

**A G E N D A**

600 NORTHEAST GRAND AVENUE PORTLAND, OREGON 97232-2736



**METRO**

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

**MEETING: TRANSPORTATION POLICY ALTERNATIVES COMMITTEE**

**DATE: December 1, 2006**

**TIME: 9:30 A.M.**

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

- |          |        |   |                   |
|----------|--------|---|-------------------|
| 9:30 AM  | 1.     | Call to Order and Declaration of a Quorum   | Andy Cotugno      |
| 9:30 AM  | 2.     | Citizen communications to TPAC on non-agenda items  | Andy Cotugno      |
| 9:35 AM  | 3. *   | Approval of October 27, 2006 Minutes  | Andy Cotugno      |
| 9:35 AM  | 4.     | Future Agenda Items   | Andy Cotugno      |
|          |        | <ul style="list-style-type: none"><li>• RTO Vanpool Program Update (January)</li><li>• Willamette River Bridges (anytime)</li><li>• Cost of Congestion Update</li><li>• Damascus Concept Plan</li><li>• Freight Data Collection</li><li>• New Look Updates</li><li>• Columbia River Crossing Updates</li><li>• Regional Rail System</li></ul> |                   |
|          | 5.     | <b><u>INFORMATION / DISCUSSION ITEMS</u></b>  |                   |
| 9:40 AM  | 5.1 ** | RTP Public Priorities Report & System Conditions –<br><b><u>INFORMATION / DISCUSSION</u></b>  | Kim Ellis         |
| 10:40 AM | 5.2 *  | ITS Update – <b><u>INFORMATION / DISCUSSION</u></b>   | Jon Makler        |
| 11:10 AM | 5.3 #  | CRC Focus Group Findings – <b><u>INFORMATION / DISCUSSION</u></b>   | Tom Markgraf, CRC |
| 11:40 AM | 6.     | ADJOURN   | Andy Cotugno      |

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

Please call 503-797-1916 for a paper copy



**METRO**

**TRANSPORTATION POLICY ALTERNATES COMMITTEE**

October 27, 2006

Metro Regional Center

**MEMBERS PRESENT**

Frank Angelo  
Scott Bricker  
Greg DiLoreto  
Nancy Kraushaar  
Mike McKillip  
Dave Nordberg  
Phil Selinger  
Paul Smith  
Rian Windsheimer  
Ron Weinman

**AFFILIATION**

Citizen  
Citizen  
Citizen  
City of Oregon City, representing Cities of Clackamas County  
City of Tualatin, representing Cities of Washington County  
Oregon Department of Environmental Quality (DEQ)  
TriMet  
City of Portland  
Oregon Department of Transportation (ODOT – Region 1)  
Clackamas County

**MEMBERS ABSENT**

James Castaneda  
Brent Curtis  
John Hoefs  
Leland Johnson  
Susie Lahsene  
Dean Lookingbill  
Karen Schilling  
Mike Williams  
Jonathan Young  
Ron Papsdorf

**AFFILIATION**

Citizen  
Washington County  
C-Tran  
Citizen  
Port of Portland  
SW Washington RTC  
Multnomah County  
Washington State Department of Transportation (WSDOT)  
FHWA  
City of Gresham

**ALTERNATES PRESENT**

Ed Abrahamson  
Blair Crumpacker  
Lynda David

**AFFILIATION**  
Multnomah County  
Washington County  
SW Washington RTC

**GUESTS PRESENT**

Craig Greenleaf  
Patricia Bugas

**AFFILIATION**

ODOT  
City of Portland

**STAFF**

Kim Ellis, Ted Leybold, Jon Makler, Jessica Martin, Robin McArthur

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

Ms. Robin McArthur called the meeting to order and declared a quorum at 9:34 a.m.

## **2. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS**

There were none.

## **3. MINUTES OF SEPTEMBER 29, 2006 MEETING**

ACTION TAKEN: Chair McArthur called for approval of the September 29, 2006 meeting minutes. Hearing no objections, the minutes were approved as presented.

## **4. INPUT ON FUTURE AGENDA ITEMS**

There were none.

## **5. ACTION ITEMS**

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

Mr. Ted Leybold appeared before the committee and presented Resolution No 06-3712, which would make available transportation funding to Clackamas County for the SE 172<sup>nd</sup> Avenue: Foster Road to Sunnyside Road project and remove availability of that funding for the SE 172<sup>nd</sup> Avenue: Sunnyside Road to Highway 212 project. He noted that as part of this process, Clackamas County was required to submit an application similar to an MTIP application. Mr. Leybold directed the committee's attention to a copy of the application and correspondence from Clackamas County (included as part of the meeting record).

Mr. Ron Weinman noted that Clackamas County is requesting the transfer of funds for the following reasons:

- The County will complete the Sunnyside Road to Highway-212 section using local funds, and it is expected that construction of this phase would begin in two years instead of three, resulting in a cost saving in both right of way and construction phases.
- The change will allow the County to start the Environmental Assessment and determine the alignment for that section of 172<sup>nd</sup> to include determining the connection to 190<sup>th</sup>, which both the Pleasant Valley and Damascus concept plans recommend to provide for regional north/south traffic.
- SE 172<sup>nd</sup>, 222<sup>nd</sup>, 242<sup>nd</sup> and 282<sup>nd</sup> Avenues are the only available north/south road connections in the UGB expansion area because of topographical and environmental constraints. SE 172<sup>nd</sup> 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 172<sup>nd</sup> Corridor within three years.
- The SE 172n Ave. Corridor is critical to providing access to the planned growth areas in the recent UGB expansion that added Pleasant Valley, Damascus and Springwater.
- 172<sup>nd</sup> 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.

Mr. Phil Selinger stated that if this were a new project in the MTIP process, it would have to be scored and evaluated, which hasn't currently been done.

Mr. Greg DiLoreto voiced his support for the Resolution.

Mr. Blair Crumpacker noted that while the project sounds good but voiced concerns about the procedure. Mr. Leybold responded that this was a concern in the last MTIP cycle, which is why now it's a requirement to submit the same level of information as an MTIP application as well as take the form of a Resolution, which must filter through TPAC, JPACT and then to the Metro Council. He noted that this is not without precedent and also ensures that the decision makers feel comfortable transferring the money.

Mr. Selinger noted that usually with MTIP projects, staff provides a recommendation. He asked if the staff would recommend the project. Chair McArthur responded that the staff did not make a recommendation because this is more of a policy decision.

MOTION: Mr. DiLoreto moved, seconded by Ms. Nancy Kraushaar to approve Resolution No. 06-3712. The motion passed.

## **6. INFORMATION / DISCUSSION ITEMS**

### **6.1 RTP UPDATE**

Ms. Kim Ellis appeared before the committee to present an RTP update. She distributed an updated process flow chart and summary table from EconW summarizing various funding data (included as part of the meeting record).

She directed the committee's attention to the funding data summary and noted there is still missing data.

Ms. Ellis updated the group on the last TPAC workshop on Monday, October 16<sup>th</sup>. Part of that workshop included discussion on the desired outcomes (goals) for the region's transportation system. She noted that at the regular TPAC meeting on December 1<sup>st</sup>, the committee would be presented with discussion drafts about the system profiles, financial analysis and background research and development, and summaries from each of the stakeholder workshops.

### **6.2 SUNRISE DEIS UPDATE**

Mr. Ron Weinman appeared before the committee and presented a Sunrise DEIS (Draft Environmental Impact Statement) update. He directed the committee's attention to the packet materials, which included a project update, the purpose/needs/goals and objectives statements, project flow chart and two maps (included as part of this meeting record).

Mr. Weinman provided background information on the project. The Sunrise Project is a proposed new limited-access highway (6 lanes plus 2 auxiliary lanes), 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 172<sup>nd</sup>). The purpose of the project is to effectively address the existing congestion and safety problems in the Highway 212/224 corridor and to serve the growing demand for regional travel and access to the state highway system. This project was studied in the 1990s. The DEIS will evaluate updated alternatives for the project. The three alternatives are being studied include:

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

The committee discussed the repercussions of feeding into an already congested system with such a large facility.

### **6.3 ASSET MANAGEMENT UPDATE**

Ms. Patricia Bugas, with PDOT, appeared before the committee and presented a PowerPoint on Transportation Asset Management (TAM), (included as part of the meeting record). The presentation included information on the following:

- What is Transportation Asset Management
- How TAM works
- What makes TAM strategic
- Should MPO's and local transportation agencies have a TAM program
- Role of MPO in Asset Management
- How an MPO can apply TAM
- Implementation Challenges

Mr. Nordberg inquired as to whether this presentation should be given to JPACT. Ms. McArthur recommended a brownbag.

