policy
- **Policy on Significance**

COUNCIL POLICIES

- Contents
- Framework of the LTCCP
- Summary of Policies
- Revenue and Financing Policy
- Rates Remission and Postponement Policy
- Policy on Remission and Postponement of Rates on Maori Freehold Land
- Policy on Partnerships with the Private Sector
- Development Contributions and Financial Contributions Policy
- Liability Management and Investment Policy
- Policy on Significance

Policy on Significance

INTRODUCTION

This policy is provided in accordance with Section 90 of the Local Government Act 2002 (the Act).

If a decision is considered to be 'significant' then the Council must follow a more rigorous consultation and decision-making process. Councils are required to have a Significance Policy that sets out how they will determine the significance of a decision.

The Significance Policy, along with the Council's Consultation Policy, gives the Council guidance on what consultation processes it should follow for its decisions. The Council still has the flexibility to determine specifically how it will consult for each decision (except in cases where it must follow the Special Consultative Procedure or specific requirements under other legislation).

Under the Act, the Council is required to show:

- its general approach to determining which proposals and decisions are significant
- any thresholds, criteria and procedures for determining which proposals and decisions are significant
- the strategic assets owned by the Council.

It needs to be noted that:

- "significant" is defined in Section 5 of the Act as meaning an "issue, proposal, decision or other matter (that) has a high degree of significance"
- if the issue, decision or proposal is not 'significant' (as defined in Section 5 of the Act) it does not mean that it is unimportant and does not mean that there will be no consultation with the community. The only certainty is that the special consultative procedure does not have to be followed.

THRESHOLDS & CRITERIA

A significant issue, proposal, decision or any other matter is one which will impact upon:

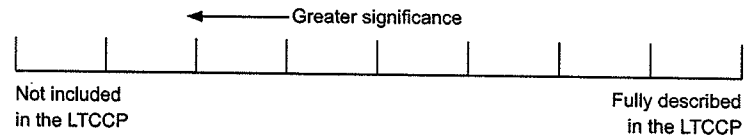
- the wellbeing and sustainable development of Waitakere City
- the persons likely to be affected by or with an interest in that decision
- the ability of the Council to achieve community outcomes, its strategic priorities or other outcomes identified in its Long Term Council Community Plan (LTCCP).

The Council will assess the significance of each issue, proposal, decision or any other matter having regard to:

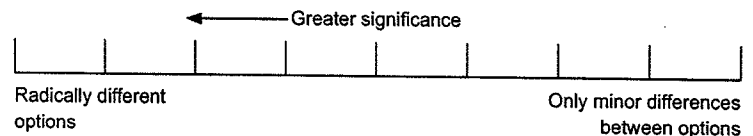
- the implications for the present and future social, economic, environmental and cultural well-being of the City
- the magnitude of the decision in terms of its net cost to the Council
- the effect on current levels of service
- the implications for identified community outcomes and strategic priorities
- the consistency with existing Council policies and strategic documents.

When making a decision as to the significance of the matter the Council will consider information on the reasons for the issue, proposal, decision or any other matter, the options and their relative costs and benefits, and the views of those that are affected by, or have an interest in, the decision, commensurate with the significance of that decision. Criteria that will be considered when making that decision may include:

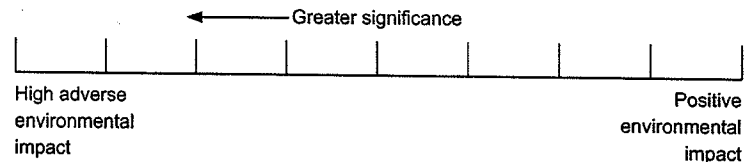
The extent to which the decision flows logically from a decision already made in the Long Term Council Community Plan or the Annual Plan.



The variation in impact of the options identified (including a 'do nothing' option) on the community. The greater the variation the greater the degree of significance.

