

A G E N D A

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**METRO**

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

**DATE: February 22, 2007**

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

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

- |                |     |  |                              |
|----------------|-----|--|------------------------------|
| <b>7:30 AM</b> | 1.  | <b>CALL TO ORDER AND DECLARATION OF A QUORUM</b>   | <b>Rex Burkholder, Chair</b> |
| <b>7:35 AM</b> | 2.  | <b>INTRODUCTIONS</b>   | <b>Rex Burkholder, Chair</b> |
| <b>7:35 AM</b> | 3.  | <b>CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS</b>  |                              |
| <b>7:40 AM</b> | 4.  | <b>COMMENTS FROM THE CHAIR</b>   | <b>Rex Burkholder, Chair</b> |
|                | 5.  | <b>INFORMATION / DISCUSSION ITEMS</b>  |                              |
| <b>7:40 AM</b> | 5.1 | Legislative Update   | <b>Randy Tucker</b>          |
| <b>7:50 AM</b> | 5.2 | * Briefing on TPAC Recommendation of Metropolitan Transportation Improvement Plan (MTIP) Final Cut List – <u>INFORMATION /DISCUSSION</u> | <b>Ted Leybold</b>           |
|                |     | <b><u>PROPOSED MTIP SCHEDULE:</u></b>  |                              |
|                |     | ▪ TPAC Action on MTIP Final Cut List: <b>2/2/07</b>  |                              |
|                |     | ▪ JPACT/Metro Council Public Hearing on TPAC Final Cut List: <b>2/13/07</b>  |                              |
|                |     | ▪ JPACT Briefing on TPAC Recommendation: <b>2/22/07</b>  |                              |
|                |     | ▪ JPACT Action on Final Cut List: <b>3/1/07</b>  |                              |
|                |     | ▪ Metro Council Action on Final Cut List: <b>3/15/07</b>   |                              |
| <b>8:45 AM</b> | 5.3 | * Recommended Draft RTP Policy Framework – <u>INFORMATION / DISCUSSION</u>   | <b>Kim Ellis</b>             |
|                |     | ➤ Review changes and response to JPACT comments  |                              |
| <b>9:00 AM</b> | 6.  | <b>ADJOURN</b>   | <b>Rex Burkholder, Chair</b> |

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



**METRO**

DATE: February 2, 2007  
TO: JPACT and Interested Parties  
FROM: Ted Leybold, MTIP Manager  
SUBJECT: Transportation Priorities 2008-11 – TPAC Recommended Final Cut List

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## **Introduction**

Following is the Transportation Policy Alternatives Committee (TPAC) recommended Final Cut List of projects and programs for consideration and public comment for the Transportation Priorities 2008-11 program.

## **Policy Guidance for the 2008-11 Transportation Priorities Program**

### ***Program Objectives***

The primary policy objective for Metropolitan Transportation Improvement Program (MTIP) and the allocation of region flexible transportation funds is to:

- Leverage economic development in priority 2040 land-use areas through investment to support:
  - 2040 Tier I and II mixed-use areas (central city, regional centers, town centers, main streets and station communities);
  - 2040 Tier I and II industrial areas (regionally significant industrial areas and industrial areas); and
  - 2040 Tier I and II mixed-use and industrial areas within urban growth boundary (UGB) expansion areas with completed concept plans.

Other policy objectives include:

- Emphasize modes that do not have other sources of dedicated revenues;
- Complete gaps in modal systems;
- Develop a multi-modal transportation system with a strong emphasis on funding: bicycle, boulevard, freight, green street demonstration, pedestrian, regional

transportation options, transit oriented development and transit projects and programs; and

- Meet the average annual requirements of the State Implementation Plan for air quality for the provision of pedestrian and bicycle facilities.