### **6.4 STATE OF ITS REPORT**

Due to time constraints this presentation will be given at the next regular TPAC meeting.

## **7. ADJOURN**

As there was no further business, Ms. McArthur adjourned the meeting at 11:45a.m.

Respectfully submitted,  
Jessica Martin, Recording Secretary

# ATTACHMENTS TO THE PUBLIC RECORD FOR OCTOBER 27, 2006

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

	ITEM	TOPIC	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
*	<b>3</b>	Minutes	9/29/06	TPAC Meeting Minutes of September 29, 2006	102706t-01
*	<b>5.1</b>	Resolution	9/20/06	Resolution No. 06-3712	102706t-02
*	<b>5.1</b>	Letter re: Resolution 06- 3712	8/3/06	To: Ted Leybold From: Clackamas County Re: Transfer of STP funds from the 172 <sup>nd</sup> Ave – Sunnyside Road to Highway 212 project	102706t-03
*	<b>6.2</b>	Information re: Sunrise Project	September 2006	Sunrise Project, I-205 to Rock Creek Junction Project Update, Purpose and Needs Statement, Goals and Objectives, Process Flow Chart	102706t-04
*	<b>6.2</b>	Map: Sunrise	N/A	Sunrise build alternatives: Transit	102706t-05
*	<b>6.2</b>	Map: Sunrise	N/A	Alternative 2 with design option	102706t-06
**	<b>6.1</b>	Chart: RTP	10/24/06	Summary of ECONW Rate Data	102706t-07
**	<b>6.1</b>	Timeline: RTP	9/20/2006	Phase 2: Timeline	102706t-08
**	<b>6.3</b>	PowerPoint	N/A	PowerPoint presentation from Patricia Bugas, PDOT re: Asset Management	102706t-09
**	<b>6.3</b>	Handout	9/11/06	Guidelines for 2007/08 Land Transport NZ Funding Application (Distributed by Patricia Bugas)	102706t-10
**	<b>6.3</b>	Handout	November 2005	Waitakere City Ratepayers' Questionnaire (Distributed by Patricia Bugas)	102706t-11
**	<b>6.3</b>	Handout	N/A	Waitakere Council Policy on Significance (Distributed by Patricia Bugas)	102706t-12

\* Included in packet

\*\*Distributed at meeting



## Metropolitan Mobility the *Smart* Way

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

A presentation for the  
Transportation Policy  
Alternatives Committee

December 1, 2006



## 10/26: Breakfast Briefing

**Gail Acterman**, OTC, facilitated seven speakers and their vantage points on the role of ITS.

**Capka**: What makes a region competitive?

**McDonough**: ODOT saved Thanksgiving!

**Johnson**: Don't be afraid of technology

**Bertini**: Management strategies require evaluation

**Hansen**: Good for the customer and the business

**Adams**: Non-injury accidents are low-hanging fruit

**Burkholder**: It's time for political courage



## 10/26: Breakfast Briefing

The audience of 90 included elected officials, public agency managers, business leaders, law enforcement and more.



## Introduction

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



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The State of ITS  
Success Stories  
What's Next?  
Conclusion  
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## 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.



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## 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.





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## The Focus

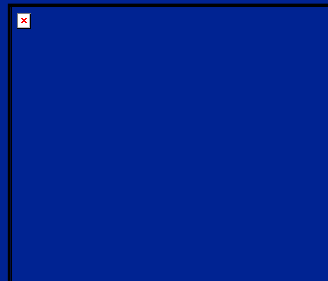
- Addressing non-recurring congestion from sources such as incidents and poor traffic signal timing.



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## The Opportunity

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

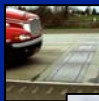




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## What is the State of ITS?

- 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.



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## 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.





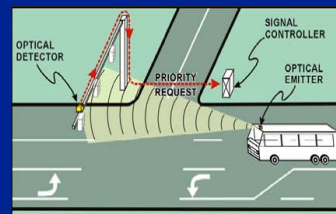
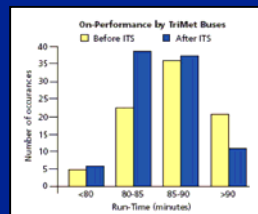
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- In-pavement and roadside technology at 22 locations around the state allows trucks to skip the weigh station, saving trucking companies 524,000 hours and \$39 million in just the first seven years.



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- 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.





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## Real-Time Traveler Info

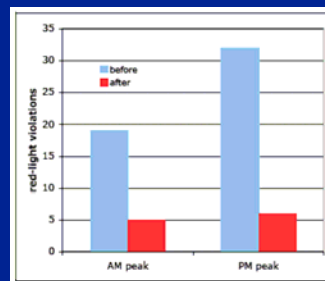
- Websites and (511 or 238-RIDE) from ODOT and TriMet provide real-time information about when the next bus will arrive or where a highway is congested.



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## Truck Safety Signal

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

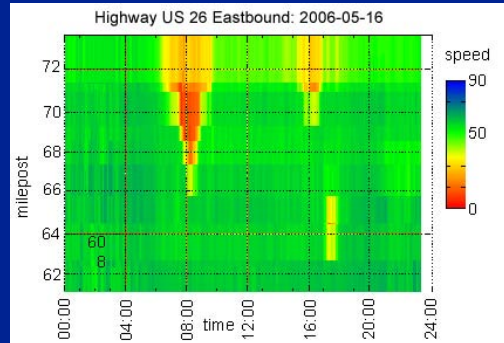




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## ITS Lab at Portland State

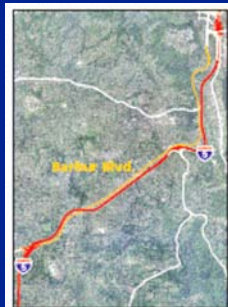
- PSU's ITS lab pairs research tools with implementing agencies to maximize the benefits of investing in technology.



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## 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.





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## 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.



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## 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.







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## Freeway Ramp Meters

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



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## Road Weather Information

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







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## 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.



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## Strategic Opportunities

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



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## Possible Next Steps

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



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## What is the Regional Interest?

- 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?



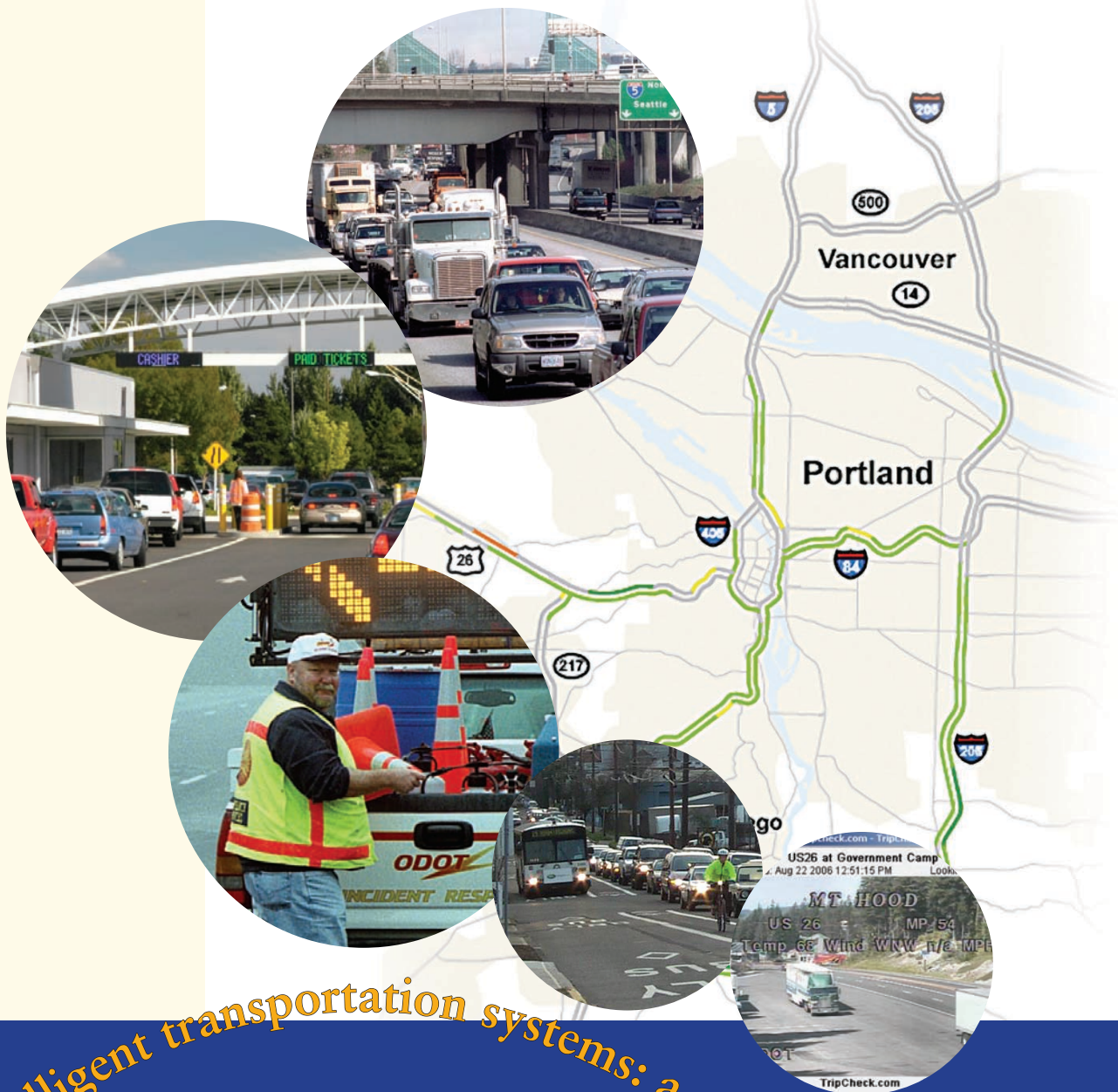
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## For more information:

