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: **January 5, 2007**

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

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

9:30 AM	**1.**		Call to Order and Declaration of a Quorum	Robin McArthur
9:30 AM	**2.**		Introduction of New TPAC Citizen Members	Robin McArthur
9:45 AM	**2.**		Citizen communications to TPAC on non-agenda items	Robin McArthur
9:50 AM	**3.**	*	Approval of November 30, 2006 Minutes	Robin McArthur
9:55 AM	**4.**		Future Agenda Items • RTO Vanpool Program Update (January 26th) • Regional Safety Planning (January 26th) • Willamette River Bridges (anytime) • Cost of Congestion Update • Damascus Concept Plan • Freight Data Collection • Regional Rail System	Robin McArthur
	5.		**ACTION ITEMS**	
10:00 AM	**5.1**	*	**Federal Priorities** ▪ Resolution No. 07-3762, For the Purpose of Approving Portland Regional Federal Transportation Priorities For Federal Fiscal Year 2008 Appropriations – RECOMMENDATION TO JPACT REQUESTED ▪ Reauthorization Policy Options	Ted Leybold Richard Brandman & Olivia Clark
10:30 AM	**5.2**	*	Resolution No. 07-3764, For the Purpose of Endorsing Regional Priorities for State Transportation Funding Legislation – RECOMMENDATION TO JPACT REQUESTED	Randy Tucker & Richard Brandman
	6.		**INFORMATION / DISCUSSION ITEMS**	
10:35 AM	**6.1**	*	**Transportation Priorities** ▪ Public Comment Summary Update –INFORMATION / DISCUSSION ▪ Final Cut Policy Direction – INFORMATION / DISCUSSION	Ted Leybold & Pat Emmerson Ted Leybold
11:00 AM	**6.2**	*	RTP Draft Chapter 1: Policy Framework – INFORMATION / DISCUSSION	Kim Ellis & Tom Kloster
12:00 PM	**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.

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

METRO

TRANSPORTATION POLICY ALTERNATES COMMITTEE
December 1, 2006

Metro Regional Center

MEMBERS PRESENT	AFFILIATION
Frank Angelo	Citizen
Scott Bricker	Citizen
Greg DiLoreto	Citizen
Leland Johnson	Citizen
Mike McKillip	City of Tualatin, representing Cities of Washington County
Ron Papsdorf	City of Gresham
Dave Nordberg	Oregon Department of Environmental Quality (DEQ)
Karen Schilling	Multnomah County
Phil Selinger	TriMet
Rian Windsheimer	Oregon Department of Transportation (ODOT – Region 1)
Ron Weinman	Clackamas County

MEMBERS ABSENT	AFFILIATION
James Castaneda	Citizen
Brent Curtis	Washington County
John Hoefs	C-Tran
Nancy Kraushaar	City of Oregon City, representing Cities of Clackamas County
Susie Lahsene	Port of Portland
Dean Lookingbill	SW Washington RTC
Paul Smith	City of Portland
Mike Williams	Washington State Department of Transportation (WSDOT)
Jonathan Young	FHWA

ALTERNATES PRESENT	AFFILIATION
Andy Back	Washington County
Danielle Cowan	City of Wilsonville
John Gillam	City of Portland
Robin McCaffrey	Port of Portland
Satvinder Sandhu	FHWA
Sorin Garber	Citizen

GUESTS PRESENT	AFFILIATION
Tom Markgraf	CRC
Lawrence Odell	Washington County
Lidwien Rahman	ODOT
Derek Robbins	City of Forest Grove
Chris Smith	Citizen
Angela Timmen	OHSU

STAFF
Andy Cotugno, Ken Ray, Kim Ellis, Jon Coney, Josh Naramore, Ted Leybold, Deena Platman, Tom Kloster, Jessica Martin

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

Mr. Andy Cotugno called the meeting to order and declared a quorum at 9:34 a.m.

2. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

There were none.

3. MINUTES OF SEPTEMBER 29, 2006 MEETING

ACTION TAKEN: Mr. Greg DiLoreto moved, seconded by Mr. Phil Selinger to approve the October 27, 2006 meeting minutes. The motion passed.

4. INPUT ON FUTURE AGENDA ITEMS

There were none.

5. INFORMATION / DISCUSSION ITEMS

5.1 RTP Public Priorities Report & System Conditions

Ms. Kim Ellis appeared before the committee to present a Regional Transportation Plan update. She directed the committee's attention to the draft background papers for Phase 2 RTP Research and Analysis (included as part of the meeting record). She requested the committee review the background papers completed to date and provide comments on the policy implications for the Regional Transportation Plan (RTP) Update by December 18th. 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.

Ms. Ellis presented a PowerPoint presentation, which included the following information (included as part of this meeting record):

- Project Timeline
- Process Overview
- What is Different with this RTP Update
- Desired Outcomes for the Region
- Research and Policy Development
- RTP Background Papers
- RTP Stakeholder Workshops (Themes: Vision, Challenges and Solution)
- Remaining RTP Research
- Upcoming TPAC Discussions

Mr. John Gillam spoke of the importance of bridges as regional transportation assets. He inquired about how to deal with the bridges regionally, rather than putting the responsibility on a single jurisdiction.

Mr. Sorin Garber inquired about how the project solicitation process will work. Ms. Ellis responded that the details haven't been finalized but that the screening criteria would be based on outcomes. A draft will be presented at the January meeting and comments will be solicited at that time.

Mr. Rian Windsheimer commented on the short timeline. Mr. Cotugno noted that when this update process began everyone was aware of the tight timeline. He added that the staff have been working hard and that the committee will need to keep moving forward as lapsing is not a good option for anyone.

Chair Cotugno noted the importance of Federal Highway's participation in this process. Mr. Satvinder Sandhu responded that Ms. Ellis has done a great job in assembling the background papers. He inquired as to whether subgroups have reviewed the document. Ms. Ellis noted that currently the Freight Committee is focusing on the freight paper.

Ms. Ellis noted that staff would continue to work on the remaining three background papers (Safety, Regional Roadway System and Environment) through early January.

5.2 ITS Update

Mr. Jon Makler appeared before the committee and presented a PowerPoint which included information on the following:

- Recap of the 10/26 Breakfast Briefing
- What is *Smart*
- Policy Mandate
- The Focus
- The Opportunity
- State of ITS
- ITS Lab at Portland State
- Integrated Corridor Management
- Implementation of Local Plans
- Strategic Opportunities
- What is Regional Interest
- Possible Next Steps

Chair Cotugno asked the committee on their thoughts about when and where to use the ITS tool. He noted that the ITS Program is looking for policy direction. While the TransPort Subcommittee is good at implementing, they are not the appropriate group to prioritize the system management strategies.

Mr. Gillam noted that Mr. Makler presented this information to the Portalnd Freight Committee and it was well received. He noted there seemed to be a connection between optimizing the system for freight mobility and addressing bottlenecks.

Mr. Phil Selinger stated that ITS shouldn't be thought of as optional but rather part of the system.

Mr. Ron Weinman noted that perhaps several members of TPAC should join several members of TransPort to address these issues. Mr. Weinman, Mr. Selinger, Mr. Gillam and Mr. Back volunteered to meet with a few members from TransPort and report back to the full committee.

5.3 CRC Focus Group Findings

Mr. Tom Markgraf, a consultant working for the Columbia River Crossing, appeared before the committee to present findings from four focus groups (two in Oregon, two in Washington) recently held to help identify issues in order to shape a poll. Mr. Markgraf noted that the results were not quantitative as only 35 people participated. However, he noted that there is strong recognition that the bridge needs improvement. Other findings from the focus group included:

- Washington residents voiced their concern with safety on the bridge
- Oregon residents voiced their concerns with how bridge issues negatively impact business
- General understanding that transportation fixes cost money
- Reason not to fix included: cost, other priorities, and not personally benefiting someone
- General belief that user fees are acceptable
- A long-term solution is needed

Mr. Gillam, who was able to witness the focus group, noted how much more the individuals from Vancouver knew about Portland than those in Portland knew about Vancouver.

Mr. Bricker inquired as to whether Single Occupancy Vehicle lanes (SOV) were brought up. Mr. Markgraf noted that yes, SOV lanes were brought up, but weren't thought of nearly as positively on the Washington side as the Oregon side.

Mr. Markgraf concluded that the results and cost of the poll would soon be available on the CRC website at: www.columbiarivercrossing.org

6. ADJOURN

As there was no further business, Mr. Cotugno adjourned the meeting at 11:58 a.m.

Respectfully submitted,
Jessica Martin, Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR DECEMBER 1, 2006
The following have been included as part of the official public record:

	ITEM	TOPIC	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
*	**3.**	Minutes	9/29/06	TPAC Meeting Minutes of October 27, 2006	120106t-01
*	**5.2**	PowerPoint	12/01/06	Metropolitan Mobility the Smart Way	120106t-02
*	**5.2**	Report	October 2006	Executive Summary: Metropolitan Mobility the Smart Way	120106t-03
*	**5.2**	Report	N/A	Full Report: Metropolitan Mobility the Smart Way	120106t-04
**	**5.2**	Memo	11/29/06	To: TPAC From: Jon Makler Re: Roadway System File Report	120106t-05
**	**5.2**	Update	November 2006	Transportation Operations Program Monthly Update for November 2006	120106t-06
**	**5.1**	Memo	11/14/06	To: Kim Ellis From Metropolitan Group Re: 2035 Regional Transportation Plan Update Stakeholder Workshops – Preliminary Findings	120106t-07
**	**5.1**	PowerPoint	N/A	A New Look at Transportation: Linking Land Use, Transportation and the Enviornment	120106t-08
**	**5.1**	Memo	12/01/06	To: TPAC From: Kim Ellis Re: RTP Finance Fact Base	120106t-09
**	**5.1**	Background Papers	12/01/06	Phase 2 RTP Research and Analysis – Discussion Draft Background Papers	120106t-10

* Included in packet
**Distributed at meeting

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING PORTLAND REGIONAL FEDERAL TRANSPORTATION PRIORITIES FOR FEDERAL FISCAL YEAR 2008 APPROPRIATIONS	))))	RESOLUTION NO. 07-3762 Introduced by Councilor Rex Burkholder

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

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

WHEREAS, the Metro region's Congressional delegation has advised the regions transportation agencies to develop a coordinated request for legislation related to the annual federal transportation appropriations bill; and

WHEREAS, Metro's Joint Policy Advisory Committee on Transportation (JPACT) has approved Exhibit A to this resolution, entitled, "Metro Area FY08 Federal Transportation Appropriations Request List,"; now therefore

BE IT RESOLVED, that the Metro Council hereby approves Exhibit A of this resolution, entitled "Metro Area FY08 Federal Transportation Appropriations Request List" and directs that it be submitted to the Oregon Congressional delegation.

ADOPTED by the Metro Council this 1st day of February 2007.

David Bragdon, Council President

APPROVED AS TO FORM:

Daniel B. Cooper, Metro Attorney

Exhibit A to Resolution 07-3762

DRAFT

12/2106

FY08 Federal Transportation Appropriation Request List			
Project Type/Name	**Appropriation Request ($million)**	**Source**	**Purpose**
Regional Highway Projects			
I-5 / 99 W Connector (Washco)	$2.5 M	Surface Transportation Fund	
Columbia River Crossing (ODOT)	$5 M	Interstate Maintenance Discretionary	
I-5 Wilsonville (ODOT)	$3 M	Interstate Maintenance Discretionary	
I-5 /405 Freeway Loop Master Plan (COP)	$2 M	Interstate Maintenance Discretionary	
Port of Portland: Airport Way/I-205 Northbound	$2 M	Interstate Maintenance Discretionary	
Port of Portland: Troutdale Interchange I-84 & 257th	$1 M	Interstate Maintenance Discretionary	
Total	$15.5 M		
Regional Transit Priorities			
Washington County Commuter Rail (T/M)	$0.27 M	SAFETEA LU Transportation Bill	
I-205/Portland Mall Light Rail (T/M)	$80 M	SAFETEA LU Transportation Bill	
Milwaukie - PE/FEIS (T/M)	$4 M	FTA Section 5309 New Starts	
Bus Replacement (T/M)	$7.7 M	FTA Section 5309 Capital	
SMART Bus - Wilsonville	$1.75 M	FTA Section 5309 Bus and Bus Facilities	
Streetcar Prototype (COP & T/M)	$1. M	FTA Section 5314	Construction
Total	$94.72 M		
Local Project Priorities			
Portland:South Portal, South Waterfront	$2 M	STP, HPP	
Portland: East Burnside/Couch Couplet	$2 M	STP, HPP	
Clackamas County: Harmony Rd - 82nd to Hwy 224	$4 M	Surface Transportation Program	
Gresham: Springwater/US 26 Industrial Access	$5 M	National Highway System; Transportation Community and System preservation Program; Surface Transportation Program	
Wilsonville: Kinsman Road	$2 M	Highway Demonstration	
Milwaukie: Kellogg Creek Bridge Replacement	$1.5 M	Highway Bridge Replacement & Rehabilitation Program & Recreation Trails & STP Transportation Enhancements	
Metro: TOD Revolving Fund	$5 M	STP, CMAQ, TCSP Funds	
Total	$21.5 M		
Non-Transprotation Appropriations Bills			
Port of Portland: Columbia River Channel Deepening	$25 M	Energy & Water *(Corps of Engineers Budget)*	
Total	$25 M		
Support of OTA Transit Request			
Sandy: Bus Replacement	$0.44	5309 Bus	
South Clackamas: Bus Replacement	$0.24	5309 Bus	
Canby: Bus Replacement	$0.20	5309 Bus	
Total	$0.88		
Support for Washington/Clark County Priorities			
Columbia River Crossing	$5 M	Interstate Maintenance Discretionary Demonstration STP	
Total	$5 M		
Grand Total - Transportation Appropriations	162.6 M		

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 07-3762, FOR THE PURPOSE OF APPROVING PORTLAND REGIONAL FEDERAL TRANSPORTATION PRIORITIES FOR FEDERAL FISCAL YEAR 2008 APPROPRIATIONS

Date: February 1, 2007 Prepared by: Andy Cotugno

BACKGROUND

The region annually produces a position paper that outlines the views of the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT), a regional body that consists of local elected and appointed officials, on issues concerning transportation funding that are likely to be considered by Congress during the coming year. This year priorities are limited to the FY '08 appropriations bill.