### ***Factors Used to Develop Narrowing Recommendations***

In developing both the first cut and final cut narrowing recommendations, technical staff considered the following information and policies:

- Honoring previous funding commitments made by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council
- Program policy direction relating to:
  - Economic development in priority land use areas;
  - Modal emphasis on bicycle, boulevard, green streets demonstration, freight, pedestrian, regional travel options (RTO), transit oriented development (TOD), and transit;
  - Addressing system gaps;
  - Emphasis on modes without other dedicated sources of revenue; and
  - Meeting SIP air quality requirements for miles of bike and pedestrian projects.
- Funding projects throughout the region
- Technical rankings and qualitative factors:
  - The top-ranked projects at clear break points in technical scoring in the bicycle, boulevard, freight, green streets, pedestrian, regional travel options, transit and TOD categories integrating consideration of qualitative issues and public comments)
  - Projects in the road capacity, reconstruction or bridge categories when the project competes well within its modal category for 2040 land use technical score and overall technical score, and the project best addresses (relative to competing candidate projects) one or more of the following criteria:
    - Project leverages traded-sector development in Tier I or II mixed-use and industrial areas;
    - Funds are needed for project development and/or match to leverage large sources of discretionary funding from other sources;
    - The project provides new bike, pedestrian, transit or green street elements that would not otherwise be constructed without regional flexible funding (new elements that do not currently exist or elements beyond minimum design standards).
  - Recommend additional funding for existing projects when the project scores well and documents legitimate cost increases relative to unanticipated factors. It is expected, however, that projects will be managed to budget. Only in the most extraordinary of circumstances will additional monies to cover these costs be granted.
- When considering nomination of applications to fund project development or match costs, address the following:
  - Strong potential to leverage discretionary (competitive) revenues.

- Partnering agencies illustrate a financial strategy (not a commitment) to complete construction that does not rely on large, future allocations from Transportation Priorities funding.
- Partnering agencies demonstrate how dedicated road or bridge revenues are used within their agencies on competing road or bridge priorities.
- As a means of further emphasis on implementation of Green Street principles, staff may propose conditional approval of project funding to further review of the feasibility of including green street elements.

### **Explanation of TPAC Recommendation**

Following are summaries of the projects and programs proposed for consideration of the final cut list by TPAC within each mode category.

#### ***Bike/Trail***

##### Recommended for final cut

- The top technically ranked project, the NE/SE 50s Bikeway: NE Thompson to SE Woodstock, is recommended for inclusion on the final cut list. This project adds a number of TCM miles of bike improvements. The project has solid public support
- Trolley Trail: Arista to Glen Echo is recommended for inclusion on the final cut list because it completes the last remaining gap of the trail, is technically ranked in the second tier of projects, and has solid public support.
- Rock Creek Path: Orchard Park to NW Wilkins is also recommended for inclusion on the final cut list because it builds on previous regional commitments to complete the trail and has solid public support.
- The Sullivan's Gulch Trail: Eastbank Esplanade to 122<sup>nd</sup> is recommended for inclusion on the final cut list as a project development activity.. The project received considerable public support during the comment period. It is also a project that could make a good candidate for subsequent construction funding in future cycles.
- The Westside Corridor Trail: Tualatin to Willamette Rivers is recommended for inclusion as a project development activity. The project, which received strong public support, presents a unique opportunity to develop a piece of the regional transportation system that implements a number of Metro policies by connecting people to employment, transit, and green spaces.

##### Not recommended for final cut

The Willamette Greenway trail was not recommended for funding in the first cut phase, despite being the second ranked bike/trail project, due to prior funding considerations associated with the project. The applicant agency and interested parties have since redefined the project scope and budget to request \$600,000 in federal funds (\$710,000 total project cost) for a phase of the original application that was not associated with

previous regional funding awards. The trail and greenway improvements from rivers edge to buildings between SW Gibbs to SW Lowell will be designed and constructed with local TIF and SDC funds secured for the Central District.

- NE/SE 70s bikeway: NE Killingsworth to SE Clatsop is not recommended for inclusion on the final cut list due to its relatively large cost and a desire to fund projects throughout the region. .
- Milwaukie to Lake Oswego Trail is not recommended for inclusion on the final cut list because future planning efforts will address the feasibility of using the existing bridge for a trail or transit making funding the project in this cycle premature.

### Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the TPAC recommendation within the bicycle modal category implements the policy guidance by:

*Economic development in priority land use areas:* The recommended projects are more systematic in nature providing connectivity on the regional bike system. The development of a regional bike system and bike access to 2040 priority land use areas contribute to the economic vitality of the region by increasing bike trips that do not require more land intensive and costly auto parking spaces in those areas where efficient use of land is most critical. The provision of a well-designed network of bicycle facilities also contributes to the overall attractiveness of the region to both companies and a quality work force to locate in the region (the Place element of the Four P's of Prosperity identified in the region's Comprehensive Economic Development Strategy final report).

*Emphasize modes that do not have other sources of revenue:* Bicycle projects outside of vehicle capacity or reconstruction projects have dedicated funding limited to a small statewide program that allocates approximately \$2.5 million per year or as one of several eligible project types that compete for statewide Transportation Enhancement grants of approximately \$4 million per year. Additionally, one percent of state highway trust fund monies passed through to local jurisdictions must be spent on the construction or maintenance of bicycle or pedestrian facilities.

*Complete gaps in modal systems:* The bicycle projects recommended for further consideration all complete gaps in the regional bicycle network.

*Develop a multi-modal transportation system:* This is a modal emphasis category for the Transportation Priorities program.

*Meet the average annual requirements of the State air quality implementation plan:* The bicycle and trail projects recommended for further consideration would provide 7.3 miles of a required 5 miles of new bicycle facilities for the two-year funding period.

Along with projects in the Boulevard category, progress needed on air quality Transportation Control Measures for miles of bicycle improvements would be met.

### ***Boulevard***

#### Recommended for final cut

- The top technically ranked project, East Baseline Street, Cornelius: 10<sup>th</sup> to 19<sup>th</sup> is recommended for inclusion on the final cut list. The project helps complete sidewalk gaps in Cornelius on a route frequently used by pedestrians, serves a large environmental justice population, and received strong public support and no significant opposition.
- East Burnside: 3<sup>rd</sup> to 14<sup>th</sup> was technically ranked second. the recommended amount is less than the request in order to be able to fund projects throughout the region. The project has public support.
- Southeast Burnside: 181<sup>st</sup> to Stark is also recommended for project development funding to solidify a project design for eventual construction. This project serves significant low-income and Hispanic environmental justice populations, received strong public support with no opposition, and it helps spread the funding across the region.

#### Not recommended for final cut

- McLoughlin Boulevard: Clackamas River to Dunes Drive addresses several policy objectives, but was in the second tier of boulevard project scores and funding was not recommended to allow funding to be spent on other modal categories. TPAC had considerable discussion on the merits of this project, considering whether to recommend adding the project as an over programming of funds but ultimately voted to highlight the project's merits to JPACT and the Metro Council. The project proponents felt the project supported program objectives by supporting economic development in the Oregon City regional center. The project is being coordinated to serve a \$120 million private mixed-use development proposal around the adjacent Clackamette Cove and a potential redevelopment of the Oregon City shopping center. The project area is the gateway to the regional center, is adjacent to a regional park and trail, is on a regional transit route, and links to the Phase I boulevard improvements underway to the south.
- NE 102<sup>nd</sup> Avenue: NE Glisan to NE Stark also addresses several policy objectives, but is not recommended in order to fund projects throughout the region and in other modal categories.
- Killingsworth Phase II: N Commercial to NE MLK Jr. is not recommended for the final cut list because it is ranked near the bottom of the technical analysis and attracted almost no public comments in support. In addition, there is the desire to fund projects located throughout the region.

- Boones Ferry Road: Red Cedar Way to S. of Reese Road is not recommended for the final cut list as it is ranked near the bottom of the technical analysis. A majority of the public comments opposed the project, citing the need for a more thorough public process on project design and a study of economic impacts.

### Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the TPAC recommendation within the bicycle modal category implements the policy guidance by:

*Economic development in priority land use areas:* The recommended projects are a direct investment in priority 2040 mixed land use areas and support further economic development in those areas by providing the facilities and amenities necessary to support higher densities of development, a mix of land use types and higher percentage of trips by alternative modes and by enhancing land values in the vicinity of the project.

*Emphasize modes that do not have other sources of revenue:* While elements of Boulevard projects are eligible for different sources of transportation funding, they have no source of dedicated funding to strategically implement these types of improvements in priority 2040 land use areas.

*Complete gaps in modal systems:* The recommended projects add new or enhance existing pedestrian and some bike facilities to the regional network.

*Develop a multi-modal transportation system:* This is a modal emphasis category for the Transportation Priorities program.

*Meet the average annual requirements of the State air quality implementation plan:* The Boulevard projects recommended for further consideration would provide .54 miles of a required 5 miles of new bicycle facilities and .18 mile of a required 1.5 miles of pedestrian facilities for the two-year funding period.

### ***Diesel Retrofits***

#### Recommended for final cut

- Both diesel retrofit projects are recommended for inclusion on the final cut list. SAFETEA places new emphasis on prioritizing diesel engine retrofit projects for CMAQ funds.
- The Transit bus emission reduction project would directly modify buses currently in use, leading to direct air quality benefits. Bus engine modifications are an eligible CMAQ activity.
- The Sierra Cascade SmartWay Technology project provides outreach and information directly to the trucking industry about diesel engine retrofit technologies. CMAQ

guidance recognizes SmartWay technologies as a successful means of reducing emissions and are an eligible diesel retrofit program. The project would help fill in the missing link on the west coast for promoting these technologies. Public comments indicate support for the project.

### Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the TPAC recommendation within the large bridge modal category implements the policy guidance by:

*Economic development in priority land use areas:* supports economic development by providing air shed capacity for industrial development and contributing to healthy air shed and work force.

*Emphasize modes that do not have other sources of revenue:* There are no dedicated funding sources for diesel retrofit conversion projects.

*Complete gaps in modal systems:* This category does not apply to completing gaps in modal systems.

*Develop a multi-modal transportation system:* This is not a designated modal emphasis category for the Transportation Priorities program but is a federal priority for the use of CMAQ funds.

*Meet the average annual requirements of the State air quality implementation plan:* Diesel retrofit projects do not address this policy goal.

### ***Green Streets***

Allocation of funding for green streets projects represents a major component of Metro's program to address declining urban salmon habitat and specifically the Endangered Species Act 4(d) rule. These projects represent a proactive approach for improving stream habitat for migrating fish populations and reduce liability of tort action against federally funded transportation activities.

### Recommended for final cut

Both green street retrofit demonstration projects, Cully Boulevard and Main Street Tigard, are recommended for inclusion on the final cut list. They had similar technical scores and public support.

- Cully Boulevard: 60th to Prescott is the top technically ranked green street retrofit project. The Cully Boulevard project will provide improvements in a 2040 mixed-use main street located in a low-income and minority community, and will provide technical data on water quantity/quality improvements associated with green street techniques. The project received strong public support.



- Main Street: rail corridor to 99W Tigard provides an opportunity for construction of a green street demonstration project in Washington County. It would help implement 2040 by providing improvements in a high profile location along the main commercial street in a town center with connections to a planned commuter rail station. The project will improve water quality and quantity discharge into Fanno Creek. Green street retrofit projects contribute to improved stream health, which also has benefits for urban salmon habitat. This project received strong public support.
- The only culvert retrofit project, final design and engineering for the Kellogg Creek dam removal under McLoughlin Boulevard (Highway 99E) is recommended for inclusion on the final cut list. Reconstruction of the bridge and dam structure would extend the boulevard treatment of McLoughlin Boulevard in the Milwaukie town center and provide grade-separated pedestrian and bicycle access between the business district and Willamette riverfront park. The Kellogg Creek dam is the highest priority culvert retrofit on the regional inventory (of approximately 150 culverts) due to amount (approximately 6 miles) and quality of upstream habitat potentially accessible to endangered/threatened fish species. Culvert projects like this one directly contribute to the restoration of urban salmon habitat. This project also builds on past and current efforts by other agencies to improve the stream habitat. The project received strong public support.

#### Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the TPAC recommendation within the green streets modal category implements the policy guidance by:

*Economic development in priority land use areas:* The Cully Boulevard demonstration project supports the economic development of a mixed-use main street. As a demonstration project for innovative stormwater management techniques in the public right-of-way, the project has the potential to promote a less costly, environmentally sensible means of managing stormwater runoff region wide.

*Emphasize modes that do not have other sources of revenue:* There are no sources of dedicated revenue to support the demonstration of innovative stormwater management techniques in the public right-of-way. There are state grants available through the Oregon Water Enhancement Board to restore stream habitat, including retrofit or replacements of culverts. However, these grants require local match funds and are competitive relative to the needs and range of project eligibility.

*Complete gaps in modal systems:* As a demonstration project category, Green Streets projects do not directly address this policy.

*Develop a multi-modal transportation system:* This is a modal emphasis category for the Transportation Priorities program.

*Meet the average annual requirements of the State air quality implementation plan:* As a demonstration project category, Green Streets projects do not directly address this policy.

## ***Freight***

### Recommended for final cut

- The top technically ranked freight project, 82<sup>nd</sup> Ave/Columbia intersection improvements, is recommended for inclusion on the final cut list. The project would extend the benefit of an existing project through the intersection of 82<sup>nd</sup> Avenue to improve freight movement in the area, which helps support economic activity in the region.
- As a project development activity, the Portland Road/Columbia Boulevard project is also recommended for the final cut list. The project would improve freight movement and reduce truck impacts on the St. Johns neighborhood and town center.

### Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the TPAC recommendation within the freight modal category implements the policy guidance by:

*Economic development in priority land use areas:* The 82<sup>nd</sup> Avenue/Columbia Boulevard project will signalize the 82<sup>nd</sup> Avenue/Columbia Boulevard southbound ramp Inter-section and add a lane on the ramp to create separate southbound right-hand left-turn lanes. Columbia Boulevard will be widened from its current three lane configuration to four vehicular lanes. These improvements will improve freight movement on Columbia Boulevard, a major freight route that serves the Portland International Airport including air cargo facilities. The Portland Road/Columbia Boulevard intersection design work will facilitate freight truck movements onto designated freight routes, preventing neighborhood cut through traffic, supporting efficient freight movement to the Northwest and Rivergate industrial districts and development of the St. Johns town center as a mixed-use area.

*Emphasize modes that do not have other sources of revenue:* The freight projects in this funding cycle are road improvement projects that would normally compete within their agencies for state trust fund revenues (state or local pass through) and other road related funding sources. The OTIA and Connect Oregon state funding programs also had freight improvement elements.

*Complete gaps in modal systems:* The 82<sup>nd</sup> Avenue/Columbia Boulevard project does not complete a gap, but does bring facilities up to modal system standards by improving freight movement on existing facilities.

*Develop a multi-modal transportation system:* This is a modal emphasis category for the Transportation Priorities program.

*Meet the average annual requirements of the State air quality implementation plan:* As capacity, reconstruction or operational projects, this project category does not address this policy goal.

### ***Large Bridge***

#### Not recommended for final cut

- The Morrison Bridge deck rehabilitation project is not recommended for inclusion on the final cut list. This category is not a policy emphasis area for the Transportation Priorities program. Although the project has benefits that could result in cost efficiencies associated with coordinating the project with the Morrison Bridge bike/pedestrian project previously funded through the Transportation Priorities program, it has other dedicated revenue sources to draw on.