Jon Makler  
Metro  
(503) 797 – 1873  
[maklerj@metro.dst.or.us](mailto:maklerj@metro.dst.or.us)

Report and Executive Summary:  
[www.metro-region.org](http://www.metro-region.org) or [www.itsoregon.org](http://www.itsoregon.org)

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



*Intelligent transportation systems: a smarter way to go*

# Metropolitan Mobility *The Smart Way*

The State of Intelligent Transportation Systems in the Portland Region

EXECUTIVE SUMMARY



## Unclog traffic and spend less? New study shows *smart* solutions

As a community leader and resident of the Portland metropolitan region, you know two things for certain: The region's transportation infrastructure is getting more congested every day, and there are fewer dollars to fund high-cost solutions like roads.

Those problems underscore why you and every leader, transportation professional and activist concerned about the impact of the regional transportation system on our quality of life and economy should read *Metropolitan Mobility the Smart Way: The State of Intelligent Transportation Systems in the Portland Region*.

Prepared by staff at Metro and the City of Portland with contributions by transportation planners and traffic managers in the public and private sectors, as well as Portland State University's Center for Transportation Studies, this brief but enlightening report shows that we have the power to control congestion before it becomes gridlock. But we must understand the issue and act together before it's too late.

**The good news?** As the report shows, **some of the best ways to manage congestion are also some of the most cost-effective.**

### The Problem: More people, cars and trucks, fewer dollars

"Transportation planning is being defined more than ever by the scarcity of funding ... In this context, the risks associated with bad decision-making are tangible and the stakes are high." So concludes *Metropolitan Mobility the Smart Way*. As the report indicates, the Portland region is at greater risk than many other cities because of its high reliance on transportation-intensive export industries. A December 2005 study released by Metro found that by 2025, congestion could cost Portland 6,500 jobs as well as \$844 million per year in wasted fuel and delay. How then can we as community leaders find and fund creative, lower-cost solutions to our transportation congestion problems?

### A Cost-Effective Solution: Intelligent Transportation Systems

We're lucky in a way: Portland's penchant for regional cooperation and its openness to new ideas have placed it at the forefront of implementing smart ways to manage traffic. In *Metropolitan Mobility*, you'll read brief case studies that show how traffic managers in the Portland



*Intelligent transportation systems:*



metropolitan region already have been using cost-effective advanced technologies to increase mobility and safety. These technologies, known as Intelligent Transportation Systems (ITS), include examples such as:

- A transit signal priority project between TriMet and Portland allows buses on high-frequency routes to stay on time with the use of technology that links on-board computers with traffic signals.
- Real-time traveler information and road weather information systems from ODOT and TriMet allow drivers and riders to get to their destinations more quickly and safely.
- Project Green Light, ODOT's weigh-in-motion initiative, has saved trucking companies an estimated 524,000 hours and \$39 million in operating costs during its first seven years of operation.
- The ITS Laboratory at Portland State University offers data archiving and research services that enable operating agencies to evaluate the effectiveness of their investments in technology.
- ODOT has installed ramp meters at more than 100 locations, resulting in fewer accidents, less congestion and savings of time and fuel.
- Traffic signal coordination projects in Portland and Gresham have saved time, gas and pollution, and achieved benefit-cost ratios of 30:1.
- ODOT's advanced incident response program keeps traffic moving around breakdowns and fender-benders and helps avoid secondary crashes.
- Truck detection devices on Columbia Boulevard in Portland dramatically reduced red-light running.

***"We need a new approach and we need it now."***

—Norman Mineta,  
former U.S. Secretary  
of Transportation

## **The Opportunity: Regional collaboration will amplify benefits**

*Metropolitan Mobility* will not only help you learn more about intelligent transportation systems. It will also provide you with information to guide decision-making for future investments. What's more, the report will help you identify opportunities for regional collaboration in such areas as corridor and freight management, traveler information, and electronic payment systems.

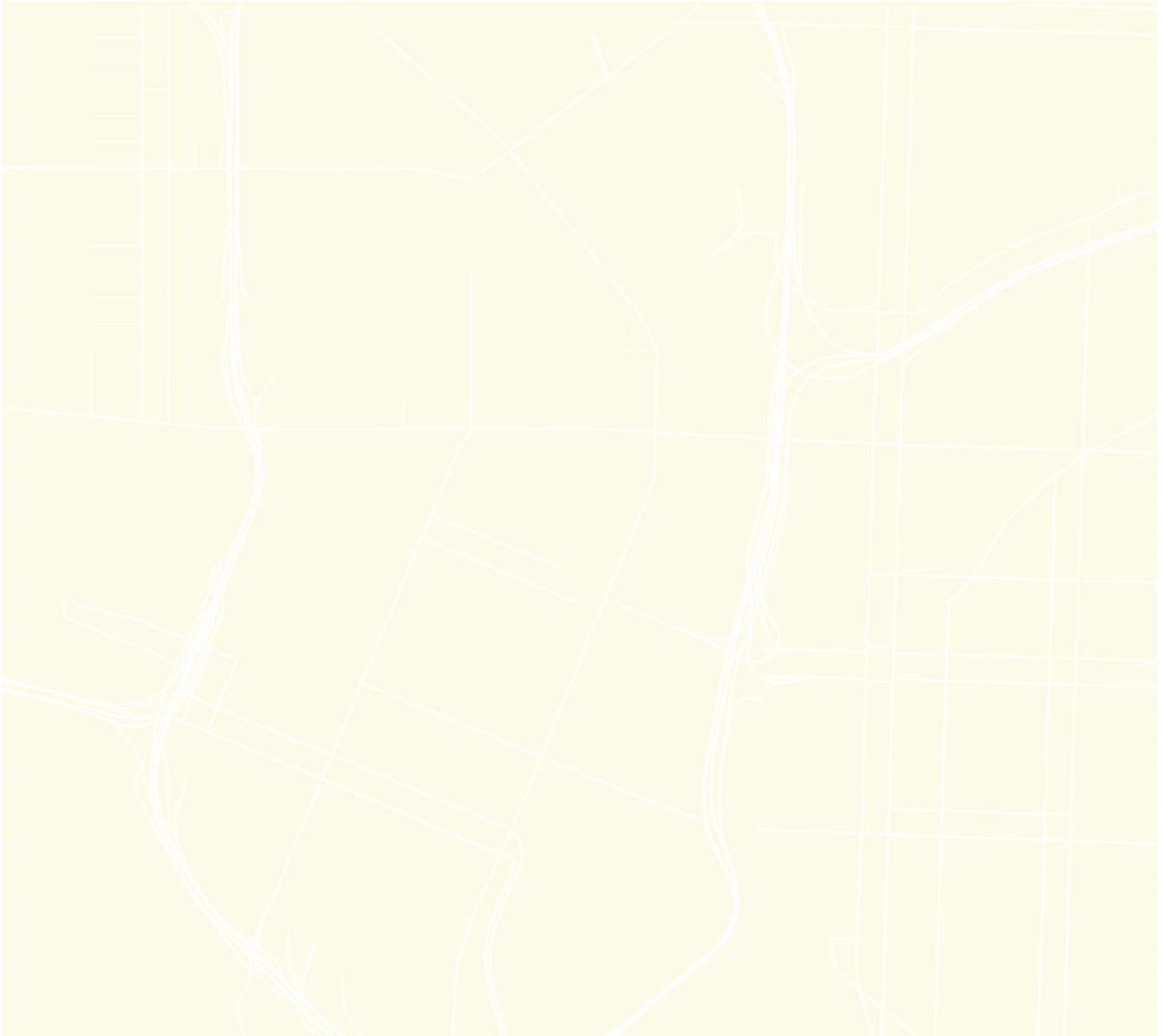
And there's more good news. Says the report: "With ITS plans in place at most transportation agencies around the region, the need is not for new project ideas but for opportunities to link technology, system management strategies, and regional transportation plans."