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

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

This FY 08 appropriations request for earmarked funding from SAFTEA-LU represents the consolidated regional request. Additional independent requests should not be submitted by any member jurisdiction or agency represented by JPACT (with exception of ODOT outside the metro region).

ANALYSIS/INFORMATION

1. **Known Opposition** None known.

2. **Legal Antecedents** Projects within the region earmarked for federal funding must be consistent with the Regional Transportation Plan, adopted by Metro Resolution No. 03-3380A, For the Purpose of Designation of Adopting the 2004 Regional Transportation Plan as the Federal Metropolitan Transportation Plan to meet Federal Planning Requirements.

3. **Anticipated Effects** Resolution would provide the US Congress and the Oregon Congressional delegation specifically with the region's priorities for transportation funding for use in the federal transportation appropriation process.

4. **Budget Impacts** Metro is involved in planning related to several of the projects included in the priorities paper and must approve many of the requested funding allocations. Failure to obtain funding for one or more of the projects could affect the FY 08-09 Planning Department budget. However, most of the funding requests deal with implementation projects sponsored by jurisdictions other than Metro.

RECOMMENDED ACTION

Approve Resolution 07-3762 for submission to the Oregon Congressional delegation for consideration in the Federal Fiscal Year 08 Appropriations Bill.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING REGIONAL PRIORITIES FOR STATE TRANSPORTATION FUNDING LEGISLATION	)))	RESOLUTION NO. 07-3764 Introduced by Councilor

WHEREAS, an efficient and adequately funded transportation system is critical to ensuring a healthy economy and livable communities throughout the state of Oregon; and

WHEREAS, the Governor and the Oregon Legislature have taken action to address critical transportation needs with the passage of the Oregon Transportation Investment Acts in 2001, 2002, and 2003 and the Connect Oregon multi-modal package in 2005; and

WHEREAS, the investments that have been made possible by OTIA I, II, and III and Connect Oregon will help Oregon respond to both population growth and important economic opportunities; and

WHEREAS, these acts have provided new transportation investment dollars for the Portland metropolitan region, both for new projects and for maintenance of the existing system; and

WHEREAS, the impact of these investments will have a positive impact on the regional economy; and

WHERAS, even with these important actions there is still more than a several billion shortfall to adequately address the Portland region's critical transportation needs over the next 20 years; and

WHEREAS, the 2005 report entitled “The Cost of Congestion to the Economy of the Portland Metropolitan Region” demonstrated how several factors make the Portland region more highly dependent than most metropolitan areas on an efficient transportation system; and

WHEREAS, that report demonstrates how connecting Oregon’s people and businesses with local, domestic and international markets is critical for a healthy economy; and

WHERAS, the Cost of Congestion report found that without a substantial increase in transporation revenues for all modes there would be a an estimated $844 million annual impact to the region's businesses and motorists; and

WHEREAS, Oregon’s population growth continues to outpace the nation, and freight volumes in Oregon are expected to double in the next twenty years; and

WHEREAS, the distribution and logistics employment sector accounts for over 11.5% of the jobs in the Portland Metropolitan Statistical Area, placing the region 3rd among all U.S. MSA’s; and

WHEREAS, funding for non-highway transportation projects is an appropriate and wise use of state funds; and

WHEREAS, the region has identified multiple project and funding needs for all modes of transportation through its Regional Transportation Plan, which has been adopted by Ordinance No. 00-869A For the Purpose of Adopting the 2000 Regional Transportation Plan; Amending Ordinance No. 96-647C For the Purpose of Adopting a Functional Plan For Early Implementation of the 2040 Growth

Concept and Ordinance No. 97-715B For the Purpose of Adopting the Regional Framework Plan and Resolution No. 00-2969B For the Purpose of Adopting the 2000 Regional Transportation Plan as the Federal Metropolitan Transportation Plan; and

WHEREAS, the Regional Transportation Plan documents a need for $7.8 billion in multi-modal transportation improvements to ensure a vibrant economy and the efficient movement of freight, automobiles and transit; and

WHEREAS, there is a need to build major new facilities to serve high growth areas in the Portland Metro region and throughout the state; and

WHEREAS, Oregon's highway funding per mile continues to be among the lowest, if not actually the lowest, of all western states; and

WHEREAS, Oregon’s gas tax has not increased since 1993 and has lost nearly one-third of its value to inflation since then, even as gasoline prices have risen by nearly two-thirds (adjusted for inflation); and

WHEREAS, approximately one-half of the needed transportation improvements called for in the Regional Transportation Plan remain unfunded; and

WHEREAS, there is also a funding shortfall to maintain, operate and improve the existing city, county and state road system; and

WHEREAS, additional funding to meet these transportation needs will create or sustain thousands of jobs and help stimulate the economy of the region and the state; and

WHEREAS, without additional investment in the region’s transportation infrastructure, increasing congestion will cost the region’s businesses and motorists an estimated $844 million annually by the year 2025; and

WHEREAS, it is in the interest of local governments inside Metro to jointly seek additional transportation funding from the 2005 Oregon Legislature; now, therefore

BE IT RESOLVED that the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) endorse a state legislative funding proposal for a multi-modal transportation program as shown in Exhibit “A” including:

1. New revenues to support road operations, maintenance and modernization.

2. Lottery bonds to support the construction of the next leg of the region’s high capacity transit system (Portland-to-Milwaukie light rail).

3. Lottery bonds to support transit, freight and passenger rail, marine and aviation projects statewide (“Connect Oregon II”), subject to certain conditions.

ADOPTED by the Metro Council this _____ day of _____, 2006.

_____
David Bragdon, Council President

Approved as to Form:

_____
Daniel B. Cooper, Metro Attorney

CLICK HERE FOR REPORT

January 2007

Transportation Priorities 2008-11
Investing in the 2040 Growth Concept

Public Comment Report

Metropolitan Transportation Improvement Program (MTIP)

METRO

PEOPLE PLACES
OPEN SPACES

M E M O R A N D U M

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

METRO

DATE: December 27, 2006

TO: TPAC and Interested Parties

FROM: Ted Leybold: MTIP Manager

SUBJECT: Transportation Priorities Final Cut Narrowing Policy Topics

* * * * * * *

Introduction: Public comments and specific project applications expose new policy issues on how to prioritize projects for funding. Following are topic areas provided to JPACT for comment at its December meeting and may consider adoption of policy direction at the January 18th meeting. Additional policy direction would assist Metro staff and TPAC develop a recommended list of projects to receive funding.

1. **Additional funding on current projects.** Which applications for additional funding on a currently funded project should be recommended for additional funds?

The existing policy states: Recommend additional funding for existing projects when the project scores well and documents legitimate cost increases relative to unanticipated factors. It is expected, however, that projects will be managed to budget. Only in the most extraordinary of circumstances will additional monies to cover these costs be granted.

Four applications for additional funding have been submitted. Documentation of the cost increases is provided in Attachment 1.

Options:
A. No change to existing policy.
B. Add consideration of types of cost factors eligible for additional funding. The factors recommended could be tied to existing policy emphasis areas. Factors identified by applicants include: materials (asphalt, steel) and

labor inflation, AASHTO design standards premium, federal project development process premium, unanticipated mitigation costs, addition of agency overhead costs, unanticipated construction easement ROW costs, and changes in scope of design elements included in project.

2. **Recycled projects.** Should projects that have traded out funding or recommended funding be recommended again for funding in the current funding cycle?

Two projects have been submitted for funding that were recommended for or received funding in previous rounds.

The Harmony Road preliminary engineering project received funding four funding cycles previous, to be associated with provision of light rail in that corridor. After change in the locally preferred light rail alignment, Clackamas County received approval to eliminate the project from the TIP and transfer the funds to a new project on SE 172nd Avenue.

The Cully Boulevard project received PE funding two funding cycles previous and was recommended for right-of-way and construction funding in the previous cycle by TPAC. The right-of-way and construction funding recommendation was not adopted by JPACT as those funds were transferred to other candidate projects within the City of Portland that had not been recommended for funding by TPAC.

Potential Options:

A. No new policy regarding ability to reapply for projects previously recommended for funding.
B. Direct that funding for such projects only be recommended under particular circumstances.

3. **Funding of priority categories.** Should specific funding implications be defined to the priority modal categories (bicycle, boulevard, freight, green street, pedestrian, regional travel options, transit, transit oriented development) or those that are not identified as priority modal categories (bridge, road capacity, road reconstruction)?

The existing policy regarding priority modal categories states:
"In developing both the first cut and final cut narrowing recommendations, Metro technical staff will consider . . .

- Technical rankings and qualitative factors:

- The top-ranked projects at clear break points in technical scoring in the bicycle, boulevard, freight, green streets, pedestrian, regional travel options, transit and TOD categories (with limited consideration of qualitative issues and public comments).
- Projects in the road capacity, reconstruction or bridge categories when the project competes well within its modal category for 2040 land use technical score and overall technical score, and the project best addresses (relative to competing candidate projects) one or more of the following criteria:
• Project leverages traded-sector development in Tier I or II mixed-use and industrial areas;
• Funds are needed for project development and/or match to leverage large sources of discretionary funding from other sources;
• The project provides new bike, pedestrian, transit or green street elements that would not otherwise be constructed without regional flexible funding (new elements that do not currently exist or elements beyond minimum design standards)."

This policy provides direction on the types of projects to recommend from each of the modal categories, but does not provide any specific direction about how to emphasize any particular modal category relative to another modal category.

Potential Options:
A. No change to existing policy.
B. Provide funding targets to modal categories or groups of modal categories (e.g. policy emphasis categories should be targeted to receive 75% of regional flexible funds allocated).

4. **Freeway/highway capacity projects.** Under what conditions should regional flexible funds be used for highway/freeway capacity projects?

Current policy allows regional flexible funds to be used on limited access highway/freeway related projects other than for right-of-way, construction or preservation of main stem travel lanes. A candidate application for planning/EIS work on Highway 217 has raised the issue of the role of regional flexible funds relative to ODOT administered funds in the TIP and Unified Planning Work Program (UPWP).

Potential Options:
A. No change to existing policy
B. Add conditions to when technical staff should recommend regional flexible funds be allocated to limited access highway project

applications. Suboptions could include a planning or engineering commitment from ODOT administered funds, the provision of a financial strategy from ODOT and partner agencies on how the full project funding is intended to be pursued, limitations to particular project elements such as overcrossings or interchanges, limitations to project phases such as planning only, or others.

5. **Urban growth boundary expansion areas.** How should staff prioritize projects in new urban growth boundary areas relative to projects in already urbanized areas?

Current policy clarifies the eligibility of UGB expansions areas to only those that have completed concept plans. Priority of projects within those areas is the same as every where else in the region: the focus is on economic development within the centers and industrial areas.

Two candidate projects, Gresham's 190th Avenue and Clackamas County's 172nd Avenue projects are the first projects to be evaluated under this policy. Has the process brought any policy considerations into focus that are not adequately addressed at this time? Should these areas compete on the same evaluation factors as the rest of the region?

6. **Diesel projects.** What priority should diesel emission reduction projects receive relative to the modal project categories?

This is a new "modal" category created in response to federal policy language in SAFETEA-LU reauthorization bill emphasizing the eligibility and priority of these projects for CMAQ funding (approximately 37% of regional flexible funds). While federal guidance reiterates that the allocation of STP and CMAQ funds are a local decision, Metro will need to document how we responded to the federal policy language of making diesel retrofits a priority (along with other cost-effective projects to improve air quality) for the allocation of CMAQ funds.

Potential Options:

A. State intention to work with CMAQ partners to adopt policy direction on diesel retrofits with policy update process for the next funding cycle.
B. Request technical staff recommend some amount of funding toward diesel retrofit candidate projects given quality of current applications.

Attachment 1

The following projects have been funded for construction phases in previous cycles of the Transportation Priorities funding allocation process. Due to various circumstances, they are applying for additional funds. A summary of the explanation for why the projects are requesting additional funds is provided below.

Rock Creek Trail: to NW Wilkens

The Rock Creek Trail project received funding in the last MTIP allocation (2006-2009). However, in recent project reviews with ODOT, it was discovered that our previous cost estimates were too low in light of federal AASHTO standards. Although the trail design meets local and regional standards, the federal standards for engineering, planning and design (including environmental assessment requirements unique to federal funding) as well as construction dimensions are greater, and therefore, the project will cost more than originally estimated.

For example, our original proposal was for a 10' wide multimodal trail throughout; AASHTO standards require 2' additional "shy" distance on each side of the developed trail so that the developed trail with shoulder is 14' wide instead. Trail sections constructed of boardwalk are likely to be 12' wide instead of 10', with a correspondingly higher cost. The requested funding will supplement the previous allocation, and enable to the project to be completed as planned.