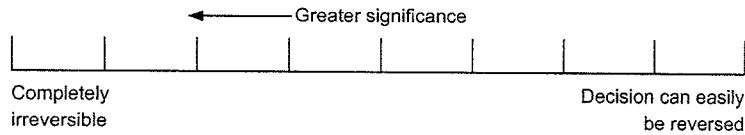


Any adverse impact on the physical and natural environment. The greater the adverse impact the greater the significance.

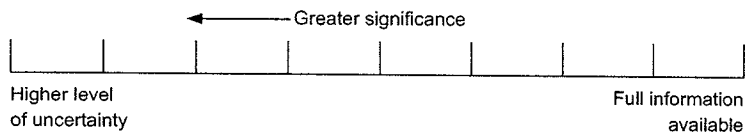


Policy on Significance (continued)

The reversibility of the outcomes arising from the decision



The benefit of a precautionary approach, where there is a level of uncertainty of outcomes.



Where a decision is determined to be significant, the Council will:

- identify all practical options
- assess those options based on the costs and benefits of each option, in each case by reference to the present and future social, economic, environmental and cultural well-being of the City
- assess the options in terms of the City's community outcomes and the Council's strategic priorities
- consider the Council's future capacity to meet its statutory responsibilities
- have regard to any other matter the Council thinks relevant

If the issue, proposal decision or other matter concerns land or bodies of water, the Council will:

- consult with Maori in accordance with the guidelines outlined in Section 77 of the Act
- consider the views and preferences of persons likely to be affected by, or have an interest in the matter
- consider any specific controls imposed by other sections of the Act, or any other relevant legislation.

Using Section 79 as a guide, the Council will make its final decision after having fully considered any information gathered as part of its decision-making process, as well as the results of any consultation undertaken.

STRATEGIC ASSETS

The Council is required by Section 90 of the Act to provide a list of its Strategic Assets (as defined in Section 5 of the Act).

Once defined as strategic assets, any significant changes to the Council's ownership or control, or any decisions to construct, replace or abandon these assets listed must be expressly provided for in the Council's current LTCCP. If the proposal is not provided for, a special consultative procedure will be undertaken in order to change the LTCCP.

For the purposes of the Policy, the Council considers its strategic assets as whole single assets because it is the asset class as a whole that delivers the service. In the interests of the efficient management of resources, the Council will therefore not undertake the special consultative procedure for decisions that relate to the transfer of ownership or control, or minor construction or replacement, of a part of a strategic asset unless that part substantially affects the level of service provided to the community.

Any physical alterations to strategic assets that are required to either prevent an immediate hazardous situation arising, or to repair an asset to ensure public health and safety due to damage from an emergency or unforeseen situation, will also not have to undergo a special consultative procedure. Any actions taken will be reported in the relevant Annual Plan or Annual Report.

The assets and groups of assets that Waitakere City Council considers to be strategic assets are:

- the stormwater network
- the wastewater network
- the water supply network
- cemeteries
- shares in Waitakere City Holdings Ltd
- housing for older adults (as required by section 5 of the Act which requires Councils to include any land or building owned by the local authority and required to maintain the local authority's capacity to provide affordable housing as part of its social policy)

VOLUME 4

COUNCIL POLICIES

- Contents
- Framework of the LTCCP
- Summary of Policies
- Revenue and Funding Policy
- Rates Remission and Postponement Policy
- Policy on Remission and Postponement of Rates on Major Production Land
- Policy on Partnerships with the Private Sector
- Development Contributions and Financial Contributions Policy
- Liability Management and Investment Policy
- Policy on Significance

Summary of ECO's Rate Data as of October 24, 2006

Indicates data that is missing or incomplete.

Data Summary for Various Funding Sources (Rates or Charges)

Note: This data was received via the quantitative section of ECO's FinTAG Questionnaire, or through phone interviews.