With better understanding of ITS tools and better regional coordination of both capital enhancements and system management strategies, *Metropolitan Mobility* concludes that we can make major inroads into managing transportation congestion. Furthermore, the benefits of these technologies can be multiplied by working together as a region. And that's something we've already shown we know how to do well here.

**To obtain copies** of *Metropolitan Mobility the Smart Way* for you, your staff or other thought leaders, go to [www.metro-region.org](http://www.metro-region.org)

a smarter way to go





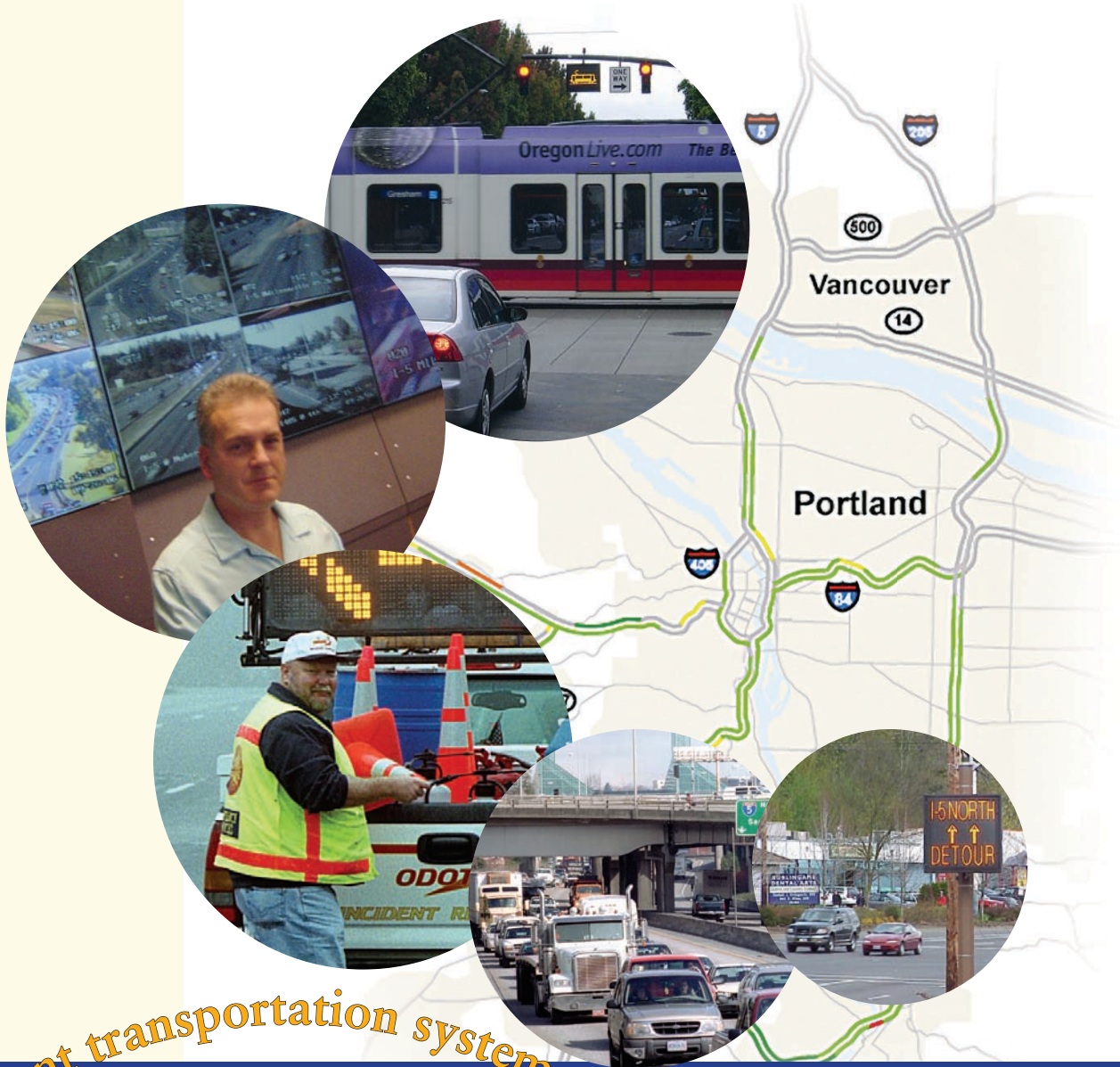
***Metropolitan Mobility the Smart Way*** was developed by the members of TransPort, the ITS subcommittee of Metro's Transportation Policy Alternatives Committee.

The development of this document was made possible by a grant from the Federal Highway Administration's Operations Support Program to the Intelligent Transportation Society of Oregon. ITS Oregon is a volunteer partnership that supports information sharing, education and outreach regarding transportation technology.

For more information about ITS in the Portland metropolitan region and throughout Oregon, please visit [www.itsoregon.org](http://www.itsoregon.org). Additional information about metropolitan transportation issues in Portland can be found at [www.metro-region.org](http://www.metro-region.org).



For the full report click [HERE](#)



*Intelligent transportation systems: a smarter way to go*

# Metropolitan Mobility *The Smart Way*

The State of Intelligent Transportation Systems in the Portland Region



Materials following this page were distributed at the meeting.



DATE: December 1, 2006  
TO: TPAC and MTAC  
FROM: Kim Ellis, Principal Transportation Planner  
SUBJECT: Phase 2 RTP Research and Analysis – Discussion Draft Background Papers

\*\*\*\*\*

### **Purpose**

The purpose of your upcoming meetings is to provide committee members with an overview of the results of several different research activities completed by Metro staff and the consultant team this fall. Additional research remains to be completed on environmental, safety and roadway trends that will be provided to TPAC and MTAC for review in January.

### **Action Requested**

TPAC and MTAC are requested to review the background papers completed to date and provide comments on the policy implications for the Regional Transportation Plan (RTP) Update by December 18.

### **Background**

From the end of June through November 2006 the RTP update focused on research and analysis that will be used to re-tool the current plan's policies (Chapter 1) 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 included an analysis of current regional transportation system conditions and financial, transportation, land use and economic/demographic trends. Additional research remains to be completed on public priorities for the regional transportation system and environmental, safety and roadway trends affecting the region.

### **Discussion Draft Background Papers**

Attached to this memo are a series of nine discussion draft papers have been prepared to summarize the research and provide a comprehensive fact base that will inform future RTP update policy discussions by Metro Policy Advisory Committee (MPAC), Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council. The remaining three background papers will be completed in January.

The papers describe trends and research affecting the regional transportation system, current policies and regulatory requirements that guide Metro's regional transportation planning process, a profile of the existing transportation system and policy implications to be addressed in the RTP. Collectively, the background papers will inform the update to Chapter 1 of the RTP and provide a foundation for monitoring the region's transportation system in the future.

**Discussion Draft Background Papers (ready for review December 1)**

- **Environmental Justice** in Metro's Transportation Planning Process
- A Profile of **Security** in the Portland Metropolitan Region
- A Profile of the **Regional Travel Characteristics** in the Portland Metropolitan Region
- A Profile of the **Regional Bicycle System** in the Portland Metropolitan Region
- A Profile of the **Regional Transit System** in the Portland Metropolitan Region
- A Profile of the **Regional Pedestrian System** in the Portland Metropolitan Region
- A Profile of **Regional Travel Options and Parking Management Systems** in the Portland Metropolitan Region
- A Profile of the **Regional Freight Transportation System** in the Portland-Vancouver Metropolitan Region
- **Finance Fact Base:** Baseline Financial Evaluation to Support the 2035 Regional Transportation Plan *(to be provided under separate cover)*

**Discussion Draft Background Papers (available for review in January 2007)**

- A Profile of **Safety** in the Portland Metropolitan Region
- A Profile of the **Regional Roadway System** in the Portland Metropolitan Region
- A Profile of the **Environment** in the Portland Metropolitan Region

**Next Steps**

Metro staff will continue work on the remaining three background papers through early January. In addition, Metro will prepare a report documenting the findings from the outreach activities conducted during Phase 2 of the RTP update, including the series of stakeholder workshops, a web questionnaire and the telephone public opinion research that will be conducted in December.