10th Avenue: Main to Baseline (Hillsboro)

Per Engineer's Cost Estimate, adjusted for inflation and recent escalation of materials pricing due to fuel, trucking, and oil (paving) cost increases. Also includes estimated budget for construction of mitigation improvements to adjacent business to avoid full acquisition costs and backfill of Construction funds transferred to cover budget shortage in PE.

This request is for supplemental construction funds to address projected budget shortfalls. Approximately 2/3 of the proposed funding request is to replace funds transferred, with ODOT's approval, from Construction to cover a shortage of budget for PE. The remaining 1/3 of the requested funds are for accommodation of the extra ordinary increases experienced in construction costs due principally to the dramatic increase in oil prices, negatively affecting trucking costs on all materials and equipment operation, as well as the cost of roadway paving. Also a factor is the improvements to the economy, which have

employed a large sector of the construction industry, causing the cost of work to escalate as available labor resources have declined.

223rd Avenue Railroad under crossing

Additional funding being sought due to the rising costs of construction and materials and design and construction conditions imposed by UPRR.

Initially the cost estimate was about $5 million, but that included the construction of a shoo-fly (a separate railroad detour-temporary undercrossing and rail). In consultation with UPRR it was felt that by not constructing the shoo-fly and instead working while the railroad remained active during construction and lifting into place a pre-fabricated bridge that the cost could be reduced to $3.5 million. Another cost saving factor the County employed was to purchase and fabricate the steel to be used in the undercrossing in order to avoid further steel price increases.

On the surface this appeared feasible, but restrictions placed by the railroad, such as a 24-36 hour closure to install the new bridge and have it operational and rejection of design at the 100% level caused the estimate project cost to climb to over $7 million. The redesign of the project added to the overall cost of the project. At this time, we are now negotiating with UPRR to limit the liability should the closure extend beyond the 24-36 hours.

Division Street: 6th to 39th Reconstruction

1. Unanticipated Cost Increases

The City is requesting an additional $2.0 million in federal transportation funds to keep the project fully-funded and maintain the project's goals identified in the 2002 MTIP application.

Recent increases in construction costs have been seen around the region and nation following the hurricanes in the Gulf Coast. These cost increases were above and beyond increases anticipated in the 2002 estimate.

Additionally, our office anticipates a 68% increase in asphalt prices between 2005 and 2007. The June 2006 cost estimate reflects this trend and follows Metro's cost estimating methodology for a Preliminary Level cost estimate.

2. PDOT Cost Recovery Now Included

At the time of the 2002 application, PDOT was not charging cost recovery on federally-funded projects and therefore, the cost estimate did not include overhead costs. The current estimate includes cost recovery charges at the

federally approved rate of 32.32%. For the current application, cost recovery is estimated at $400,000 - $475,000 over the life of the project. This accounts for 20% to 24% of the 2006 request for $2 million.

3. ROW Needs Determined

The 2002 cost estimate and application did not include any costs for right-of-way acquisition. The cost estimate now includes $55,725 for costs to acquire temporary construction easements where construction requires access to work on private property for restoration behind sidewalks.

4. Project Scope Further Developed

The 2002 estimate for pavement work was $1.232 million and was based on limited information about the condition of the pavement. Since then, PDOT hired a consultant to test the condition of the pavement which revealed a need for more extensive pavement reconstruction between SE 6th and SE 10th. With the pavement data, PDOT developed a pavement design for the street and a formal cost estimate for the paving portion of the project using bid items and quantities. The cost for pavement work is now estimated at $3.8 million.

In addition, the 2002 estimate was prepared before any planning work had begun on the TGM- funded Division Green Street/Main Street Plan. The initial cost estimate included a construction budget of $350,000 for curb extensions at four transit stops and street tree planting. The TGM- funded planning process identified further needs for streetscape, signalization, traffic safety and green street improvements. The City's 2006 application includes a $1.6 million engineering and construction budget for the streetscape, traffic safety and green street work. Project development would identify improvements that meet this proposed budget.

5. City Commitment to Project with Substantial Overmatch

In light of the 2006 cost estimate, the City dedicated additional street maintenance funds to the project to reduce the budget shortfall. At this time, the City has committed $1.348 million to the project for a 23% local match, which is over twice the required 10.27% match.

MTIP: $4,500,000 77%
Local Match: $1,348,000 23%
Total project: $5,848,000 100%

Other Projects Previously Receiving Construction Funds

The following projects have also received construction funding in previous allocation processes but only for portions of their original application amounts. These applications are for remaining, unfunded portions of the previous applications or new extensions to previous applications.

Trolley Trail

Previous MTIP cycles have funded portions of this trail. The 2006-09 application requested $1,500,000 to complete the trail, $742,000 of which was awarded to construct a segment of the trail. The current application requests $1,875,000 million to complete the trail to Gladstone.

Marine Drive Trail Gaps

The previous MTIP cycle funded portions of this trail. The 2006-09 application requested $1,651,000 for the project, $966,000 of which was awarded to construct a portion of the trail gaps. The current application requests $1,873,000 million to complete the previous project plus one additional gap segment to the Portland city limit with Gresham.

NE 102nd Avenue: Glisan to Stark

In the 2003 MTIP cycle, the applicant requested $3.35 million for the 102nd Avenue Boulevard project between Weidler to Burnside of which $1 million was awarded. With additional federal earmark funds, a project between Weidler and Glisan is underway. The current application would extend the project south to Stark Street.

Tualatin-Sherwood ATMS

The previous MTIP cycle funded a segment of Tualatin-Sherwood Road for improvements to signal coordination and timing. The current application extends the segment of where improvements will be provided and adds project elements for ATMS improvements on this facility.

M E M O R A N D U M

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

METRO

DATE: December 22, 2006

TO: RTP Interested Persons

FROM: Kim Ellis, Principal Transportation Planner

SUBJECT: Phase 2 RTP Research and Analysis – Updated Preliminary Finance Analysis Report

****

Attached is an updated *Preliminary Financial Analysis for the 2035 Regional Transportation Plan* that responds to comments received from TPAC members since December 1 and comments provided by JPACT 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. A schedule to specifically discuss RTP finance issues raised by this report will be developed in January.

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.

CLICK HERE FOR THE REPORT

M E M O R A N D U M

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

METRO

DATE: December 22, 2006

TO: TPAC and Interested Persons

FROM: Kim Ellis, Principal Transportation Planner

SUBJECT: Phase 2 RTP Research and Analysis – New Research Available for Review

****

Background
From the end of June through December 2006, Metro staff and the consultant team prepared a series of eight discussion draft background papers by that summarize research conducted on different elements of the regional transportation system. The papers provide a comprehensive fact base that will inform development of the updated RTP Chapter 1 policy framework that will guide Phase 3 of the update to the Regional Transportation Plan (RTP). A series of TPAC workshops is planned to gather input on a draft Chapter 1 policy framework being developed to respond to the issues raised in the papers and public outreach conducted by Metro staff and the consultant team.

Additional Discussion Draft Background Papers
Attached are two additional discussion draft background papers for TPAC review. Deadlines for review and a summary of next steps for each paper are provided below:

Discussion Draft Background Papers (available for review December 22)

- CLICK HERE FOR THE FULL REPORT
  Comments on this draft are requested by January 8, 2007.

- CLICK HERE FOR REPORT
  This paper is incomplete pending additional data. The remaining two sections of the paper will be completed as the data is generated. Comments on this draft are requested by January 8, 2007. A final draft will be prepared in mid-January for subsequent TPAC review and comment by January 22, 2007.

Discussion Draft Background Paper (available for review in January 2007)

- A Profile of the **Environment** in the Portland Metropolitan Region
  A discussion draft of this paper is expected to be complete by January 5, 2007. Comments will be requested by January 22, 2007.

Additional research remains to be completed on public priorities for the regional transportation system. Results of the scientific public opinion research and other outreach activities will be compiled in a final report by the consultant team in late-January. If you have any questions about the 2035 RTP update process and the schedule for review of the background papers, contact me at (503) 797-1617 or by e-mail at ellisk@metro.dst.or.us.

Materials following this page were distributed at the meeting.

DRAFT

1/5/07

FY08 Federal Transportation Appropriation Request List			
Project Type/Name	**Appropriation Request ($million)**	**Source**	**Purpose**
Regional Highway Projects			
I-5 / 99 W Connector (Washco)	$2.5 M	Surface Transportation Projects	PE/EIS
Columbia River Crossing (ODOT)	$5 M	Interstate Maintenance Discretionary	PE/EIS
I-5 Wilsonville (ODOT)	$3 M	Interstate Maintenance Discretionary	PE/EIS
Port of Portland: Airport Way/I-205 Northbound	$2 M	Interstate Maintenance Discretionary	Construction
Port of Portland/Mult.Co: Troutdale Interchange I-84 & 257t	$1 M	Interstate Maintenance Discretionary	PE/ROW
Total	$13.5 M		
Regional Transit Priorities			
Washington County Commuter Rail (T/M)	$0.27 M	FTA 5309 New Starts	Construction
I-205/Portland Mall Light Rail (T/M)	$80 M	FTA 5309 New Starts	Construction
Milwaukie - PE/FEIS (T/M)	$4 M	FTA 5309 New Starts	PE/FEIS
Bus Replacement (T/M)	$7.7 M	FTA 5309 Bus & Bus Facilities	Construction
SMART Bus - Wilsonville	$1.75 M	FTA 5309 Bus and Bus Facilities	Construction
Streetcar Prototype (COP & T/M)	$1. M	FTA 5314	Construction
Total	$94.72 M		
Local Project Priorities			
Portland:South Portal, South Waterfront	$2 M	Surface Transportation Program	EIS
Portland: East Burnside/Couch Couplet	$2 M	Surface Transportation Program	Construction
Clackamas County: Harmony Rd - 82nd to Hwy 224	$4 M	Surface Transportation Program	Final Design
Gresham: Springwater/US 26 Industrial Access	$5 M	Transportation Community and System preservation Program; Surface Transportation Projects	PE/EIS/ROW/
Wilsonville: Kinsman Road	$2 M	STP, TCSP	PE/ROW
Milwaukie: Kellogg Creek Bridge Replacement	$1.5 M	TCSP	PE
Metro: TOD Revolving Fund	$5 M	STP, TCSP Funds	Construction
Total	$21.5 M		
Non-Transprotation Appropriations Bills			
Port of Portland: Columbia River Channel Deepening	$25 M	Energy & Water *(Corps of Engineers Budget)*	Construction
Total	$25 M		
Support of OTA Transit Request			
Sandy: Bus Replacement	$0.44	FTA 5309 Bus	Replacement
South Clackamas: Bus Replacement	$0.24	FTA 5309 Bus	Replacement
Canby: Bus Replacement	$0.20	FTA 5309 Bus	Replacement
Total	$0.88		
Support for Washington/Clark County Priorities			
Columbia River Crossing	$5 M	Interstate Maintenance Discretionary	PE/EIS
Total	$5 M		
Grand Total - Transportation Appropriations	160.6 M		

DRAFT

Exhibit "A" to Resolution No. 07-3764

Local government officials in the Portland region are virtually unanimous in their belief that current transportation funding from all sources is inadequate to support a strong economy and maintain the region's quality of life. Numerous discussions over the interim have highlighted the need for additional funding for a range of purposes. JPACT and the Metro Council support a three-part legislative agenda on transportation funding that consists of the following three elements:

- **New revenues for roads:** After increasing virtually every year from 1981 until 1993, Oregon's gas tax has remained flat since 1993. In that time, the gas tax has lost about one-third of its purchasing power to inflation, even as gas prices, adjusted for inflation, have increased by two-thirds. It is expected that fuel taxes will lose another 40% of their purchasing power by 2030. The 2007 Legislature should:

  - Increase the gas tax or another funding source (e.g., registration fee or title fee);
  - Index the gas tax to keep pace with inflation;
  - Focus new revenues on maintenance, preservation, and safety; and
  - Continue of the 50%-30%-20% apportionment to the state, counties, and cities for any new revenues generated.

- **Transit funding:** Since the construction of the Westside light rail line, which was partially funded with $120 million in lottery bonds, the region has built or begun three new light rail lines (Airport, Interstate, I-205/Mall) without any lottery dollars. The Westside bonds will be paid off in 2010. The region supports efforts to secure a new round of lottery funding to support the development of the next leg of the regional high-capacity transit system (Portland-to-Milwaukie light rail).

- **Connect Oregon II:** On the heels of the passage of the "Connect Oregon" multimodal transportation package in 2005, the Governor has submitted a bill for another round of funding. The Governor's initial proposal is identical to the bill that passed in 2005, which authorized the allocation of $100 million in lottery dollars to air, rail, marine, and public transit projects. 15% of the $100 million was allocated to each of five regions roughly corresponding to the ODOT regions, leaving 25% of the total for statewide allocation. The region supports Connect Oregon II, with the following assumptions:

  - it continues to include public transit as an eligible category of expenditure;
  - the portion of overall funding allocated by region is reduced or linked more closely to statewide economic benefits; and
  - there is also a road funding package to provide a more comprehensive solution to the state's transportation challenges (see first bullet).

Public Listening Post on Transportation Improvement Projects

Let your public officials hear from you about projects and programs administered by the Oregon Department of Transportation (ODOT), Metro, TriMet and SMART.