Jurisdiction	SDC/TIF	Property Tax	Urban Renewal	TUF	LIDs	Bonds	Gas Tax	Local Option
Wash Co	Yes	Yes	?	?	Yes	Yes	Yes	Yes
Beaverton	Yes	Yes	?	?	?	Yes	No	?
Tualatin	Yes	Yes	?	Yes	?	Yes	No	?
Hillsboro	Yes	Yes	?	?	?	Yes	No	Yes
Tigard	Yes	Yes	?	Yes	?	Yes	No	?
Cornelius	Yes	Yes	?	?	?	Yes	Yes	?
Forest Grove	Yes	Yes	?	?	?	Yes	No	Yes
Sherwood	Yes	Yes	?	?	?	Yes	No	?
King City	Yes	Yes	?	?	?	Yes	No	?
Durham	Yes	Yes	?	?	?	Yes	No	?
Mult Co.	?	?	?	?	?	?	Yes	?
Portland	Yes	?	Yes	?	?	?	No	?
Gresham	Yes	?	?	?	?	?	No	?
Troutdale	Yes	?	?	?	?	?	No	?
Fairview	Yes	?	?	?	?	?	No	?
Maywood Park	?	?	?	?	?	?	No	?
Wood Village	No	?	?	?	?	?	No	?
Clack Co.	?	?	Yes	?	No	?	No	?
Oregon City ^A	?	Yes	Yes	?	?	Yes	No	No
Milwaukie	?	Yes	No	?	?	Yes	No	No
Gladstone	?	Yes	No	?	?	No	No	Yes
Lake Oswego	Yes	No	No	?	?	Yes	No	No
Happy Valley	Yes	Yes	No	?	?	No	No	Yes
West Linn	?	Yes	No	?	?	Yes	No	Yes
Wilsonville	?	Yes	No	?	?	Yes	No	No
Damascus	?	Yes	No	?	?	No	No	No
Johnson City	?	No	No	?	?	No	No	No
Rivergrove	?	No	No	?	?	No	No	No

KEY:

Yes- ECO has the data.

NO- ECO knows conclusively that the given rate/funding source is not charged/used.

?- ECO does not have data and does not know whether a rate/funding source is charged/used.

NOTES:

A- ECO did receive SDC data from Oregon City in the form of a 5-year SDC fund cost/revenue projection. While this data is helpful, ECO

Data Summary for Funding and Expenditures by Year (Cost and Revenue Tables)

Note: This data was received via either the quantitative section of ECO's FinTAG Questionnaire, or from ODOT's own local government survey.

Jurisdiction	Fiscal Year Ending						
	2006	2005	2004	2003	2002	2001	2000
Wash Co	No	Yes	Yes	Yes	Yes	Yes	Yes
Beaverton	No	Yes	Yes	Yes	Yes	Yes	No
Tualatin	No	Yes	Yes	Yes	Yes	Yes	No
Hillsboro	No	Yes	Yes	Yes	No	No	No
Tigard	No	Yes	Yes	Yes	Yes	No	No
Cornelius	No	Yes	Yes	Yes	No	No	No
Forest Grove	No	Yes	Yes	Yes	Yes	No	No
Sherwood	No	Yes	Yes	Yes	Yes	Yes	No
King City	No	No	No	No	No	No	No
Durham	No	No	No	No	No	No	No
Mult Co.	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Portland ^A	Half	Yes	Yes	Yes	Half	Half	Half
Gresham	No	Yes	Yes	No	No	No	No
Troutdale	No	Yes	Yes	Yes	No	No	No
Fairview	No	Yes	Yes	No	No	No	No
Maywood Park	No	No	No	No	No	No	No
Wood Village	No	No	No	No	No	No	No
Clack Co.^B	Yes	Yes	Yes	Yes	No	No	No
Oregon City ^C	Yes	Yes	Yes	Yes	No	No	No
Milwaukie	No	Yes	Yes	Yes	No	No	No
Gladstone	No	Yes	Yes	Yes	No	No	No
Lake Oswego	No	Yes	Yes	Yes	No	No	No
Happy Valley	No	Yes	Yes	No	No	No	No
West Linn	No	Yes	Yes	Yes	No	No	No
Wilsonville	No	Yes	Yes	Yes	No	No	No
Damascus	No	No	No	No	No	No	No
Johnson City	No	No	No	No	No	No	No
Rivergrove	No	No	No	No	No	No	No

NOTES:

A- ECO has received only the revenue data in FY ending 1996-2003 and 2006. Data for FY ending 2003-2005 is complete.