The comprehensive fact base will inform future policy discussions by MPAC, JPACT and the Metro Council and lead to updated RTP *goals and objectives (Chapter 1)* that are reorganized under the 2040 Fundamentals umbrella and a report on the State of Transportation in the region in early 2007. With JPACT, MPAC and Metro Council approval, the updated goals and objectives will then be used to guide the RTP investment solicitation and evaluation process (Phase 3 of the RTP update) from February to June 2007.

The 2035 RTP is expected to be approved in November 2007, pending air quality analysis. The updated plan will prioritize critical transportation investments to best support the region's desired economic, environmental, land use and transportation outcomes, and as a result, better implement the 2040 Growth Concept vision.

If you have any questions about the 2035 RTP update process, contact me at (503) 797-1617 or by e-mail at [ellisk@metro.dst.or.us](mailto:ellisk@metro.dst.or.us).

# RTP Background Papers

(Click here for the electronic document)

TRIM Record No: DOC06/733

Metro Staff Contact: Kim Ellis, 503-797-1617, [ellisk@Metro.dst.or.us](mailto:ellisk@Metro.dst.or.us)

Materials following this page were distributed at the meeting.



**METRO**

DATE: December 7, 2006  
TO: TPAC  
FROM: Jon Makler  
SUBJECT: Roadway System Profile Report

\*\*\*\*\*

1. Trends: Regarding the road system, the following are the key trends that are discussed in the system profile report. These represent the phenomena that are shaping and influencing decision-making.

- Growing Congestion
- Aging Infrastructure
- Innovative Finance
- Older Drivers
- Increasing Emphasis on Management (Demand and System)
- Homeland Security

2. State of the System: Working with a sub-group of TPAC members and delegates, Metro staff have crafted a strategy for assessing issues such as congestion and safety based on a combination of the travel demand model, empirical data (for highways) and sources such as local traffic studies. The availability of archived data from ODOT's freeway traffic sensors is enabling new kinds of analysis. In addition, the model is enabling "travel time contour" mapping that shows changing patterns of access around the region. Some of the key policy questions that the data can help address:

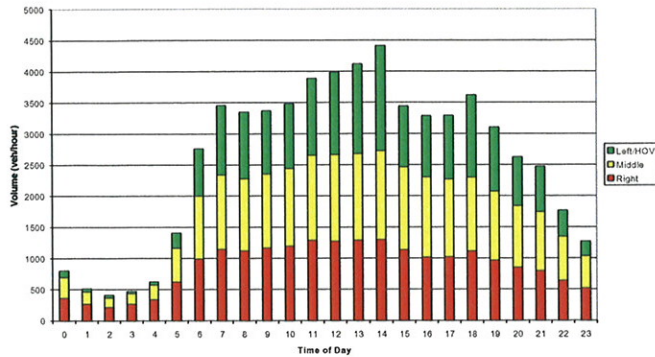
- a. Where is congestion an obstacle to 2040 fundamentals?
- b. What is the relationship between congestion and safety
- c. Are there locations where congestion can be addressed by system management strategies?
- d. Are there locations where congestion can be addressed by physical improvements that don't simply relocate the problem?
- e. Where does the condition of the infrastructure represent an obstacle to achieving policy goals (i.e., bridges and pavements)

3. Next Steps: The road system profile has been delayed due to the schedule of refining the regional travel model. It is expected that the first draft for circulation to TPAC will be available in mid to late January.

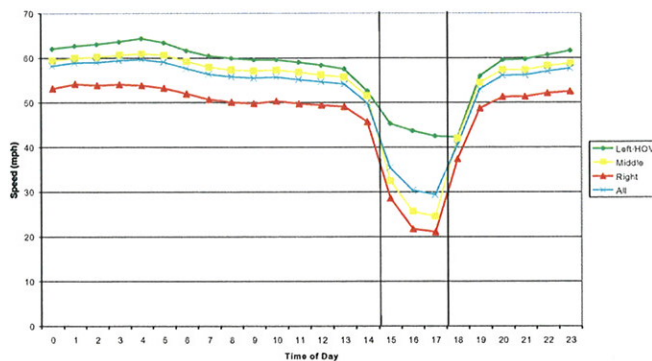
# Transportation Operations Program

## Monthly Update for November 2006

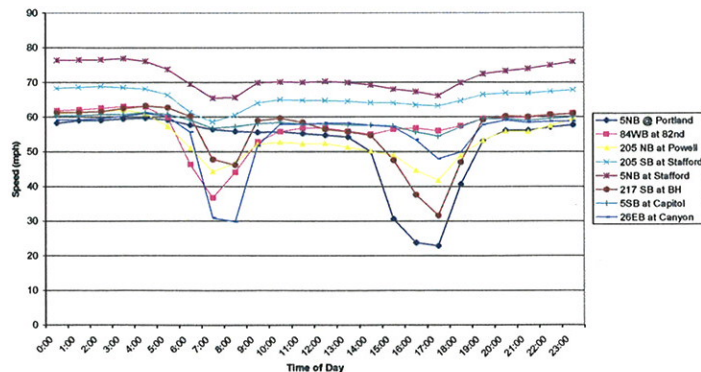
Lane-Volume on I-5 NB at Portland Blvd  
Midweek Days, 2005



Lane-Speed on I-5 NB at Portland Blvd  
Midweek Days, 2005



Midweek Speed Data, 2005



The graphs shown here are based on data from Portland State University's transportation data archive maintained by the Intelligent Transportation Systems lab.

The first two graphs represent cross-sectional analyses of I-5 northbound, in this case at Portland Boulevard. The graphs are based on averages of midweek days (Tuesday through Thursday) from 2005, or about 150 samples.

Each graph compares activity in the three lanes, with the right lane in red, the middle lane in yellow, and the left/HOV lane in green.

In the first plot, which describes volume by lane, one can see that the maximum throughput put per lane is approximately 1500 vehicles per hour. By comparison, only about 1000 vehicles per hour use the carpool lane between 3 and 6pm.

In the second plot, the average speed of each lane is displayed, along with a combined average. During the peak period, the HOV lane maintains approximately 45 mph while the other two lanes drop into the vicinity of 25 mph.

The final plot displays average hourly speeds for 8 locations on area freeways. Given a normal free flow speed of 60, notice where peak period speeds fall below 2/3 of free flow, or 40mph. This plot is also based on midweek days from 2005.



## Metropolitan Group

the power of voice

**Date:** November 14, 2006

**To:** Kim Ellis, Principal Transportation Planner, Metro

**From:** John Rehm, Senior Director, Metropolitan Group

**Subject:** 2035 Regional Transportation Plan Update

Stakeholder Workshops – Preliminary Findings

Strategic Communication

Resource Development

### Overview:

The memo below summarizes the initial findings from a series of stakeholder meetings conducted for Metro in the fall of 2006 as part of the 2035 Regional Transportation Plan update. The goal of the workshops was to solicit targeted feedback regarding transportation in the Portland metropolitan region from a variety of perspectives. Workshops were held with specific groups representing individuals and organizations not typically represented in the regional transportation planning process. The groups represented included environmental and community advocacy groups, business and economic development groups and interest groups representing traditionally underserved residents of the region. The secondary goal was to engage elected officials and transportation professionals who play a role in planning and operating for the region's transportation system. A scientific public opinion survey is planned to build on these discussions in December.

Intercultural and  
Cross-Cultural Communication

Organizational Development

Together the workshops will help Metro understand common themes across a variety of interests and detect needs and desired outcomes that may be specific to certain stakeholder groups. With targeted input from these stakeholders and the broader community, Metro and its regional partners will update the RTP to prioritize critical transportation investments to best support the desired economic, environmental, land use and transportation outcomes and, as a result, better implement the 2040 Growth Concept.

To date, nine meetings have been held with the following groups:

- Coalition for a Livable Future (representatives from transportation advocacy groups, environmental protection groups, equity and other community-based organizations)
- Active Living (professionals and individuals who are interested in promoting the health of all ages and abilities through active living)
- El Centro Cultural (Cornelius) (individuals living in an area of the region with the largest, and growing concentration of Hispanic and Latino residents with limited transportation choices)
- Business/Freight/Agriculture (employers and individuals involved in area businesses, industries, agriculture and organizations related to the movement of freight and goods throughout the region)
- Metro Council
- Metropolitan Policy Advisory Committee (MPAC)

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- Metro Technical Advisory Committee (MTAC)
- Transportation Policy Advisory Committee (TPAC)
- Joint Policy Advisory Committee on Transportation (JPACT)

In total, 121 people participated in the workshops with representatives from over 50 different organizations and government entities.