Administered by ODOT

Transportation modernization – adding capacity to highways and freeways

Safety – reducing crashes and making highways safer

State bridges – building or repairing bridges

Preservation – resurfacing highways

Operations – signs and signals, rockfalls, traffic management systems

Transportation enhancement – improving the appearance and function of the highway system

Administered by Metro

Regional "flexible funds" derived from two federal programs:

- SurfaceTransportation Program – any project except construction of local streets
- Congestion/Mitigation Air Quality program – projects that improve air quality

Administered by TriMet and SMART (South Metro Area Rapid Transit)

New Starts/Small Starts – developing new passenger rail or bus rapid transit*

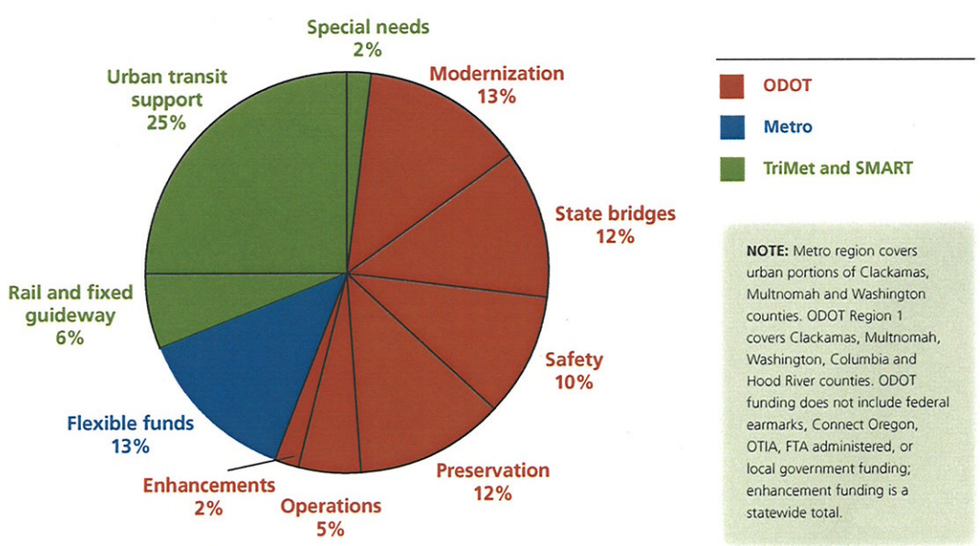
Urban transit support – supporting the bus system

Rail and fixed guideway modernization – upgrading existing rail and fixed guideway systems

Special needs grants – supporting transit services for elderly, disabled and low-income people

* TriMet has requested $238 million federal share funding for the I-205/Mall light rail project. The amount to be included in the 2008-11 Metropolitan Transportation Improvement Program has yet to be determined.

Approximate portion of $554.3 million in federal transportation investments to be administered by ODOT, Metro, TriMet and SMART 2008-11.



NOTE: Metro region covers urban portions of Clackamas, Multnomah and Washington counties. ODOT Region 1 covers Clackamas, Multnomah, Washington, Columbia and Hood River counties. ODOT funding does not include federal earmarks, Connect Oregon, OTIA, FTA administered, or local government funding; enhancement funding is a statewide total.

METRO

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Region 1
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Portland OR 97209-4037

Summary of November 2006 STIP Outreach comments

GENERAL OBSERVATIONS:

The Oregon Department of Transportation staff partnered with Metro for four outreach meetings on the 2008-2011 Statewide Transportation Improvement Program (STIP) and Metro's 2008 2011 Metropolitan Transportation Improvement Program.

Meeting dates, locations and number of citizens attending were:

GRESHAM, November 9, 2006, 41 attendees
BEAVERTON, November 13, 2006, 47 attendees
OREGON CITY, November 14, 2006,45 attendees
PORTLAND, November 16, 2006, 40 attendees

In addition, ODOT Region 1 staff conducted meetings in Hood River and Clatskanie, outside the Metro boundaries.

Comments received on the draft STIP were generally favorable concerning the Region 1 modernization, safety and bridge projects.

Expressions of support were received for proposed improvements including I-5 Victory to Lombard (Delta Park) modernization, I-5: Pacific Hwy at Wilsonville Interchange and Safety Project US 30 Bypass: NE 122nd - E 141st.

Considerable support was received for bicycle and pedestrian facilities throughout the region.

Considerable support was also received for the Springwater Trail: SE Umatilla - SE 19th and Columbia Slough Trail: M L King Jr Blvd - N Marine Drive Transportation Enhancement Project Applications.

These meetings were a valuable opportunity to hear from the public. It was clear at the joint outreach meetings that more interested was generated for commenting on the MTIP, since it is still in a preliminary phase at 150%. Preliminary outreach meetings on the 150% STIP list were held in spring 2006. This additional STIP outreach and public comment was on our 100% list. ODOT staff hopes future joint outreach meetings can be held during similar phases of the STIP and MTIP cycles.

Other New Project and Program Funding

◊ OTIA III Projects

- I-5/99W Connector - $10 m
- Hwy 217: TV Hwy to Sunset Hwy - $24.6 m
- NE 47th @ Columbia & Cornfoot - $3.3 m
- Sunrise Corridor - $20 m
- Sunnyside Road: 152nd-172nd - $8.7 m
- Kane Drive: Division – Powell Valley - $4.8m
- N Lombard Access to Rivergate - $3.6 m
- N Leadbetter Extension - $6 m
- I-5 Delta Park – Lombard - $28.8 m
- I-5/Macadam Interchange - $9.5 m
- I-84 Sandy River Bridges - $47.8 m
- NE Alderwood Air Cargo Access - $2.1 m
- N Going St Bridge Rehab - $3 m
- Terminal 4 Entrance - $1 m
- NE Cornfoot Air Cargo Access - $.8 m

◊ New SAFETEA-LU and Appropriations Earmarks

- Lake Road (Milwaukie) - $3 m
- Sunrise Corridor - $9.6 m
- I-5 Delta Park-Lombard - $14.3 m
- N Macadam Pedestrian Bridge - $9.9 m
- Columbia Corridor Freight Rail - $11 m
- Regional Trails Program - $5 m
- US 26: 185th – Cornell - $1 m
- I-5/99W Connector - $9.5 m
- Barber St (Wilsonville) - $3.7 m
- I-5 Iowa St Viaduct - $38.3 m
- Stark Street: 190th – 197th - $1.8 m
- E Burnside: 3rd to 14th – $3 m
- Sellwood Bridge - $7 m
- Troutdale/Marine Dr Ext. - $.8 m
- Hwy 217: TV Hwy – Sunset Hwy - $8.6m

◊ Connect Oregon Projects

Key Projects

- Ramsey Railyard Improvements - $6.8 m
- Terminal 6 Container Crane - $7.5 m
- Terminal 4 Grain Facility Modernization - $2.4 m
- P&W Tigard Rail Switching Yard - $3.0 m
- Streetcar extension to SW Lowell - $2.5 m

◊ Local Bridge Replacement & Rehabilitation

Key Projects

- N Vancouver Ave: Columbia Slough Bridge - $9.3 m
- Sellwood Bridge PE/EIS – $3.6 m
- Morrison Bridge - $5.6 m

◊ State Highway Trust Fund Annual Apportionment

(used primarily for Maintenance and Preservation)

- Metro Area Counties - $64.7 m
- Metro Area Cities - $51.6 m

Passenger rail: Inter-city high-speed rail (up to 79 miles per hour) is part of the state transportation system and extends from the Willamette Valley north to British Columbia. Amtrak already provides service south to California, east to the rest of the continental United States and north to Canada. These systems should be integrated with other public transportation services within the metropolitan region with connections to passenger intermodal facilities. High-speed rail needs to be complemented by urban transit systems within the region.

Pedestrian district. A pedestrian district is a comprehensive plan designation or implementing land use regulations designed to provide safe and convenient pedestrian circulation, with a mix of uses, density, and design that support high levels of pedestrian activity and transit use. The pedestrian district can be a concentrated area of pedestrian activity or a corridor. Pedestrian districts can be designated within the 2040 Design types of Central City, Regional and Town Centers, Corridors and Main Streets, as designated in local plans. Pedestrian districts emphasize a safe and convenient pedestrian environment, and facilities to support and integrate efficient use of several modes within one area (e.g., pedestrian, auto, transit, and bike).

Streetcar: Street cars provide fixed-route transit service for more locally oriented trips in higher density mixed-use centers. This service runs at least every 15 minutes and includes transit preferential treatments such as signal preemption and enhanced passenger amenities along the corridor such as covered bus shelters, curb extensions and special lighting.

Regional bus: Regional bus service is provided on most major urban streets. This type of bus service operates with maximum frequencies of 15 minutes with conventional stop spacing along the route. Transit preferential treatments and passenger amenities such as covered bus shelters, special lighting, signal preemption and curb extensions are appropriate at high ridership locations.

D R A F T 1/4/07

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING REGIONAL PRIORITIES FOR STATE TRANSPORTATION FUNDING LEGISLATION	)))	RESOLUTION NO. 07-3764 Introduced by Councilor Rex Burkholder

WHEREAS, an efficient and adequately funded transportation system is critical to ensuring a healthy economy and livable communities throughout the state of Oregon; and

WHEREAS, the Governor and the Oregon Legislature have taken action to address critical transportation needs with the passage of the Oregon Transportation Investment Acts in 2001, 2002, and 2003 and the Connect Oregon multi-modal package in 2005; and

WHEREAS, the investments that have been made possible by OTIA I, II, and III and Connect Oregon will help Oregon respond to both population growth and important economic opportunities; and

WHEREAS, these acts have provided new transportation investment dollars for the Portland metropolitan region, both for new projects and for maintenance of the existing system; and

WHEREAS, these investments will have a positive impact on the regional economy; and

WHEREAS, even with these important actions, the Portland region remains several billion dollars short of what is needed to adequately address its critical transportation needs over the next 20 years; and

WHEREAS, the 2005 report entitled "The Cost of Congestion to the Economy of the Portland Metropolitan Region" demonstrated how several factors make the Portland region more highly dependent than most metropolitan areas on an efficient transportation system; and

WHEREAS, that report demonstrated how connecting Oregon's people and businesses with local, domestic and international markets is critical for a healthy economy; and

WHEREAS, that report found that without additional investment in the region's transportation infrastructure, increasing congestion will cost the region's businesses and motorists an estimated $844 million annually by the year 2025; and

WHEREAS, Oregon's population growth continues to outpace the nation, and freight volumes in Oregon are expected to double in the next twenty years; and

WHEREAS, the distribution and logistics employment sector accounts for over 11.5% of the jobs in the Portland Metropolitan Statistical Area, placing the region 3rd among all U.S. MSA's; and

WHEREAS, funding for non-highway transportation projects is an appropriate and wise use of state funds; and

WHEREAS, the region has identified multiple project and funding needs for all modes of transportation through its Regional Transportation Plan, which has been adopted by Ordinance No. 00-869A For the Purpose of Adopting the 2000 Regional Transportation Plan; Amending Ordinance No. 96-647C For the Purpose of Adopting a Functional Plan For Early Implementation of the 2040 Growth Concept and Ordinance No. 97-715B For the Purpose of Adopting the Regional Framework Plan;

Resolution No. 00-2969B For the Purpose of Adopting the 2000 Regional Transportation Plan as the Federal Metropolitan Transportation Plan; Resolution No. 03-3380A For the Purpose of Adopting the 2004 Regional Transportation Plan as the Federal Metropolitan Transportation Plan to Meet Federal Planning Requirements and Ordinance No. 04-045A For the Purpose of Amending the 2000 Regional Transportation Plan ("RTP") For Consistency With the 2004 Interim Federal RTP and Statewide Planning Goals; and

WHEREAS, the Regional Transportation Plan documents a need for $10.4 billion in multi-modal transportation improvements to ensure a vibrant economy and the efficient movement of freight, automobiles and transit; and

WHEREAS, there is a need to build major new facilities to serve high growth areas in the Portland Metro region and throughout the state; and

WHEREAS, Oregon's highway funding per mile continues to be among the lowest, if not actually the lowest, of all western states; and

WHEREAS, Oregon's gas tax has not increased since 1993 and has lost nearly one-third of its value to inflation since then, even as gasoline prices have risen by nearly two-thirds (adjusted for inflation); and

WHEREAS, approximately one-half of the needed transportation improvements called for in the Regional Transportation Plan remain unfunded; and

WHEREAS, there is also a funding shortfall to maintain, operate and improve the existing city, county and state road system; and

WHEREAS, additional funding to meet these transportation needs will create or sustain thousands of jobs and help stimulate the economy of the region and the state; and

WHEREAS, it is in the interest of local governments inside Metro to jointly seek additional transportation funding from the 2007 Oregon Legislature; now, therefore

BE IT RESOLVED that the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) endorse a state legislative funding proposal for a multi-modal transportation program as described in Exhibit "A," including:

1. New revenues to support road operations, maintenance and modernization.
2. Lottery bonds to support the construction of the next leg of the region's high-capacity transit system (Portland-to-Milwaukie light rail).
3. Lottery bonds to support transit, freight and passenger rail, marine and aviation projects statewide ("Connect Oregon II").

ADOPTED by the Metro Council this _____ day of _____, 2006.

_____
David Bragdon, Council President

Approved as to Form:

_____

Daniel B. Cooper, Metro Attorney

M E M O R A N D U M

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

METRO

DATE: January 5, 2007

TO: RTP Interested Parties

FROM: Tom Kloster, Transportation Planning Manager
Kim Ellis, Principal Transportation Planner

SUBJECT: Regional Transportation Plan Vision - Working Draft 1.0

The attached working draft is a proposed new structure for Chapter 1 of the Regional Transportation Plan (RTP) that will eventually replace more than 40 pages of current policy language. The result is a dramatically simplified, more concise statement of intent for the plan that will guide planning for and investment in the region's transportation system.