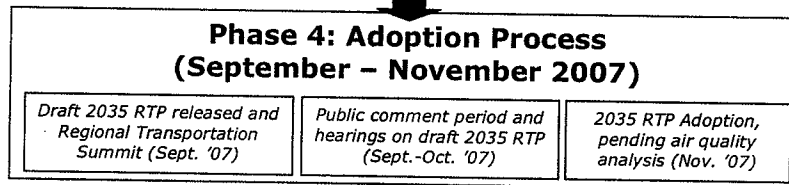
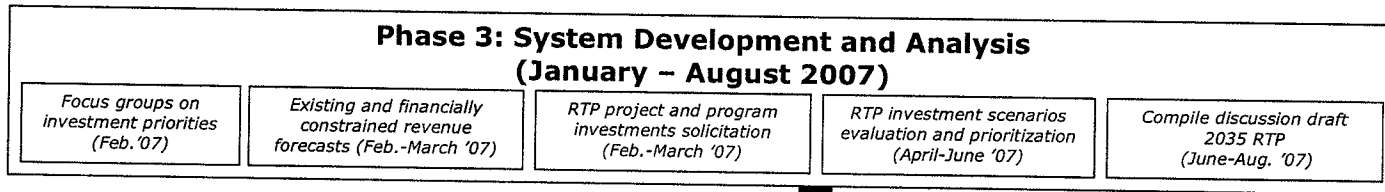
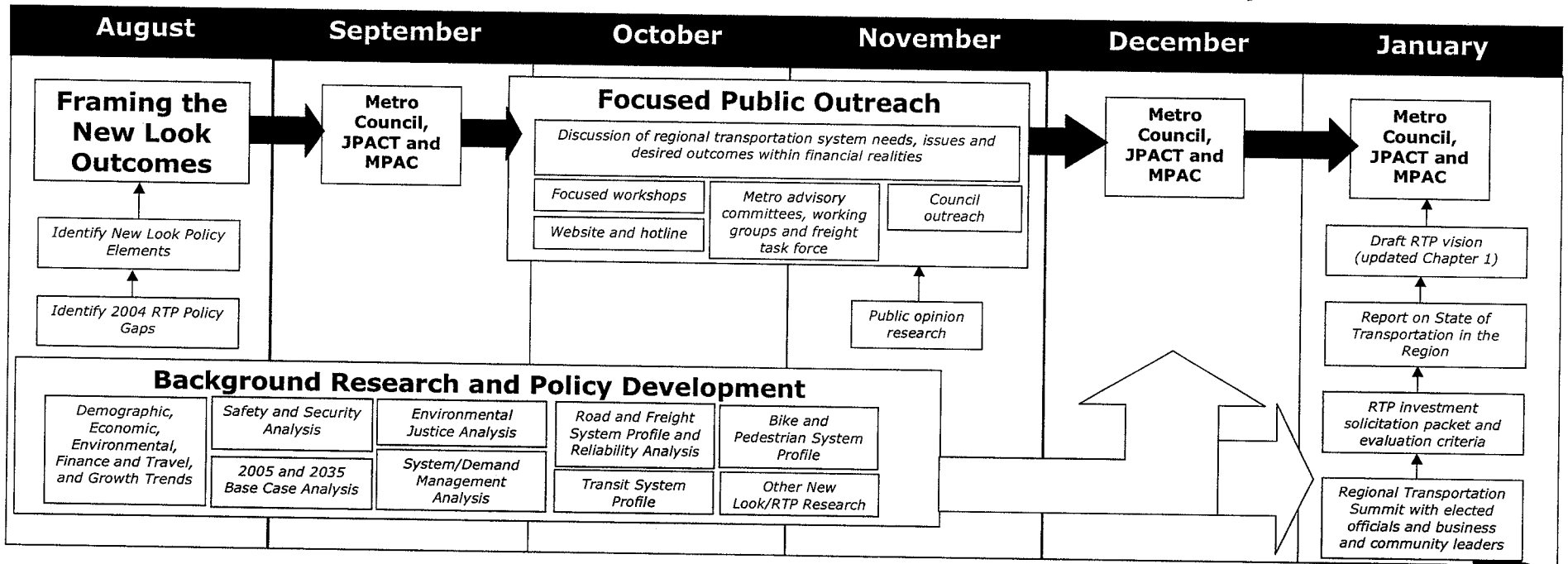
B- ECO has received only the most basic data (total costs/revenues) for FY ending 2002-2004 from the City. These years were filled in using