### **Structure of the Meetings:**

An information presentation was provided at the beginning of each workshop to provide context for the update to the Regional Transportation Plan. The workshops used an outcomes-based approach asking participants to consider how transportation could help achieve Metro's adopted 2040 fundamentals. With stakeholder workshops lasted two hours with small groups considering one of the five 2040 Fundamentals: healthy economy, vibrant communities, healthy environment, transportation choices, and equity. Each group responded to five questions in relation to their fundamental:

1. What would the region's transportation system look like if the fundamental was achieved?
2. What is working well to achieve the fundamental?
3. What are some challenges to achieving the fundamental?
4. What are some solutions to achieving the fundamental?
5. What is something you do/don't want to see as a result of transportation planning?

Each small group then reported their ideas to the larger group. The final principle, fiscal stewardship, was conducted as a whole group session using the same questions.

Meetings with Metro Council, MPAC, TPAC, and MTAC were conducted as whole group exercises and considered the vibrant communities and fiscal stewardship fundamentals. The JPACT discussion was conducted as a whole group exercise and considered the fiscal stewardship fundamental.

### **Common Themes**

A number of common themes emerged from the meetings, which will be elaborated upon in our final report. In general the following themes were mentioned multiple times and across all groups:

1. *Vision*: What the region's transportation system would look like if the fundamentals are achieved:
  - Travel options/access: The option of using multiple modes of transportation and ensuring that all members of the community have easy access to those modes.
  - Variety: In addition to multiple of travel modes, that the built human environments have variety in terms of activity and design.
  - Safety: That safety be a prime concern when designing transportation systems.
  - Connectivity: Connectivity between modes and within communities. It was acknowledged that this is a particular challenge in some suburban developments

where the built environment may work against connectivity.

- Balance: That the transportation system is balanced in terms of modes/use and that there is a balance between where people work and live.
- Reliability: That the system results in a reliable and predictable transportation system.
- Involvement/Transparency: That planners and decision makers continue to improve the transparency of their decision-making and to involve multiple stakeholders.

2. *Working Well*: What is currently working well to achieve the fundamentals:

- Mass Transit: That investments in mass transit, in particular light rail and street cars, were working to achieve the outcomes.
- Bike/Pedestrian Improvements: It was acknowledged that significant focus on bike and pedestrian improvements had made a tangible difference.
- Regional system/vision: That while imperfect, the fact that regional planning and a regional vision were driving planning efforts was important.
- Spot successes: In particular town centers were noted as being successful in some areas and that these were resulting in vibrant communities.

3. *Challenges*: What are the challenges to achieving the fundamentals?:

- Funding: Constrained funds are preventing valuable projects from being completed and forcing trade offs between maintenance and construction to handle growth.
- Tradition: Both the inherited built environment and traditional ways of thinking and working together are obstacles.
- Connectivity: Especially in suburban areas the built environment does not allow for easy solutions to improve connectivity.
- Understanding/Public Education: There is not broad public understanding of transportation issues, funding and transportation options.
- Coordination/Cooperation: Despite efforts local governments and agencies do not always coordinate and cooperate for the good of the region.
- Competition/Fragmentation: Especially in a climate of restricted funding, competition is sometimes rewarded.

4. *Solutions*: What are the solutions for achieving the fundamentals?

- Funding: While increased funding had broad support, it was typically qualified by agreement that the region needs to be more innovative in how funding is approached.
- Education: A strong public education component to build public understanding and change behaviors.
- Better alignment: Ensuring greater coordination across the region and seeing that funding and projects are part of a larger vision.
- Prioritization: Funding should be prioritized with an emphasis on freight mobility and increasing travel options and access.
- Efficiency: Improved efficiency in how transportation funds are used.
- Partnerships: Leveraging both public/private and regional partnerships to solve

- transportation issues.
- Involvement: Greater regional, stakeholder and public involvement in solving transportation challenges.

**Additional perspectives:**

While there was a great deal of agreement across the groups there were also a number of unique perspectives that should inform the transportation planning process as it moves forward. These will be fully detailed in the final report, but two deserve special consideration:

1. *Transportation access on the edge of the UGB:* In our meeting at El Centro Cultural there was a great deal of concern expressed about the availability of transportation options and transportation safety for those living on the edge of the UGB. There was a belief that this was a growing issue that has not received much attention.
2. *Freeway capacity/congestion:* Although few comments suggested that increased freeway capacity was a solution to growth and congestion, several strong voices expressed this opinion.



DATE: December 1, 2006  
TO: TPAC and Interested Persons  
FROM: Kim Ellis, Principal Transportation Planner  
SUBJECT: RTP Finance Fact Base – TPAC Review Draft

\*\*\*\*\*

### **Background**

Attached is a TPAC review draft of the RTP Finance Fact Base Report prepared by the ECONorthwest Team.

### **Action Requested**

Local government, ODOT and Trimet staff are requested to review the Finance Fact Base completed to date and to provide comments on the finance data assumptions used from the ODOT and local government survey information provided last fall.

### **Next Steps**

An updated report will be presented to JPACT for discussion on December 14. The report will inform future policy discussions by JPACT and the Metro Council and the update to financially constrained revenue forecast in 2007. Comments received by December 5 will be forwarded to the consultant team for inclusion in the December 14 report to JPACT.

If you have any questions about the 2035 RTP update process, contact me at (503) 797-1617 or by e-mail at [ellisk@metro.dst.or.us](mailto:ellisk@metro.dst.or.us).

CLICK HERE FOR REPORT



# A New Look at Transportation

## Linking Land Use, Transportation and the Environment



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## RTP Update Status Report and Briefing

Kim Ellis, Principal Transportation Planner  
Metro | Portland, Oregon

# 2035 Regional Transportation Plan Update

## Purpose of Today

- Status report on RTP update
- Overview of RTP Research and Background Papers
- Discussion



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# 2035 Regional Transportation Plan Update