The purpose of this transition is to sharpen the focus of the RTP on those transportation actions that most affect the implementation of the 2040 Growth Concept and to respond to the key findings and implications of the research conducted during Phase 2 of the RTP update.

The updated Chapter 1 is organized as follows:

- **Section I** describes the history and values surrounding the region's long-term vision for growth – Region 2040 - and the RTP as a key tool for implementing the Region 2040 vision.

- **Section II** describes the desired outcomes the RTP is trying to achieve and how to measure success when evaluating investment alternatives and making decisions about future transportation investments. The RTP vision is a set of goals and measurable objectives that describe long- and short-term desired outcomes for the regional transportation system to best support the Region 2040 vision and protect the region's quality of life. The goals and measurable objectives are organized into two sections: system design and management and governance.

More specific strategies (actions) will be developed for how to achieve these goals and objectives during Phase 3 of the RTP update.

To simplify Chapter 1, there are several components that are either replaced or consolidated in the new format. This is a working document in early draft form, so the following summary of major edits will grow as the document evolves:

- There are just two system maps - one for the design of the street system, and one for the design of the transit system. The merging of other modal system maps is discussed below.

  Rationale for change: *This consolidation emphasizes a systems perspective rather than a modal perspective for the design, management and governance of the regional transportation system.*

- The motor vehicle functional classification system is dropped, with the remaining design and performance objectives for this system merged with street design objectives and a street design classification map.

  Rationale for change: *The current two system map perspective for the design and function of the regional street system has been confusing, and in many cases ignored, during local implementation.*

- The current motor vehicle level-of-service (LOS) policy is updated, and replaced with multi-modal design objectives set forth in the system design section and a multi-modal corridor performance measure set forth in the system management section.

  Rationale for change: *The current LOS policy is not realistically attainable given other desired outcomes for land use, the economy, equity, fiscal stewardship and the environment. Recent amendments to the Oregon Transportation Plan also recognize the issues inherent with traditional approaches to dealing with congestion. This change moves the RTP away from level-of-service as the primary tool used to determine transportation needs and how big to size the system. The updated Chapter 1 uses aggregate, multi-modal system design objectives and a person-trip capacity measure to inform sizing of the transportation system over time. Reliability of the system, particularly for freight and goods movement, is also emphasized through travel time objectives and performance measures. The traditional level-of-service measures (e.g., demand-to-capacity ratios and travel speeds) would continue to be used as a diagnostic tool to identify problem areas, monitor performance of the system and inform phasing of transportation investments needed to complete the system over time. More specific strategies will be developed for how to achieve these objectives.*

- The regional freight functional classification system is dropped, and replaced with a regional freight corridors map that simply informs design and management objectives for critical freight access routes that includes road, rail, air and waterways.

  Rationale for change: *The focus of the RTP should be ensuring critical freight access routes are provided and that they be reliable and designed to facilitate efficient freight and goods movement. A functional classification system map is not needed to accomplish these objectives. More specific strategies will be developed for how to achieve these objectives.*

- The regional bicycle and pedestrian classification systems are dropped, and replaced with design objectives that expected to be implemented for all streets in the region.

  Rationale for change: *The current system map approach for the design and function of the regional bicycle and pedestrian systems has been confusing, and in some cases ignored, during local implementation. The focus of the RTP should be ensuring a safe, continuous and attractive network of bikeways and pedestrian facilities on all streets in the region. A functional classification system map is not needed to accomplish these objectives. The regional street design*

guidelines and livable streets handbooks will continue to guide the design of streets to promote walking, biking and access to transit in the region. More specific strategies will be developed for how to achieve these objectives.

- The transit system map will be expanded to reflect a design and management approach for providing radial bus service to 2040 centers from their respective, overlapping radial systems to serve cross-town market areas of regional centers and town centers.

  ***Rationale for change**: This change responds to changing travel patterns in the region in response to significant growth in population and jobs in areas outside the Central City that are not well-served by the traditional hub and spoke system that has been in place in the Portland metropolitan region since the 1980's. RTP background research demonstrated a growing demand and desire for a web of convenient travel service connections between suburban areas of the region that also remain linked to the Central City. The RTP vision retains the regional transit service elements from the current RTP integrates them in a different way to serve this growing demand. More specific strategies will be developed for how to achieve these objectives, with particular attention to supporting the total transit trip as well as transit-oriented development and pedestrian access needed to support transit service.*

- A system management perspective is more prominently emphasized, encompassing the transportation system management and operations (TSMO) and transportation demand management (TDM) work currently underway in the region.

  ***Rationale for change**: This change responds to policy recent direction from the federal and state levels to better link system management to planning for the region's transportation system as a cost-effective approach to improve travel choices in addition to the performance and reliability of the system. The management objectives focus on optimizing corridors for people and goods movement. More specific strategies will be developed for how to achieve these objectives.*

- Green Corridors are dropped as an RTP feature, and the policy components merged with the Parkway design designation for the purpose of the RTP. The Green Corridor designation would remain in the 2040 Growth Concept and Urban Growth Management Functional Plan, with the Parkway design as the basic RTP implementing strategy.

  ***Rationale for change**: This change responds to the complexity of Green Corridors implementation that is more appropriately addressed through Metro's Urban Growth Management Functional Plan and intergovernmental agreements.*

WORKING DRAFT 1.0

Chapter 1
Regional Transportation Vision

Preface

Transportation shapes our communities and our daily lives in profound and lasting ways. What we plan for today will affect the health of our communities, our economy and our environment for many years to come.

Looking ahead, the Portland metropolitan region is at an important crossroads.

- Our region is experiencing unprecedented growth and with that increasing congestion that threatens the economic competitiveness of state.
- Our system of roads and bridges is aging – much of it built 50 years ago.
- There is increasing competition for transportation funds, yet fewer dollars to maintain the infrastructure we have, let alone fund new high-cost solutions.

While the Portland metropolitan region is faced with many difficult challenges that also face other metropolitan areas throughout the nation – these issues also pose an opportunity for the region's elected officials and business and community leaders to work together and be innovative in how we move forward to protect our quality of life and economy. This important work begins with updating the vision for the region's transportation system to re-define the responsibility of the Regional Transportation Plan (RTP) to keep this region a great place to live and work for everyone, and preserve its unique qualities and natural beauty.

Our work will be both challenging and exciting, requiring a new level of collaboration between the Metro Council, public and private sector leaders, community groups, businesses and the residents of the region. Our success in addressing these complex challenges will be measured in many ways and by many people – including future generations who will live and work in the region.

Document Organization

This document is organized into two sections:

- Section I. describes the history and values surrounding the region's long-term vision for growth – Region 2040 - and the RTP as a key tool for implementing the Region 2040 vision.

- Section II. describes a vision of what the RTP is trying to achieve and how to measure whether or not we are successful when evaluating investment alternatives and making decisions about future transportation investments.

A glossary of terms is provided at the end of the document for reference.

The RTP Goals and Measurable Objectives defined in this document represent a statement of the vision (desired outcomes) for the region's transportation system to best support the Region 2040 vision and will be used to evaluate and prioritize transportation investments during Phase 3 of the RTP update. The methods for conducting this evaluation will be described in a separate technical memorandum.

Eventually, this document will become a chapter in the updated Regional Transportation Plan that is anticipated to be approved by JPACT and the Metro Council in November 2007, pending air quality analysis.

WORKING DRAFT 1.0

CHAPTER 1

Regional Transportation Vision For the Portland Metropolitan Region

TABLE OF CONTENTS

I. REGIONAL CONTEXT

Metro Charter

In 1978, the voters within the metropolitan areas of Clackamas, Multnomah and Washington counties approved a ballot measure that made Metro the nation's first directly elected regional government. That vote gave Metro the responsibility for coordinating the land use plans of the 28 jurisdictions in the region as well as other issues of "regional significance." In 1992, the voters of the region approved a charter that gave Metro jurisdiction over matters of metropolitan concern and required the adoption of a Regional Framework Plan.

> *We, the people of the Portland area metropolitan service district, in order to establish an elected, visible and accountable regional government that is responsive to the citizens of the region and works cooperatively with our local governments; that undertakes, as its most important service, planning and policy making to preserve and enhance the quality of life and the environment for ourselves and future generations; and that provides regional services needed and desired by the citizens in an efficient and effective manner, do ordain this charter for the Portland area metropolitan service district, to be known as Metro.*[1] *(emphasis added)*

The preamble to the Metro Charter, which defines the agency's most important service as "…to preserve and enhance the quality of life and the environment for ourselves and future generations," lays the groundwork for all of Metro's regional planning activities to directly address sustainability, including development of the Regional Transportation Plan (RTP).

Ethics of Sustainability and The Regional Transportation Plan

There are many definitions of sustainability, but all of them have three common ethics that address equity, environment and economy. To ensure integration of these ethics of sustainability into the larger RTP vision and desired outcomes the implementation of the plan is trying to achieve, the following ethics of sustainability must be the foundation for all planning activities governed by the RTP:

> Equity - the responsibility of the plan to all current and future residents and businesses of the region. The RTP shall provide a comprehensive system of transportation services and infrastructure that provides safe and affordable travel choices and ensures equitable access to work, education and nature for the people of region.
>
> Environment - the responsibility of the plan to the landscape. The RTP shall ensure that transportation services and infrastructure protect and enhance human health and the natural environment.
>
> Economy - the responsibility of the plan to of the economy of the region. The RTP shall provide for transportation services and infrastructure that reflect and help implement the region's long-term vision for growth and support the health of our economy.

[1] Metro. *Preamble of Metro Charter as approved in 1992 and amended in 2000.*

2040 Growth Concept

Adoption of the 2040 Growth Concept in 1995 responded to the mission called out in the Metro Charter and established a new direction for planning in the Portland metropolitan region by linking transportation investments to desired outcomes for urban form, the economy and the environment. The unifying theme of the 2040 Growth Concept is to preserve the region's economic health and livability while planning for expected growth in this region in an equitable and fiscally sustainable manner. This new direction reflected a regional commitment to implementation of a long-term strategy to protect the things that the residents of the Portland metropolitan region have consistently said they value: vibrant communities, a strong regional economy, access to jobs, affordable housing and nature, protecting habitat and the environment for wildlife and people, transportation choices and resources for future generations.

The following are descriptions of each of the 2040 Growth Concept land-use components and the transportation system envisioned to serve them. The 2040 Growth Concept land-use components, called 2040 Design Types, are grouped into a hierarchy that serves as a framework to guide RTP investment priorities. Table 1 lists each 2040 Design Type, based on this hierarchy.[2]

Table 1. Hierarchy of 2040 Design Types

Primary land-use components	**Secondary land-use components**
Central city	Local industrial areas
Regional centers	Station communities
Regionally significant industrial areas	Town centers
Intermodal facilities	Main streets
	Corridors
Other urban land-use components	
Employment areas	
Inner neighborhoods	
Outer neighborhoods	

Decisions about land use and transportation cannot be, and should not be separated. Success of the 2040 Growth Concept, in large part, hinges on achieving the regional transportation goals and objectives identified in this plan.

2040 Fundamentals

In 1996, the Metro Council approved policies[3] *(actions)* to implement the 2040 Growth Concept and committed to monitoring the progress of these actions. In 1997, the growth concept vision was condensed into eight fundamental values that express the region's vision for implementation of the 2040 Growth Concept and desired outcomes for urban form and the health of our communities, our economy and our environment.

[2] More detailed descriptions of the land use and transportation elements of each 2040 Design Type can be found in the Regional Urban Growth Goals and Objectives and Regional Framework Plan.
[3] Metro. Urban Growth Management Functional Plan.

Adopted by the region in 1997 as part of the Regional Framework Plan, the 2040 Fundamentals focused the scope of efforts to monitor implementation of the Region 2040 plan and the degree to which the actions taken are achieving the Region 2040 vision over time. The 2040 Fundamentals embrace the ethics of sustainability described earlier for all Metro's planning and 2040 implementation activities.

The Regional Transportation Plan is a key tool for implementing the 2040 Growth Concept vision as well as other federal and state mandates for transportation planning.[4] Planning and investments in the transportation system are the means to an end - citizens of the region do not measure their quality of life by how good a plan is or how many bike lanes or highway miles are constructed in their community. Quality of life is measured by how well they live and the extent to which where they live is economically prosperous and affordable, and the quality of the natural, community and social environments. These elements are what people value and transportation planning and investments are a means to assure the region's quality of life and economy are protected.

The Regional Transportation Plan (RTP) vision described in this chapter relies on the 2040 Fundamentals as an expression of what the citizens of this region value to provide focus for what the RTP will address and monitor over time and to measure whether the plan is helping to maintain regional quality of life for its citizens. For purposes of the RTP, the 2040 Fundamentals have been consolidated into the 6 fundamentals described below:

1. Vibrant Communities - *A vibrant place to live and work, and compact development that uses both land and infrastructure efficiently and focuses development in 2040 centers, corridors, and industrial and employment areas.*

2. Healthy Economy - *A healthy economy that generates jobs and business opportunities and sustains the region's agricultural industry.*

3. Healthy Environment - *Forests, rivers, streams, wetlands, air quality and natural areas are restored and protected.*

4. Transportation Choices - *An integrated transportation system that supports land use and provides reliable, safe and attractive travel choices for people and goods.*

5. Equity - *Equitable access to affordable housing, jobs, transportation, recreation and services for people in all income levels is provided.*

6. Fiscal Stewardship - *Stewardship of the public infrastructure ensures that the needs and expectations of the public are met in an efficient and fiscally sustainable manner.*

II. REGIONAL TRANSPORTATION PLAN VISION

Overview

The Regional Transportation Plan (RTP) is the vision for the major transportation system in the Portland metropolitan region. The plan establishes the framework for the design, management and governance of all major system investments, and is a statement of positive future

[4] Development of the Regional Transportation Plan must also respond to a variety of mandates included in Oregon Transportation Plan, Oregon Transportation Planning Rule, and federal legislation such as the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

outcomes that reflect public opinion and support the things the residents of the region most value.