C- ECO has received forecasted data to FY ending 2010. Source for FY ending 2003-2005 is the ODOT survey, the rest is from the City.



A New Look at Transportation

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



September 20, 2006

Metropolitan Mobility the *Smart* Way

*The State of Intelligent
Transportation Systems in the
Portland Metropolitan Region*

A presentation for the
Transportation Policy
Alternatives Committee

October 27, 2006





The 10/26 Event

- 8 Speakers: Achterman, Capka, McDonough, Johnson, Bertini, Hansen, Adams, Burkholder
- ~90 Audience members, including representatives of TPAC, JPACT and Council
- Message Highlights:
 - Users expect a seamless system
 - What makes a region competitive?
 - ODOT saved Thanksgiving!
 - Don't be afraid of technology
 - Management strategies require evaluation
 - This is good for the customer and the business
 - Non-injury accidents are low-hanging fruit
 - It's time for political courage

Introduction

- Congestion and safety are major costs to our society and under-performing infrastructure is a poor public investment.



Introduction
The State of ITS
Success Stories
What's Next?
Conclusion
Contact Info



What is *Smart* ?

- From bike lanes to MAX lines, our region's transportation system is extremely smart but present challenges mean we have to make it smarter.



Introduction
The State of ITS
Success Stories
What's Next?
Conclusion
Contact Info



Policy Mandate

- From the Oregon Transportation Plan to USDOT's National Strategy to Reduce Congestion on America's Roadways, the message is the same: do more with less.



Introduction

The State of ITS

Success Stories

What's Next?

Conclusion

Contact Info



The Focus

- Addressing non-recurring congestion from sources such as incidents and poor traffic signal timing.



Introduction

The State of ITS

Success Stories

What's Next?

Conclusion

Contact Info



The Opportunity

- System management and operational strategies can make the infrastructure work better and technology can make the strategies more effective.



Introduction

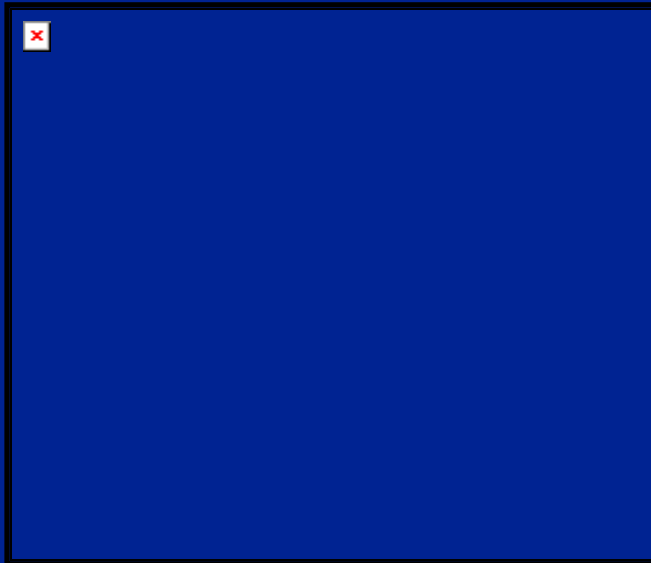
The State of ITS

Success Stories

What's Next?

Conclusion

Contact Info



What is the State of ITS?