## Project Timeline

Feb.-June '06

- Phase 1: Scoping

June-Dec. '06

- Phase 2: Research and Policy Development

Jan.-Aug. '07

- Phase 3: System Development and Analysis

Sept.-Nov. '07

- Phase 4: Adoption Process

Dec. '07-Feb. '08

- Phase 5: Air Quality Analysis and State/Federal Consultation



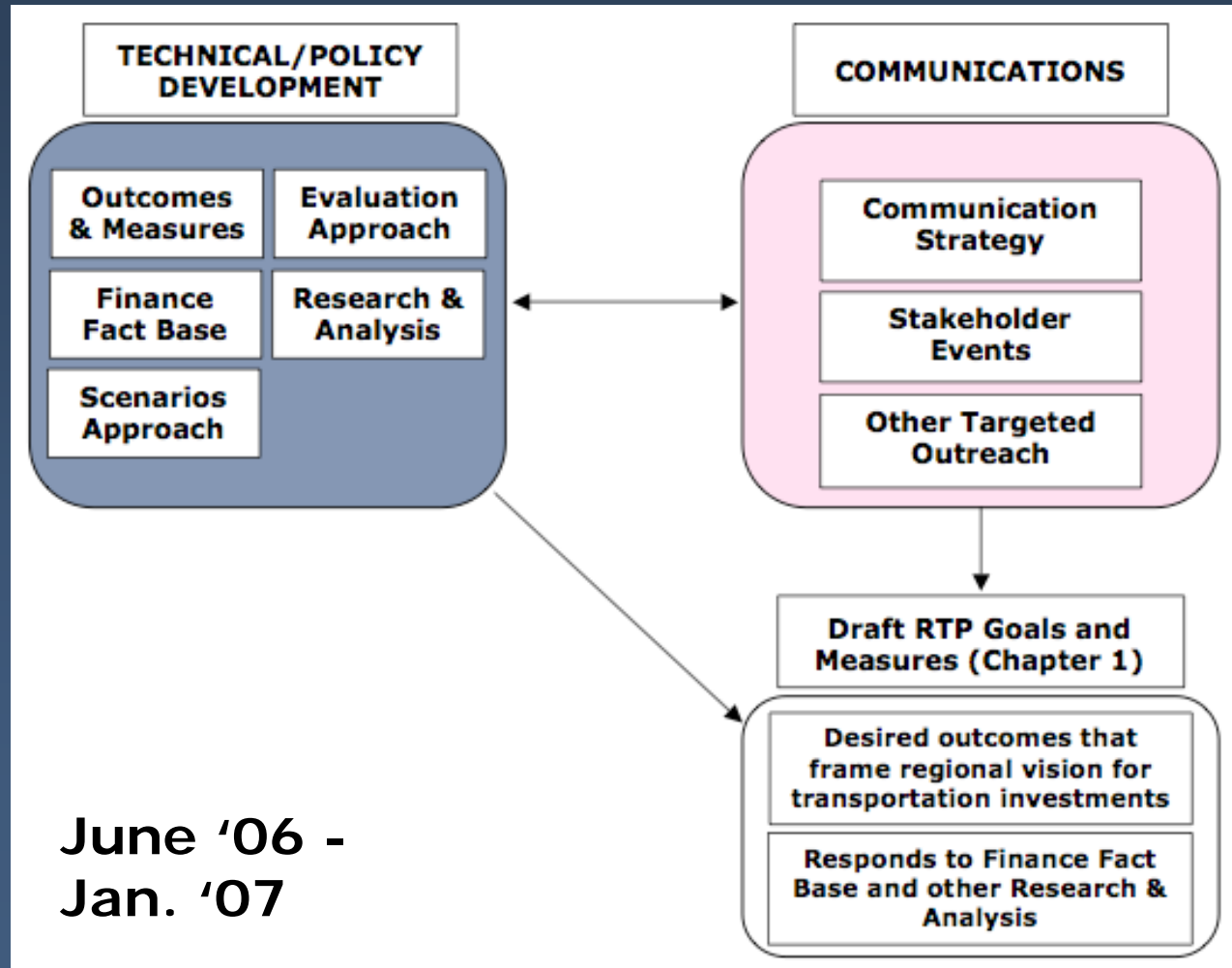
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# 2035 Regional Transportation Plan Update

## Phase 2: Research & Policy Development



June '06 -  
Jan. '07



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# 2035 Regional Transportation Plan Update

## Process Overview

- **Spring 2006**
  - Work program
- **Summer/Fall 2006**
  - Focused outreach on desired outcomes
  - Outcomes evaluation framework design
  - Research
- **Dec./Jan. 2006**
  - Review of research findings
  - Opinion research on public priorities
  - JPACT retreat
- **Winter 2007**
  - Draft Chapter 1 goals and objectives
  - Focus groups
  - Education
  - Project solicitation
- **Spring 2007**
  - System analysis recommendations
  - Draft financially constrained system
  - RTP Strategies
- **Summer 2007**
  - Draft RTP developed
- **Fall 2007**
  - RTP review & adoption process/hearings



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## 2035 Regional Transportation Plan Update

# What Is Different

- Start with *values* (desired outcomes), *not projects*
- Make fiscal constraints a real constraint
- Focus on performance and quality of life impacts - land use, economy and environment
- More attention to equity
- More attention to operations, maintenance, and preservation costs
- More attention to non-transportation actions to help solve transportation problems



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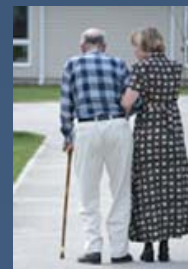
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# 2035 Regional Transportation Plan Update

## 2040 Fundamentals: Desired Outcomes for the Region

- Vibrant communities
- Healthy economy
- Healthy environment
- Transportation choices
- Equity
- Fiscal stewardship



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# 2035 Regional Transportation Plan Update

## Phase 2: Research & Policy Development

- RTP background papers
- Stakeholder workshops



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## 2035 Regional Transportation Plan Update RTP Background Papers

- Environmental Justice
- Security
- Trends and Travel Characteristics
- Bicycle System
- Transit System
- Pedestrian System
- Regional Travel Options and Parking Management Systems
- Freight System
- Transportation Finance
- **Roadway System**
- **Safety**
- **Environmental Considerations**



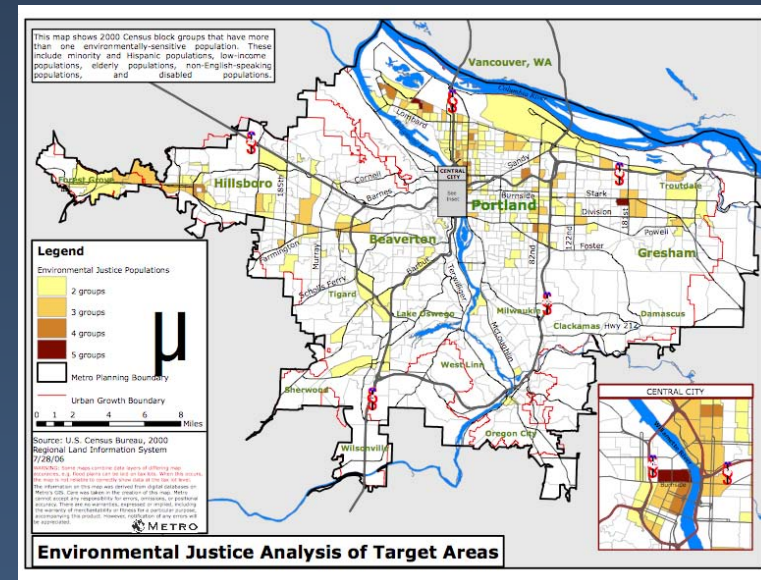
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# Key Findings and Issues - Highlights

## Environmental Justice

- **People with low-income**
  - 24% of population with incomes below poverty
- **Rapidly growing Latino and Hispanic population**
  - 8% of population identified themselves
- **People with disabilities**
  - 11% of population report some disability
- **Outreach to identify target areas' needs**



## Key Findings and Issues - Highlights

# Regional Security

- Multiple collaborative efforts underway
  - Regional Emergency Management Group (REMG)
  - TriMet
  - Port of Portland
  - ODOT
- Important role for ITS/system management
- Metro's role unclear without more federal guidance
- RTP policies need to be expanded to respond to SAFETEA-LU