This RTP reflects the continued evolution of regional transportation planning from a primarily project-driven endeavor to one that is framed by the larger set of outcomes that affect people's everyday lives and the quality of life in this region. An outcomes-based plan requires careful monitoring to ensure that incremental decisions to implement the plan through corridor and project planning are consistent with the plan vision, as measured by specific outcomes, and flexible enough to adapt to the challenges of the 21st century.

Organizational Structure for RTP Vision (Goals and Objectives)

The RTP vision is organized into a series of *goals* and *measurable objectives* that have been identified to guide the design, management and governance of the region's transportation system to best support the 2040 Fundamentals.

- *Goals* are statements of purpose that describe long-term desired outcomes (or a vision) for the region's transportation system to support and implement the Region 2040 vision.
- *Measurable objectives* comprise two elements - an objective statement and a performance measure – that represent even more specific outcomes the RTP is trying to achieve.
    - *Objectives* are similar to goals as they also represent a desired outcome. However, an objective is an intermediate, shorter-term result that must be realized to reach the long-term goals the RTP is trying to achieve.
    - *Performance measures* characterize the objective with quantitative or qualitative data to assess how well objectives are being met. They can be applied at a system level and project level, and provide the planning process with a basis for evaluating alternatives and making decisions on future transportation investments.

The goals and measurable objectives are further organized into two sections. These sections are:

1. System Design and Management – Goals and measurable objectives that define desired outcomes for the physical design and management of the transportation system over time to best support the Region 2040 vision as expressed through the 2040 Fundamentals.
2. Governance - Goals and measurable objectives for that define desired outcomes for jurisdictional and fiscal governance of the transportation system to ensure meaningful public involvement, maximization of public investments and accountability to the public to build and maintain public trust in government.

A summary of the goals and measurable objectives is provided in Table 2.

Table 2. Regional Transportation Plan Goals

Transportation Design and Management
Goal 1 Compact Urban Form and Economic Competitiveness Decisions about land use and transportation services and infrastructure are integrated to support efficient development, promote job and housing proximity and strengthen the economy.
Goal 2 Equitable Access Transportation services and infrastructure provide all residents of the region with equitable access to affordable housing. jobs, shopping, educational, cultural and recreational opportunities and business access to the workforce.
Goal 3 Mobility and Reliability Transportation services and infrastructure provide a seamless and well-connected network of throughways, arterials and transit services to ensure effective and reliable travel choices for people and goods movement.
Goal 4 Safety and Security Transportation services and infrastructure are safe and secure for the public and goods movement.
Goal 5 Human Health and the Environment Transportation services and infrastructure protect and enhance the quality of human health and the natural environment.
Governance
Goal 6 Effective Public Involvement All major transportation decisions are open and transparent, and grounded in meaningful public involvement of the public, including those traditionally under-represented, businesses, community groups and local, regional and state jurisdictions that own and operate the region's transportation system.
Goal 7 Fiscal Stewardship Regional transportation planning and investment decisions maximize the public investment in infrastructure, preserving past investments for the future and prioritizing cost-effective solutions that reinforce Region 2040 to address transportation needs.
Goal 8 Accountability The region's government, business and community leaders work together so the public experiences transportation services and infrastructure as a seamless, comprehensive system of transportation facilities and services that bridge institutional and fiscal barriers.

Collectively, the RTP goals and measurable objectives described in this chapter will be used to prioritize critical transportation investments that best support the long-term vision for managing growth in our region and the broader sustainability mission identified in the Metro Charter. The goals and measurable objectives will also be the basis for monitoring performance of the plan over time. Through evaluation and monitoring, the region can be sure that investments in the transportation system are achieving desired outcomes.

System Design and Management

Overview

Since the adoption of the Region 2040 Growth Concept in the mid-1990s, the region has embarked on an aggressive effort to further define urban form through design and management of the transportation system. For transportation, this effort has included a new emphasis on an interconnected multi-modal network and facility design and management that reinforces planned urban form, supports a healthy economy, protects natural systems and rural reserves and serves access needs for all people, including children, seniors and people with disabilities.

Regional street design guidelines contained in Metro's Livable Streets handbooks[5] address federal, state and regional transportation planning mandates with street design concepts intended to support local and regional implementation of the 2040 Growth Concept. In addition, the evolution of new design and operations practices is allowing for better management of stormwater runoff and the impact of transportation systems on wildlife habitat and migration corridors.

Effective design and management of the transportation system support many desired outcomes, as set forth in the Region 2040 vision, including:

- promotes an efficient and compact urban form that creates vibrant communities and minimizes urban sprawl in a growing region, which in turn helps protect natural resources and rural reserves.
- supports the region's economy by providing for the cost-effective and reliable movement of people and goods through an interconnected system of throughways, arterial streets, transit, air, marine and rail systems.
- provides affordable and equitable travel choices in the region so all residents of the region have an opportunity to meet their daily needs and meaningfully participate in their community.
- maximizes the public return on transportation investments in streets and transit by optimizing the existing system and focusing future growth in areas where public infrastructure already exists, or can be reasonably expanded.
- promotes active living through the development of safe, convenient and attractive multi-modal systems that increase walking and bicycling, which in turn, has public health and environmental benefits.

[5] The handbooks are: Creating Livable Streets: Streets for 2040, Green Streets: Innovative Solutions for Stormwater and Stream Crossings and Trees for Green Streets.

System Design and Management Goals and Objectives

The following goals and measurable objectives define the vision for the design and management of the regional transportation system to support the region's long-term vision for growth in the Portland metropolitan region

Goal	Objectives	Potential Performance Measures
Goal 1 Compact Urban Form and Economic Competitiveness Decisions about land use and transportation services and infrastructure are integrated to support efficient development, promote job and housing proximity and strengthen the economy.	Objective 1.1 Compact Urban Form - Reinforce growth in and access to 2040 centers, industrial areas, freight and passenger intermodal facilities, corridors and employment areas with investment decisions.	• *Transportation investments (by 2040 land use).*
	Objective 1.2 Economic Competitiveness and Job Creation - Promote the expansion and diversification of the region's economy and business opportunities through the efficient and effective movement of people, goods, services and information.	• *Tons of freight transported (by mode).*
	Objective 1.3 Reliable Market Area Access - Ensure that 2040 Centers, Industrial Areas and Intermodal Facilities have adequate access to surrounding market areas as measured in travel time, as defined in Table 2.	• *Travel time between key locations.*
	Objective 1.4 Freight Reliability - Protect and enhance investments on regional freight routes to maintain off-peak reliability for moving freight into, through and within the region.	• *Average daily truck delay for regional freight corridors.* • *Off-peak hour traffic congestion on regional freight corridors.*
	Objective 1.5 Travel Choices - Provide a multi-modal transportation system to reduce reliance on the automobile for people movement and provide businesses choice in goods movement.	• *Percent of trips to work by walking, biking, transit and shared ride (by 2040 land use).* • *Progress toward Modal Targets in Table 3.* • *Percent on freight tonnage by mode.*

Goal	Objectives	Potential Performance Measures

Goal	Objectives	Potential Performance Measures
Goal 2 Equitable Access Transportation services and infrastructure provide all residents of the region with equitable access to jobs, shopping, educational, cultural and recreational opportunities and business access to the workforce.	Objective 2.1 Equitable Access to Travel Choices - Provide all residents and businesses of the region with equitable access to travel choices to carry out their essential daily activities.	• *Percent of homes within 30 minutes travel time of employment by auto and transit during peak periods.* • *Percent of jobs within 30 minutes of travel time to workforce by auto and transit during peak periods.* • *Percent of homes and parks within one-quarter mile of regional multi-use trail system.*
	Objective 2.2 Barrier Free Transportation - Provide a seamless and coordinated system that is barrier-free and serves transportation needs for all people, including people with low income, children, seniors and people with disabilities.	• *Percent of seniors and people with disabilities within one-quarter mile of regional transit service.* • *Percent of low-income households within one-quarter mile of regional transit service.*

Goal	Objectives	Potential Performance Measures

Goal	Objectives	Potential Performance Measures
Goal 3 Mobility and Reliability Transportation services and infrastructure provide a seamless and well-connected network of throughways, freight rail, air and water networks, arterials and transit services to ensure effective and reliable travel choices for people and goods movement.	Objective 3.1 Off-Peak Reliability – The regional system is managed to maintain off-peak reliability to support goods movement throughout the region.	• *Travel times in key corridors.*
	Objective 3.2 Effective People and Goods Movement - The regional throughway system is monitored in the context of broad corridors that extend to adjacent arterial and transit systems within one mile to maintain total person-trip capacity during peak travel periods (see Figure 2).	• *Total person-trip and freight capacity for key corridors.*
	Objective 3.2.1 Throughway Connectivity - Provide a network of limited-access throughways that connect the Central City, Regional Centers, Industrial areas, and freight Intermodal Facilities to primarily serve interstate, intercity and inter-regional movement.	• *Percent of Regional Centers, Industrial Areas and Freight Intermodal Facilities served by direct arterial connections to throughways.*
	Objective 3.2.2 Street and Regional Transit Connectivity - Provide a complementary network of regional arterials at one-mile spacing, and community arterials streets at half-mile spacing and local streets at one-tenth mile spacing, with regional transit service on all arterial streets.	• *Percent of homes and jobs within one-quarter mile of regional transit service.*
	Objective 3.2.3 High Capacity Transit Connectivity - Provide a network of high capacity transit service that connects the Central City, Regional Centers and passenger intermodal facilities.	• *Percent served by high capacity transit service (by 2040 land use).* • *Percent of homes within one-half mile of high capacity transit service.*
	Objective 3.2.4 Community Transit Connectivity - Provide a complementary network of community bus services connections that serve 2040 Growth Concept centers, industrial areas, employment areas and corridors, and provide access to the regional high capacity transit network.	• *Percent of homes and jobs within one-quarter mile of community transit service.*
	Objective 3.2.5 Regional Freight Connectivity – Designate a multimodal network of well-connected and efficient regional freight routes on arterial streets that provide direct freight access from industrial areas and freight intermodal facilities to throughways.	• *Percent of Industrial areas and freight intermodal facilities served by direct arterial connections to throughways.*
	Objective 3.2.6 Bike Connectivity - Provide a continuous network of safe, convenient and attractive bikeways on all streets and improve access to transit facilities.	• *Percent of street system with bikeways.*
	Objective 3.2.7 Pedestrian Connectivity - Provide a continuous network of safe, convenient and attractive pedestrian facilities on all streets and improve access to transit facilities.	• *Percent of street system with sidewalks.* • *Percent of regional transit stops with connecting sidewalks.*

Goal	Objectives	Potential Performance Measures
	Objective 3.10 Regional Multi-Use Trail Connectivity - Provide a complementary network of regional multi-use trails with a transportation function that connect primary 2040 land uses, on-street bikeways, and pedestrian and transit facilities.	• *Percent of regional multi-use trails with a transportation function completed.*
Goal 4 Safety and Security Transportation services and infrastructure are safe and secure for the public and goods movement.	Objective 4.1 Improve Safety - Reduce traffic fatalities and crashes per capita for all modes of travel.	• *Per capita traffic crashes and fatalities (by mode).*
	Objective 4.2 System Deficiencies - Eliminate deficiencies in the regional transportation system that threaten the safety and security of the public and goods movement.	• *Percent and number of Safety Priority Index System (SPIS) locations addressed.*
	Objective 4.3 Improve Security - Reduce vulnerability of the public, goods movement and critical transportation infrastructure from terrorist actions and natural hazard emergencies (e.g., severe storms, earthquakes, landslides and flooding).	

Goal	Objectives	Potential Performance Measures
Goal 5 Human Health and the Environment Transportation services and infrastructure protect and enhance the quality of human health and the natural environment.	Objective 5.1 Compact urban form - Reinforce the development of a compact urban form to minimize the impact of growth and urban sprawl on natural systems.	
	Objective 5.2 Natural Environment - Protect and minimize impacts on habitat connectivity, ecological viability and water quality.	• *Acres of environmentally-sensitive land impacted by new transportation infrastructure.* • *Number of culverts on regional road system that inhibit fish passage.* • *Acres of riparian corridors impacted by new transportation infrastructure.* • *Percent of street system with street trees that provide canopy for interception of precipitation.* • *Percent of street system with infiltration capacity.*
	Objective 5.3 Air Quality - Protect and enhance air quality so that as growth occurs, human health and visibility of the Cascades and the Coast Range from within the region is maintained.	• *Daily tons of smog forming, particulate and air toxics pollutants released.*
	Objective 5.4 Human Health - Promote physical activity, reduce noise impacts and advance efficient trip-making patterns in the region.	• *Number of trips per capita per day.* • *Daily vehicle miles traveled per person.* • *Average trip length.* • *Average auto occupancy.* • *Percent of non-single occupancy vehicle trips (e.g., walking, bicycling, transit and shared ride).*

System Design Concept

This section describes the elements that make up the system design concepts shown in Figures 1 and 2. The system design concept defines a vision for build-out of the regional transportation system.