#### Response to Policy Guidance

*Economic development in priority land use areas:* For reasons stated above, the Morrison Bridge deck rehabilitation project is not recommended, however the project does have attributes that would support economic development. The bridge is a freight connector route that serves as an important east/west link within the central city and for the Central Eastside Industrial District. The re-decking of Morrison Bridge would extend the life of the bridge and allow it to continue to serve freight traffic without restrictions to legal loads.

*Emphasize modes that do not have other sources of revenue:* Bridge projects receive dedicated sources of revenue from federal and state funding sources.

*Complete gaps in modal systems:* funding the Morrison Bridge project would have assured a coordinated construction schedule between the bridge rehabilitation project and the previously funding pedestrian/bicycle facility on the bridge.

*Develop a multi-modal transportation system:* This is not a modal emphasis category for the Transportation Priorities program.

*Meet the average annual requirements of the State air quality implementation plan:* As a reconstruction project, this project does not address this policy goal.

## *Planning*

### Recommended for final cut

- The MPO Program is recommended for inclusion on the final cut list. This program is an existing and ongoing activity and replaced the difficult to administer local dues structure, which previously supported MPO activities.
- The RTP corridor project is recommended for inclusion on the final cut list. This project would address corridor refinement needs identified in the RTP and is a key element in approval of the RTP by LCDC. A reduced amount is recommended pending further coordination with ODOT through the UPWP process on a strategy for completing corridor plans.
- The Livable Streets policy and guidebook update is recommended for the final cut list because it is an existing and ongoing program and supports Metro policies through the identification of best practices for designing streets that support 2040 goals.
- Pedestrian Network Analysis is recommended for a reduced amount, which reduces the scope and staff support of the project. The project provides needed research on which pedestrian improvements have the greatest potential for attracting new transit trips, enhancing safety, address needs of elderly, disabled and economically disadvantaged, and leveraging other public and private pedestrian infrastructure investments.

### Not recommended for final cut

- The Hillsboro RC planning study is not recommended for the final cut because it is a good candidate for other planning funds such as a TGM grant.

### Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the TPAC recommendation within the planning category implements the policy guidance by:

#### *Economic development in priority land use areas:*

The recommended planning studies support economic development by ensuring the 2040 priority land use areas are adequately served by transportation services and that requirements are met to allow state and federal funding to be allocated to projects serving those areas.

*Emphasize modes that do not have other sources of revenue:* General planning transportation activities but not specific corridor planning activities are supported through limited federal planning revenues, though not enough to cover planning services provided to the region.

*Complete gaps in modal systems:* Planning activities identify and direct funding to projects that complete gaps in modal systems.

*Develop a multi-modal transportation system:* Planning activities identify and direct funding to projects that develop multi-modal systems.

*Meet the average annual requirements of the State air quality implementation plan:* While used to develop, coordinate and report on the implementation of the annual requirements, planning does not construct new facilities to meet State air quality plan requirements.

## ***Pedestrian***

### Recommended for final cut

- The top technically ranked project, Hood Street: SE Division to SE Powell is recommended for inclusion on the final cut list. The project strongly supports the 2040 growth concept by improving access to the central business district of the Gresham Regional Center and the light rail station and can help support redevelopment activities in the downtown. Public comments supported the project.
- The second highest technically ranked project, Foster-Woodstock: SE 87<sup>th</sup> to 101st, is recommended for inclusion on the final cut list because it addresses pedestrian safety and would help support redevelopment activities in the Lents town center. It would also connect with I-205 LRT station improvements being planned thus improving access to transit in the area. The project received considerable public comment in support.
- The Fanno Creek Trail Hall Boulevard crossing is recommended for the final cut list as a project development activity. The project will address a major safety issue and a gap in the existing trail system and received strong public support during the comment period.

### Not recommended for final cut

- SE 17<sup>th</sup> addresses several policy objectives, but is not recommended for the final cut list because it scored in the second tier of the technical rankings. The funds should instead be used for projects in other categories.

### Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the TPAC recommendation within the pedestrian modal category implements the policy guidance by:

*Economic development in priority land use areas:* the pedestrian projects recommended contribute to the economic vitality of several mixed-use areas and an

industrial area by providing access by users who would not require more land intensive and costly auto parking spaces.