- The State of ITS in Portland is GOOD
- Current deployments are making the transportation system safer and more efficient in addition to being cost-effective.



Introduction
The State of ITS
Success Stories
What's Next?
Conclusion
Contact Info



Traffic Signal Coordination

- The Climate Trust provided \$533,000 for the City of Portland to coordinate traffic signals at 150 intersections, saving \$3 million a year in gas, reducing CO2 emissions and reducing delay.



Introduction
The State of ITS
Success Stories
What's Next?
Conclusion
Contact Info



Truck Weigh-in-Motion

- In-pavement and roadside technology at 22 locations around the state allows trucks to skip the weigh station, saving trucking companies 524,000 hours and \$39 million in just the first seven years.



Introduction
The State of ITS
Success Stories
What's Next?
Conclusion
Contact Info

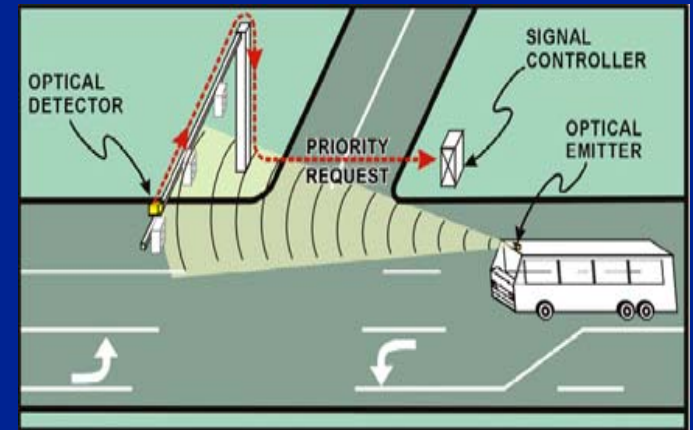
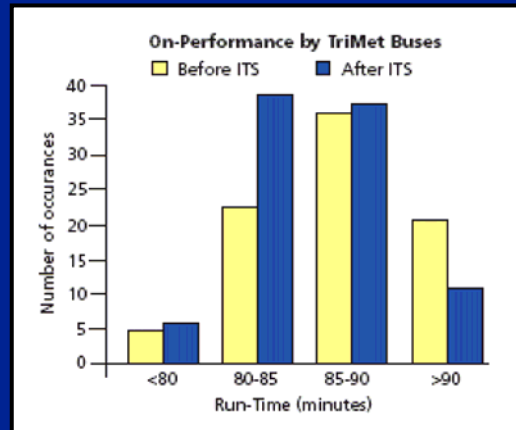




Transit Signal Priority

- When a bus is behind schedule on a high-frequency route, it can request a longer green light or a shorter red in order to make up time.

Introduction
The State of ITS
Success Stories
What's Next?
Conclusion
Contact Info



Real-Time Traveler Info

- Websites and (511 or 238-RIDE) from ODOT and TriMet provide real-time information about when the next bus will arrive or where a highway is congested.

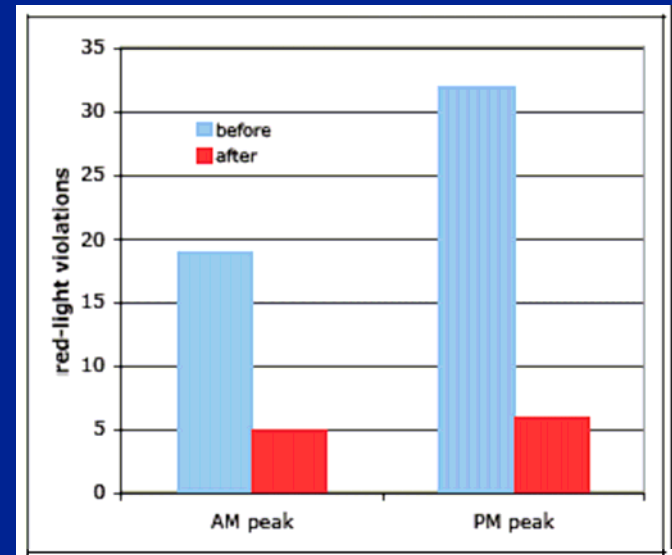


Introduction
The State of ITS
Success Stories
What's Next?
Conclusion
Contact Info



Truck Safety Signal

- A combination of devices installed at Columbia and Macrum in North Portland has reduced red light running by trucks.