Overview

The design of the transportation system has profound and lasting impacts on a community. The following transportation system design elements reflect the fact that streets perform many functions, and the need to provide a well-designed transportation system to make the transportation system safer and more effective for all modes of travel while also support the Region 2040 vision. Implementation of the design elements is intended to promote community livability by balancing all modes of travel and address the function and character of surrounding land uses when designing streets of regional significance.

Street Design Elements

Throughways

Limited-access facilities designed for cross-regional travel with average lengths of 5 miles or more.

- *Freeways* - limited-access facilities of 4-6 lanes with interchanges at spacing of no less than one mile.
- *Highways* - limited access facilities of 4-6 lanes with a mix of at-grade and separate-grade interchanges.
- *Parkways* - limited access facilities of 4 lanes with a mix of at-grade and separate-grade interchanges, multi-use trail system and adjacent greenway.

Regional Arterials

General access facilities that provide for sub-regional travel and access to throughways, with average trip lengths of less than 5 miles.

- *Regional Boulevards:* Four-lane facilities with turn lanes designed to emphasize transit, bicycle and pedestrian travel in 2040 Centers, Main Streets and Station Communities, while accommodating high traffic volumes.
- *Regional Streets:* Four-lane facilities with turn lanes designed to serve all modes of travel in 2040 Industrial Areas, Corridors Employment Areas and Neighborhoods, while accommodating high traffic volumes.

Community Arterials

General access facilities that provide for community travel and connections to regional arterials, with average trip lengths of less than 3 miles.

- *Community Boulevard:* Two or four-lane facilities with turn lanes designed to emphasize transit, bicycle, pedestrian travel and on-street parking in 2040 Centers, Main Streets and Station Communities.

- *Community Street:* Two or four-lane facilities with turn lanes designed to serve all modes of travel in 2040 Industrial Areas, Corridors Employment Areas and Neighborhoods.

Figure 1
Regional Street System Concept

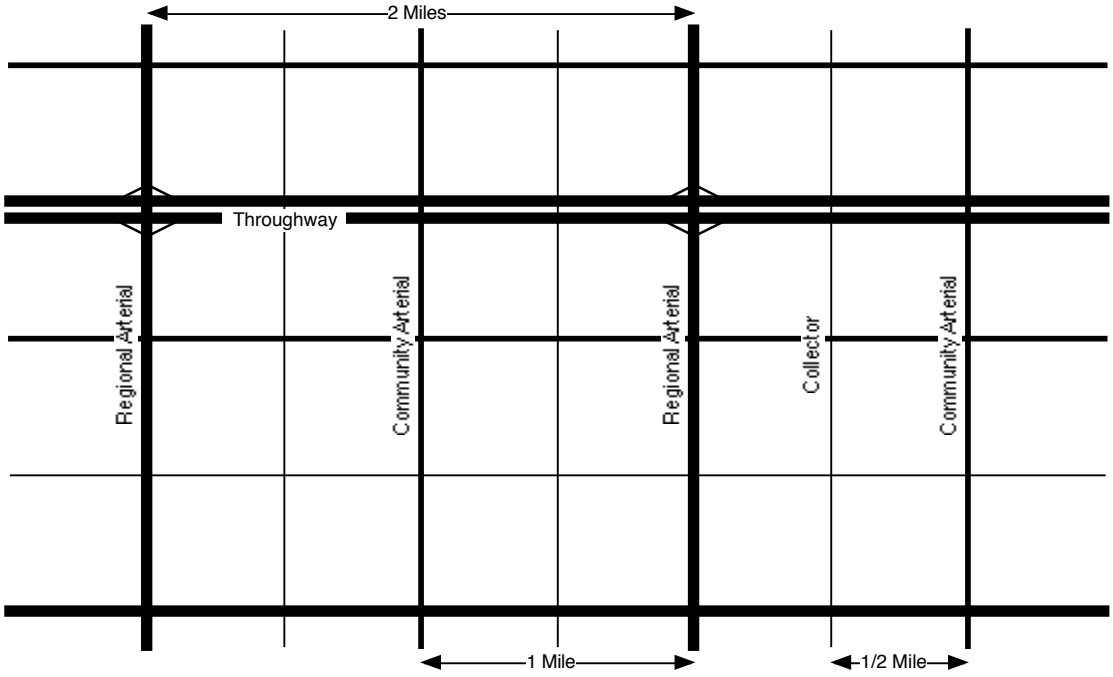
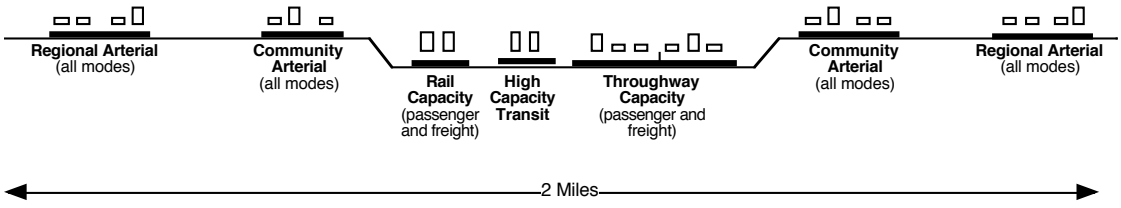


Figure 2
Regional Multi-Modal Corridor Capacity Concept

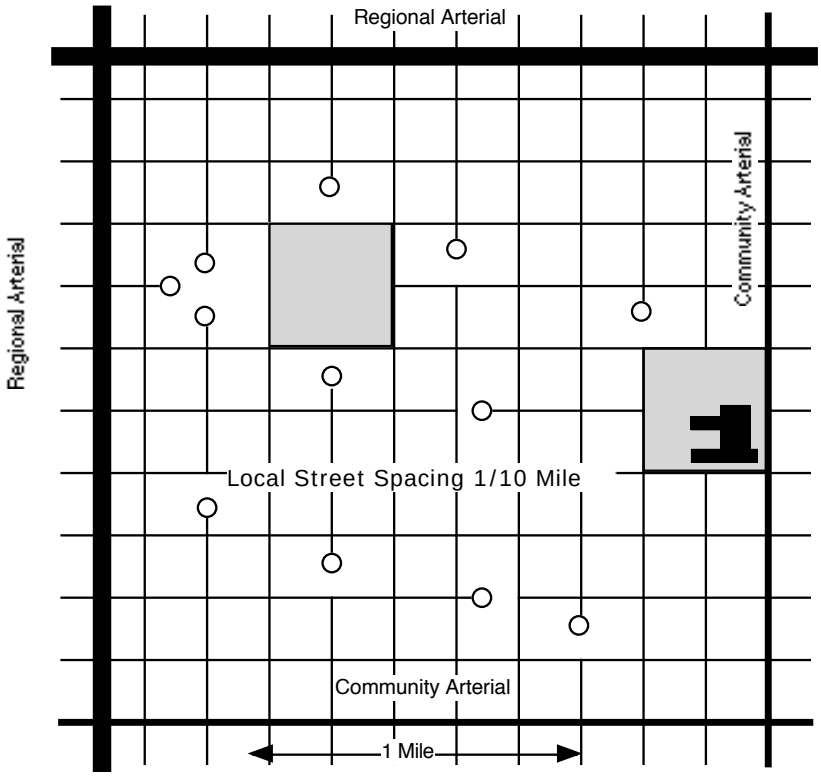


Collector and Local Streets

General access facilities that provide for community and neighborhood circulation, with average trip lengths of less than 2 miles. Collector streets have two travel lanes and provide connections to the regional and community arterial system. Local streets have one or two travel lanes and a pavement width of 20-32 feet, on-street parking and sidewalks on two sides. Local and collector

streets are spaced at one-tenth mile intervals, or more frequent bike and pedestrian connections made where streets cannot be constructed.

Figure 3
Local Street System Concept



Transit System Design Concept

This section describes the elements that make up the transit system design concept shown in Figure 3. The transit system design concept defines a vision for build-out of the regional transit system.

This section describes elements of the regional and local transit system.

High Capacity Transit Network

High capacity transit provides the backbone of the transit network connecting the Central City, Regional Centers, and passenger intermodal facilities. It operates on a fixed guideway within an exclusive right-of-way to the extent possible. High levels of passenger amenities are provided at transit stations and station communities including schedule information, ticket machines, special lighting, benches, shelters, bicycle parking, and commercial services. Speed and schedule reliability are maintained using signal preemption at at-grade crossings and/or intersections. Types of high capacity transit facilities and services include:

- Light Rail
- Commuter Rail

- Bus Rapid Transit
- Intermodal Passenger Facilities (Amtrak & Greyhound)

Regional Transit Network

The regional transit network relies on transit service headways of 15-minutes or less on all arterial roadways (the time of day will be determined). This service also includes preferential treatments at major transit stops and high ridership locations such as signal preemption and enhanced passenger amenities such as covered bus shelters, curb extensions and special lighting. Types of regional transit facilities include:

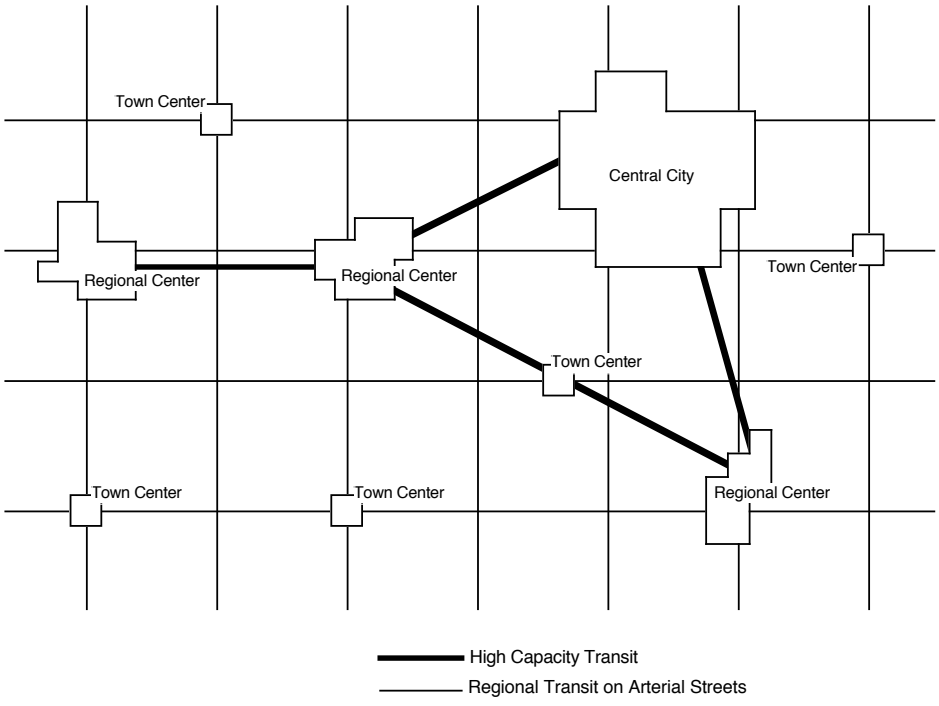
- Frequent & Regional Bus
- Streetcar
- Park-and-Ride Lots
- Major Transit Stops

Local Transit Network

The local transit network provides basic service and access to the regional and high capacity transit networks. It also offers coverage and access to primary and secondary land-use components. Transit preferential treatments and passenger amenities are appropriate at high ridership locations. Types include:

- Local Bus
- Park-and-Ride Lots
- Mini-Bus
- Para-Transit

Figure 4
Regional Transit System Concept



Transportation Management Concept

The preceding section on system design and management, five goals were listed:

- Compact Urban Form and Economic Competitiveness
- Equitable Access
- Mobility and Reliability
- Safety and Security
- Human Health and Environment.

These goals and measurable objectives also guide management of the regional transportation system.

Overview

Transportation infrastructure represents a major public investment. Roads, bridges and Port facilities often constitute the largest assets owned by local governments and Port authorities.

Despite the effort put into designing an ideal system, the street, freight and transit networks sometimes do not perform up to their true potential. A road or rail line that does not provide good service to its users is similar to buying a stock that goes nowhere: both have a low return on investment. Therefore, managing the system so that the full potential is realized is a cost-effective way to increase the rate of return on the public's investment in the transportation system and a necessary step before investing in further expansion of transportation infrastructure.

To accomplish this, many states and metropolitan areas are therefore looking at new models for managing the capacity that already exists on regional transportation systems, and for managing the addition of new capacity. Strategies that allow the region to better use the existing transportation system benefit all users of it.

The concept of transportation management has two components. The first component includes strategies that focus on making the infrastructure better serve the users. The second component includes programs that enable the users to take advantage of everything the system has to offer. These components are commonly known as system and demand management, respectively.

- <u>System Management Elements</u>

  System management, which is also known as Transportation System Management and Operations (TSMO), requires a careful balance between safety and performance. Perhaps the most rudimentary example is the speed limit: lower speeds reduce capacity but increase safety. The same is true of traffic signals. A common TSMO strategy involves optimizing traffic signal timing to reduce congestion and delay without compromising safety. Signals, speed limits, access management and many other elements can be managed to improve the performance of existing infrastructure and thereby maximize the value of the public investment.

- <u>Demand Management Elements</u>

Demand management, which is also known as Transportation Demand Management (TDM), focuses on the user of the system, the barriers they encounter and the benefits of traveling efficiently for all trip purposes. TDM helps the system as a whole perform optimally by providing services, incentives, supportive infrastructure and awareness for travel options. Examples of each are: rideshare matching services; employer transit pass incentive programs; end-of-trip facilities like bike racks and showers; and, marketing programs that provide individualized travel information.