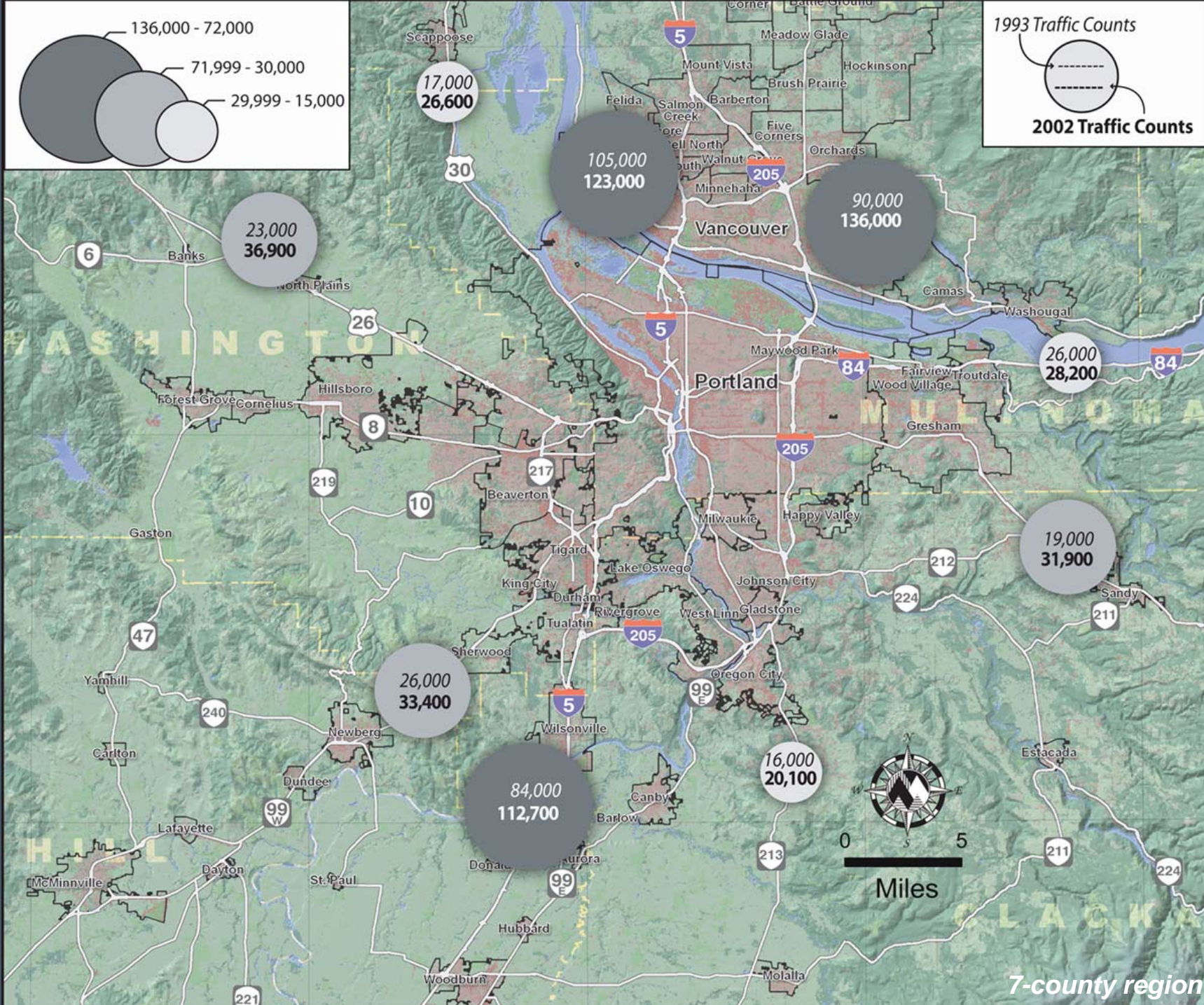
## Key Findings and Issues - Highlights

# Trends Affecting Travel

- Rapid growth in population and jobs
- Changing demographics
  - 10% of population over the age of 65 with growing suburban presence
- Commute times getting longer  
Significant growth in travel at edges and outside region affecting state highways
  - land use and housing cost part of the equation
- Declining public investment in transportation
  - In 1965 = 29 cents and in 2002 = 19 cents
- Continued oil uncertainty
- Transportation 2nd highest expense to households (1st is housing cost)







## 7-county region



## Key Findings and Issues - Highlights Regional Bicycle System

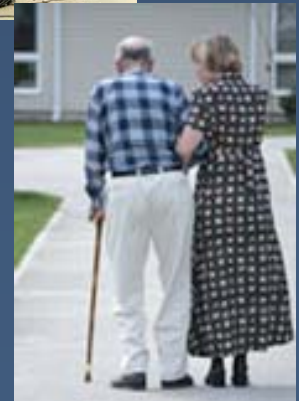
- Lack of data collected
- Regional system 49% complete
- Emphasize connectivity to improve safety, ridership and public health benefits
- Safety in numbers and with education on “rules of the road”
- More research needed on role of bicycle boulevards
- Current policy silent on needed arterial crossings and gaps in connections to centers



## Key Findings and Issues - Highlights

# Regional Pedestrian System

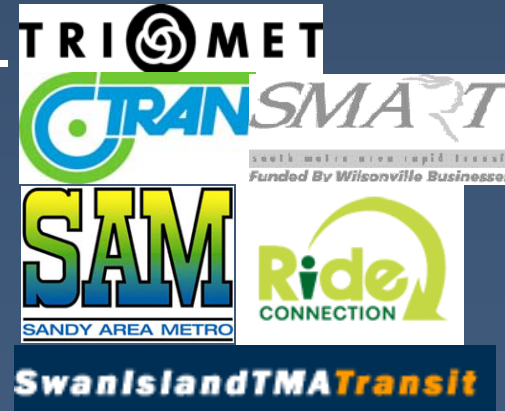
- Lack of data collected
- Regional system 66% complete
- Emphasize safety and universal context sensitive design
- Improve connectivity with a focus on access to land use & transit
- Better define priority for investments that improve access to transit



# Key Findings and Issues - Highlights

## Regional Transit System

- Design and provision of complete trip and infrastructure
- More coordination and strategy of service providers and land use
  - efficiencies of seamless system
  - integration of services
  - mix of land uses
- Growing demand for demand-responsive services and park-n-ride lots
- Service needs of low income and special needs riders important to consider
- Growing suburban-to-suburban travel demand
- Strong role for ITS and system



# Key Findings and Issues - Highlights

## Regional Travel Options & Parking Management Systems

- Targeted & individualized marketing effective
- Supports all other modes of travel and efficiency of existing system
- Parking management effective
- Public/private partnerships and regional coordination critical
- Land use important too
  - Growing non-work related trips (50% in peak period)
- Pair strategies with all corridor improvements



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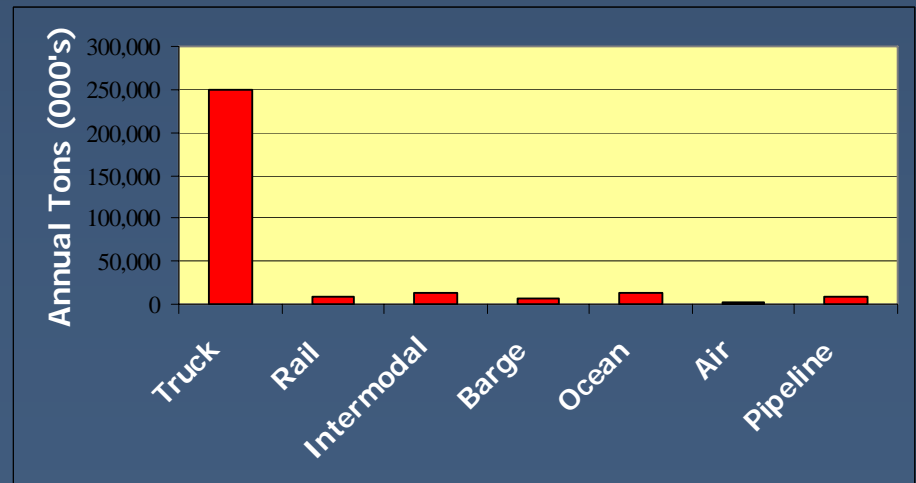


## Key Findings and Issues - Highlights

# Regional Freight System

- Growing freight volumes, mostly moved by truck
- Existing and predicted capacity constraints for landside modes (truck, rail, pipeline)
- Emphasize reliability and efficient network connectivity
- Focus on access to industry and intermodal connections
- System management critical

Change in  
Freight Tonnage  
by Mode (2000 –  
2035)



## Key Findings and Issues - Highlights

# Regional Transportation Finance

- Significant funding gap remains
- Tentative findings:
  - \$9-\$11B estimated to be available for road-related expenditures (OMP and modernization)
  - \$11B estimated to be available for transit-related expenditures (OMP and modernization)
  - Gap estimated to be \$3-\$11B
- Fact base to support future policy discussions by JPACT and the Metro Council
  - define “reasonably available revenue”
  - define level of OMP to assume
  - identify strategies and commitments to fund the gap



## 2035 Regional Transportation Plan Update RTP Stakeholder Workshops

- Coalition for a Livable Future
- Active Living/Public Health Groups
- El Centro Cultural (Cornelius)
- Business/Freight/Agriculture
- Environmental Justice Action Group (N. PDX)
- Metro Council
- JPACT/MPAC
- TPAC/MTAC

**Participants= 120**





## RTP Stakeholder Workshops

# Common Outcome Themes: Vision

1. Travel options
2. System reliability
3. Accessibility - jobs/school/shopping
4. Safety
5. System connectivity
6. Land use - transportation connection
7. Funding
8. Education
9. Involvement/transparency
10. Partnerships/coordination



## RTP Stakeholder Workshops

# Common Themes: Challenges

1. Funding and costs
2. Tradition
3. Connectivity (especially in suburban areas)
4. Understanding/ public education
5. Coordination/ cooperation
6. Competition/ fragmentation



## RTP Stakeholder Workshops

# Common Themes: Solutions

1. Funding (innovations)
2. Education
3. Better alignment (funding, coordination)
4. Prioritization (funding, freight, options/  
access, maintenance)
5. Efficiency (funding, use)
6. Partnerships (public/private, regional)
7. Involvement



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## 2035 Regional Transportation Plan Update Remaining RTP Research

- Safety
- Regional Roadway System
- Environment
- Public opinion research on priorities and willingness pay
- **Available for review in January**



# 2035 Regional Transportation Plan Update

## Upcoming TPAC Discussions

- **December 18 workshop**
  - RTP LOS Policy
  - Other outcomes-based measures
- **January 5 meeting**
  - Draft RTP Goals & Measures
  - Remaining RTP Background Papers
  - Phase 3 timeline and work program
- **January 14 workshop**
  - Draft RTP Goals & Measures
  - Roadway system profile
- **January 26 meeting**
  - Recommendation to JPACT on draft RTP Goals & Measures



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