Introduction
The State of ITS
Success Stories
What's Next?
Conclusion
Contact Info

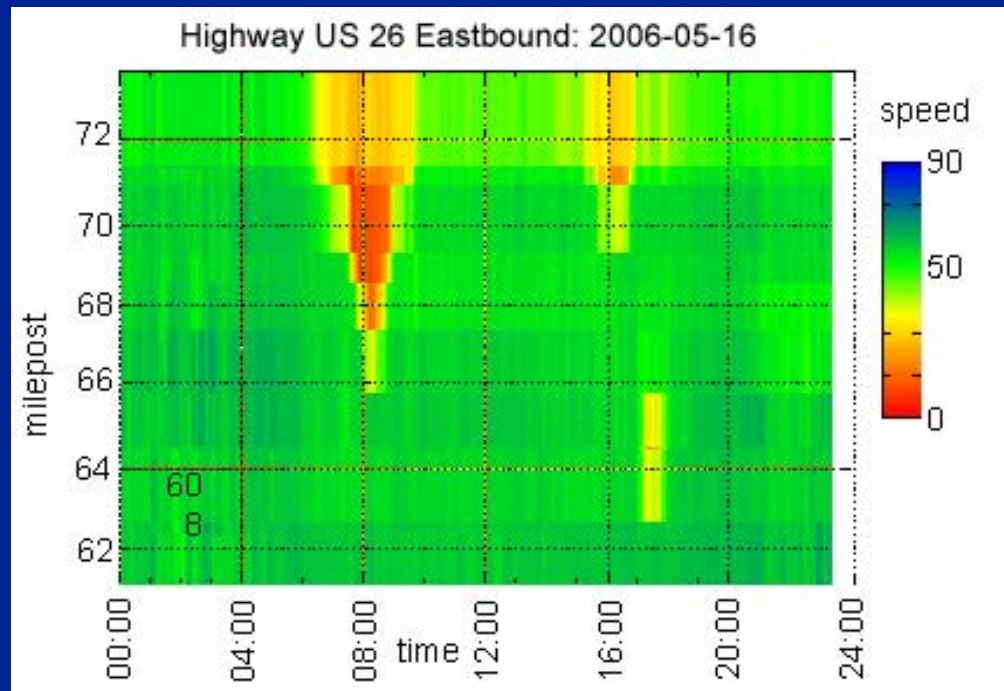


ITS Lab at Portland State

- PSU's ITS lab pairs research tools with implementing agencies to maximize the benefits of investing in technology.



Introduction
The State of ITS
Success Stories
What's Next?
Conclusion
Contact Info



Integrated Corridor Management

- When a crash closes I-5 south of Portland, ODOT and PDOT use technology to make Barbur Boulevard a safe, efficient detour. I-205 is next and others could follow.



Introduction
The State of ITS
Success Stories
What's Next?
Conclusion
Contact Info

Airport Parking Prepayment

- By allowing visitors to pay for parking in advance, the airport has reduced waiting lines at the exit plaza and improved air quality.



Introduction
The State of ITS
Success Stories
What's Next?
Conclusion
Contact Info



Advanced Incident Response

- In-pavement sensors accelerate the detection of and response to incidents on the freeway; cameras help verify the scope; special crews help resolve minor problems quickly.