Application in the Portland Metropolitan Region

In some parts of the Portland metropolitan region, the transportation system is already complete, while in other parts of the region, especially those where new development is planned, significant amounts of infrastructure will be added. In both contexts, management strategies have great value. Where the system is already built-out, such strategies may be the only ways to manage congestion and achieve other objectives. Where growth is occurring, system and demand management strategies can be integrated before and during development.

Notably, technology is playing an increasing role in the implementation of transportation management strategies. The application of advanced technology to transportation, referred to as Intelligent Transportation Systems (ITS), can multiply the benefits of some strategies and create opportunities where none existed before. For example, a common strategy for managing throughways is to try to respond quickly when an incident occurs. This simple approach to system management does not require any technology, but it benefits from surveillance devices that shorten the time it takes to determine that a crash or breakdown has occurred or communication technology that expedites the dispatching of a tow truck or police car.

System Management Elements

There are many types of system management strategies. The categories employed here reflect the fact that some of these strategies are implemented continuously while others are deployed in response to certain events, some of which can be anticipated while others cannot.

- Ongoing

  These are strategies that are carried out continuously, such as traffic signals and ramp meters. Through ongoing management, minor adjustments can be made, sometimes in real-time, to improve the system performance. In the transit realm, for example, the location of buses can be monitored so that dispatchers know if one is behind schedule or off route.

- Preparedness

  These strategies are oriented to situations that may arise at any time and for which operators must be prepared. The most common example is traffic incidents, which includes crashes as well as breakdowns and stalls. When such an event occurs, the relevant operators are prepared to respond quickly so that traffic can be restored.

- Advance Planning

  These strategies are also oriented to occasional situations but in this case, the events are known in advance, such as a parade, a major sporting event, a work zone or other kind of disruption. For example, with a major sporting event, departing spectators may create a strain on the local roads as well as the transit service. Operators can adjust signal timing, increase transit service and take other measures to limit the disruption.

Demand Management Elements

Demand management strategies are equally diverse. A meaningful way to categorize them is according to the travel choices that individuals make, including when, where, and how to go from one place to another.

- Fewer and Shorter Trips

  These programs promote the concept that by combining trips, a person can save time and money (such as the cost of gas if they are driving). For example, doing several errands on one trip often requires less driving than making each errand separately. Living near work, school and shopping shortens trip length, allowing for walking trips which increases community health. Working from home via phone or computer is an option for some people to eliminate commute trips. Such programs depend on raising awareness, showing costs and benefits, and providing incentives.

- Mode choice

  These programs promote benefits and reduce barriers to travel options, helping people efficiently get to work, school, shopping, and other trip purposes. While some trips may require travel by car, others are possible by walking, biking or taking transit. Some programs focus on travelers who are not using these options because they lack information that would increase their comfort. For example, many people would like to ride their bikes to work or school but are unaware of a map that can guide them to safe routes. Other programs in this category seek to increase use of options by such means as providing rideshare matching services, partially financing vanpools and reserving parking spaces for these vehicles. This example demonstrates that mode choice programs depend on providing services, incentives and supportive infrastructure while raising awareness.

- Choice of route and timing

  These programs seek to help travelers find the best route and timing for their trips. For example, some driving commuters take one route out of habit even though another route might be more reliable. Other programs work closely with employers to allow employees to commute before or after the peak travel periods. Such programs depend on public-private partnerships to share knowledge and expertise.

Governance

Overview

While this RTP reflects a more fiscally-constrained approach to managing the transportation system, it also seeks to stabilize funding at a strategic level needed to support the Region 2040 Growth Concept and meet the desired outcomes described in the plan. Reaching a consensus on how best to deliver a transportation system that meets public expectations rests on a level of public involvement, fiscal stewardship and accountability that helps build public trust in government's ability to meet the region's transportation challenges today and in the future. The goals in this section are the vision for gaining that public trust.

Governance Goals and Objectives

Goal	Objectives	Potential Performance Measures
Goal 6 Effective Public Involvement[6] All major transportation decisions are open and transparent, and grounded in meaningful involvement and education of the public, including those traditionally under-represented, businesses, community groups and local, regional and state jurisdictions that own and operate the region's transportation system.	Objective 6.1 Meaningful Input Opportunities Develop a public involvement plan early in the planning process that includes timelines, key decision points and opportunities for meaningful input throughout the decision-making process consistent with Metro's adopted public involvement policy for transportation planning.	*Inclusiveness of planning process and opportunities for involvement.*
	Objective 6.2 Inclusion of Underrepresented - Involve those in the decision-making process who have traditionally been underrepresented in such processes and consider their needs in developing the transportation plan.	*Inclusiveness of planning process and opportunities for involvement.*
	Objective 6.3 Inclusion of Affected Stakeholders - Involve affected stakeholders, including resource agencies, business and community stakeholders, and local, regional and state jurisdictions that own and operate the region's transportation system in plan development and review.	*Inclusiveness of planning process and opportunities for involvement.*

[6] Note that Goal numbering continues from Transportation Design and Management section.

Goal	Objectives	Potential Performance Measures
Goal 7 Fiscal Stewardship Regional transportation planning and investment decisions maximize the public investment in infrastructure, preserving past investments for the future and prioritizing cost-effective solutions that reinforce Region 2040 to address transportation needs.	Objective 7.1 Preservation – Emphasize the preservation and maintenance of existing transportation services and infrastructure in the region in a cost-effective and efficient manner.	*Condition of transportation system (by type).* *Percent of road maintenance and preservation needs funded at local and state levels.*
	Objective 7.2 Cost-effectiveness - Invest limited transportation financial resources in a cost-effective and efficient manner, prioritizing investments that achieve multiple goals.	*Cost per vehicle hours of delay reduced.* *Cost per lane miles of congestion reduced.* *Transit trips per transit revenue hour.* *Relative cost comparison for roadway and transit operations and maintenance.* *Percent of funding spent on high-priority projects that achieve multiple goals.*
	Objective 7.3 Protect Public Investments - Reinforce growth in centers, industrial areas, intermodal facilities, corridors and employment areas and ensure land use decisions protect public investments in infrastructure.	*Transportation investments (by 2040 land use).* *Agreements between transit service providers and local jurisdictions on the provision of transit service and the build-out of priority 2040 land-use areas and related street infrastructure.*
	Objective 7.4 Innovative Partnerships - Develop innovative partnerships to advance long-term Region 2040 vision and establish appropriate revenue sources and financing mechanisms that provide consistent stable funding for operations, maintenance and preservation activities and priority regional transportation investments.	*Transportation investments by funding source or strategy.* *Public and private commitments to pursue appropriate revenue sources.*

Goal	Objectives	Potential Performance Measures
Goal 8 Accountability The region's government, business and community leaders work together so the public experiences transportation services and infrastructure as a seamless, comprehensive system of transportation facilities and services that bridge institutional and fiscal barriers.	Objective 8.1 Representative Decision-Making- Ensure representation in regional decision-making is equitable.	*Geographic distribution of JPACT and MPAC representation.*
	Objective 8.2 Coordination and Cooperation - Improve coordination and cooperation among the local, regional and state jurisdictions that own and operate the region's transportation system to remove barriers so the system can function as one system and to better provide for state and regional transportation needs.	*Percent of regional roadways connected to central operations center and ODOT operations center.*
	Objective 8.3 Equitable Distribution - Develop a regionally balanced plan that provides equity in the distribution of investments (benefits and impacts).	*Distribution of transportation investments (by environmental justice target area).*
	Objective 8.4 Collaboration - Improve public and private sector collaboration to fund the desired regional transportation system.	*New transportation funding secured beyond existing resources, including those forecasted as necessary for the financially constrained and the illustrative systems.*

GLOSSARY OF TERMS

Bus Rapid Transit*:* Bus Rapid Transit (BRT) service emulates LRT service in speed, frequency and comfort, serving major transit routes with limited stops. This service runs at least every 15 minutes during the weekday and weekend mid-day base periods. Passenger amenities are concentrated at transit centers. Regional rapid bus passenger amenities include schedule information, ticket machines, special lighting, benches, covered bus shelters and bicycle parking.

Commuter rail: Commuter rail is the use of existing freight railroad tracks either exclusively or shared with freight use, for passenger service. The service is typically focused on peak commute periods but can be offered other times of the day when demand exists and where rail capacity is available. The stations are typically located one or more miles apart, depending on the overall route length. Stations offer basic amenities for passengers, bus and LRT transfer opportunities and parking if supported by adjacent land uses.

Cross-regional travel: longer trips that span the region, including interstate and intrastate travel, but occur within the larger metropolitan travelshed.

Frequent Bus: Frequent bus service provides slightly slower, but more frequent, local bus service than rapid bus along selected transit corridors. This service runs at least every 10 minutes and includes transit preferential treatments such as reserved bus lanes and signal preemption and enhanced passenger amenities along the corridor and at major bus stops such as covered bus shelters, curb extensions, special lighting and median stations.

Inter-city bus: Inter-city bus connects points within the region to nearby destinations, including neighboring cities, recreational activities and tourist destinations. Several private inter-city bus services are currently provided in the region.

Light Rail Transit: Light rail transit (LRT) is a frequent and high-capacity service that operates on a fixed guideway within an exclusive right-of-way to the extent possible, connecting the central city with regional centers. LRT also serves existing regional public attractions such as Civic Stadium, the Oregon Convention Center and the Rose Garden, and station communities. LRT service runs at least every 10 minutes during the weekday and weekend midday base periods with limited stops and operates at higher speed outside of downtown Portland. A high level of passenger amenities are provided at transit stations and station communities including schedule information, ticket machines, special lighting, benches, shelters, bicycle parking and commercial services. The speed and schedule reliability of LRT can be maintained by the provision of signal preemption at-grade crossings and/or intersections.

Local Bus*:* Local bus lines provide coverage and access to primary and secondary land-use components. Local bus service runs as often as every 30 minutes on weekdays. Weekend service is provided as demand warrants.

Major transit stops. Major transit stops are intended to provide a high degree of transit passenger comfort and access. Major transit stops are located at stops on light rail, commuter rail, rapid bus, frequent bus or streetcar lines in the central city,

regional and town centers, main streets and corridors. Major transit stops may also be located where bus lines intersect or serve intermodal facilities, major hospitals, colleges and universities. Major transit stops shall provide schedule information, lighting, benches, shelters and trash cans. Other features may include real time information, special lighting or shelter design, public art and bicycle parking.

Mini-bus: Mini-bus service provides coverage in lower density areas by providing transit connections to primary and secondary land-use components. Mini-bus services, which may range from fixed route to purely demand responsive including dial-a-ride, employer shuttles and bus pools, provide at least a 60-minute response time on weekdays. Weekend service is provided as demand warrants.

Modal Targets. Targets for increased walking, biking, transit and shared ride as a percentage of all trips. The targets apply to trips *to, from and within* each 2040 Design Type. The targets reflect mode shares for the year 2040 needed to comply with Oregon Transportation Planning Rule objectives to reduce reliance on single-occupancy vehicles.

2040 Regional Non-SOV Modal Targets

2040 Design Type	Non-SOV Modal Target
Central city	60-70%
Regional centers **Town centers** **Main streets** **Station communities** **Corridors**	45-55%
Industrial areas **Intermodal facilities** **Employment areas** **Inner neighborhoods** **Outer neighborhoods**	40-45%

Para-transit: Para-transit service is defined as non-fixed route service that serves special transit markets, including “ADA” service throughout the greater metro region.

Park-and-ride. Park-and-ride facilities provide convenient auto access to regional trunk route service for areas not directly served by transit. Bicycle and pedestrian access as well as parking and storage accommodations for bicyclists are considered in the siting process of new park-and-ride facilities. In addition, the need for a complementary relationship between park-and-ride facilities and regional and local land use goals exists and requires periodic evaluation over time for continued appropriateness.

Passenger intermodal facilities: Passenger intermodal facilities serve as the hub for various passenger modes and the transfer point between modes. These facilities are closely interconnected with urban public transportation service and highly accessible by all modes. They include Portland International Airport, Union Station and inter-city bus stations.

Passenger rail: Inter-city high-speed rail (up to 79 miles per hour) is part of the state transportation system and extends from the Willamette Valley north to British Columbia. Amtrak already provides service south to California, east to the rest of the continental United States and north to Canada. These systems should be integrated with other public transportation services within the metropolitan region with connections to passenger intermodal facilities. High-speed rail needs to be complemented by urban transit systems within the region.

Pedestrian district. A pedestrian district is a comprehensive plan designation or implementing land use regulations designed to provide safe and convenient pedestrian circulation, with a mix of uses, density, and design that support high levels of pedestrian activity and transit use. The pedestrian district can be a concentrated area of pedestrian activity or a corridor. Pedestrian districts can be designated within the 2040 Design types of Central City, Regional and Town Centers, Corridors and Main Streets, as designated in local plans. Pedestrian districts emphasize a safe and convenient pedestrian environment, and facilities to support and integrate efficient use of several modes within one area (e.g., pedestrian, auto, transit, and bike).

Streetcar: Street cars provide fixed-route transit service for more locally oriented trips in higher density mixed-use centers. This service runs at least every 15 minutes and includes transit preferential treatments such as signal preemption and enhanced passenger amenities along the corridor such as covered bus shelters, curb extensions and special lighting.

Regional bus: Regional bus service is provided on most major urban streets. This type of bus service operates with maximum frequencies of 15 minutes with conventional stop spacing along the route. Transit preferential treatments and passenger amenities such as covered bus shelters, special lighting, signal preemption and curb extensions are appropriate at high ridership locations.