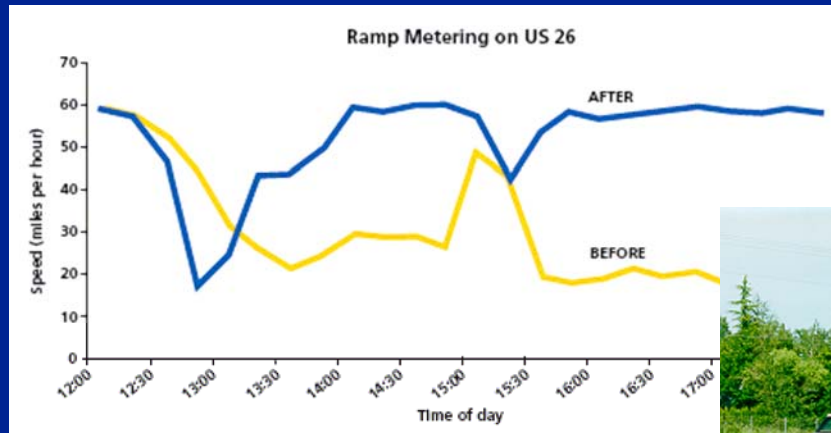


Introduction
The State of ITS
Success Stories
What's Next?
Conclusion
Contact Info



Freeway Ramp Meters

- Ramp meters at 118 locations around the region reduce delay and crash rates associated with merging traffic.



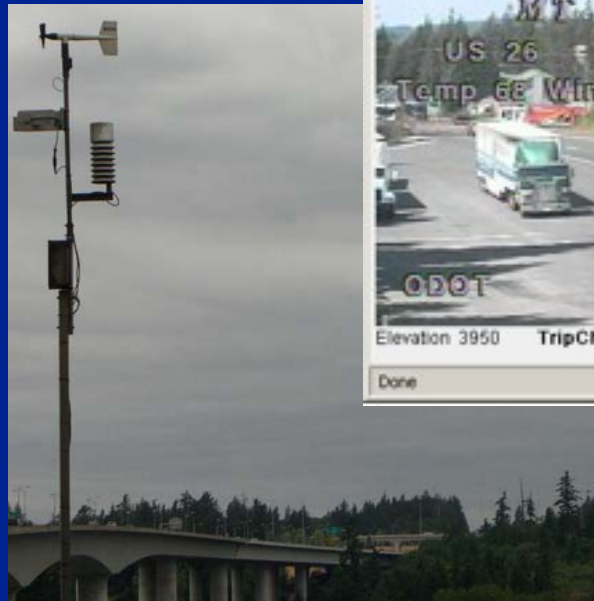
Introduction
The State of ITS
Success Stories
What's Next?
Conclusion
Contact Info

Road Weather Information

- Real-time information about road conditions helps drivers deal with danger and helps maintenance crews allocate resources.



Introduction
The State of ITS
Success Stories
What's Next?
Conclusion
Contact Info



Implementation of Local Plans

- Most jurisdictions and agencies in the region have ITS plans and the region has an “ITS architecture” that describes how information is shared.



Introduction
The State of ITS
Success Stories
What's Next?
Conclusion
Contact Info

Strategic Opportunities



- Some ITS strategies require collaboration
 - Corridor Management
 - Traveler Information
 - Freight Management
 - Electronic Payment

Introduction
The State of ITS
Success Stories
What's Next?
Conclusion
Contact Info

Possible Next Steps

- Regional ITS Strategy
- Utilization of ITS data for planning
- Integration of Planning and Operations



Introduction
The State of ITS
Success Stories
What's Next?
Conclusion
Contact Info

What is the Regional Interest?



Introduction
The State of ITS
Success Stories
What's Next?
Conclusion
Contact Info

- Funding: TPAC is already tackling if/when/how regional funds should be spent on ITS
- Implementation: TPAC's ITS Subcommittee, TransPort, has been working for more than a decade on project coordination
- Policy Planning: What system management strategies require regional direction? What should be the priorities?



Introduction
The State of ITS
Success Stories
What's Next?
Conclusion
Contact Info

For more information:

Jon Makler

Metro

(503) 797 – 1873

maklerj@metro.dst.or.us

Report and Executive Summary:

www.metro-region.org or www.itsoregon.org

Points of contact at most local agencies are included in the report