*Emphasize modes that do not have other sources of revenue:* Pedestrian projects outside of vehicle capacity or reconstruction projects that are required to build bike facilities only have dedicated funding limited to a state program that allocates approximately \$2.5 million per year or as one of several eligible project types that compete for statewide Transportation Enhancement grants of approximately \$4 million per year. Additionally, one percent of state highway trust fund monies passed through to local jurisdictions must be spent on the construction or maintenance of bicycle or pedestrian facilities.

*Complete gaps in modal systems:* The pedestrian projects recommended for further consideration all complete gaps, either with new facilities or upgrading substandard facilities, in the existing pedestrian network.

*Develop a multi-modal transportation system:* This is a modal emphasis category for the Transportation Priorities program.

*Meet the average annual requirements of the State air quality implementation plan:* The pedestrian projects recommended for the final cut list would provide 1.31 miles of a required 1.5 miles of new pedestrian facilities within mixed-use areas for the two-year funding period. Along with projects in the Boulevard category, progress needed on air quality Transportation Control Measures for miles of pedestrian improvements would be met.

## ***Road Capacity***

### Recommended for final cut

- As the project with the highest technical score in the road capacity category, the Harmony Road: 82<sup>nd</sup> to Highway 224 is recommended for inclusion on the final cut list on two conditions: (1) that the project addresses public concerns expressed during the public comment period on potential environmental impacts, and (2) includes green street design principals and elements.
- As a project development activity, the Highway 217 environmental assessment application is recommended for inclusion on the final cut list. The recommended funding is for half of the requested amount.
- The ITS Programmatic allocation is recommended for inclusion on the final cut list. The project reflects the increasing federal emphasis on operations and management strategies for reducing congestion and improving travel time reliability.
- The 190<sup>th</sup> Avenue project is recommended at a reduced amount and scope (project now consists of adding a center turn lane and bike lanes within existing right-of-way). This project would increase access to the Pleasant Valley expansion area, allowing

development to occur to generate system development charges (SDCs) necessary for further infrastructure investments.

#### Not recommended for final cut

- The Farmington Road project is not recommended for further consideration due to their relatively high costs in a modal category that is not a policy emphasis area for the Transportation Priorities program. TPAC considered funding the right-of-way phase of this project due to its strong technical ranking, project readiness given completion of previously funded preliminary engineering phase of the project, its proximity to the Beaverton regional center, and the addition of missing sidewalk and bike lanes from the existing facility. TPAC ultimately decided to highlight these project benefits to JPACT and the Metro Council.
- The 10<sup>th</sup> Avenue project is not recommended for additional funding: the primary reason given for needing additional funds does not rise to the high standard set by JPACT policy.
- Happy Valley town center arterial street planning is not recommended for the final cut list. TPAC recommends that the City complete a town center planning and land use design prior to completing the final street design and engineering work through the town center area.

#### Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the TPAC recommendation within the planning category implements the policy guidance by:

*Economic development in priority land use areas:* These projects support economic development by increasing access to the areas served (Clackamas and Beaverton regional centers). Additionally, the ITS program allocation will provide a cost effective means to increase access, reliability and safety to the areas served.

*Emphasize modes that do not have other sources of revenue:* Road capacity projects are supported through pass through state trust fund revenues to local jurisdictions, system development charges and some local taxes or improvement districts. However, some jurisdictions have maintenance needs that are larger than state pass-through revenues and which generally take priority over capacity projects.

*Complete gaps in modal systems:* These projects expand existing motor vehicle connections rather than complete a gap in the motor vehicle system.

*Develop a multi-modal transportation system:* This is not a modal emphasis category for the Transportation Priorities program.

*Meet the average annual requirements of the State air quality implementation plan:* These projects do not address this policy goal.

### ***Road Reconstruction***

#### Recommended for final cut

- The 223<sup>rd</sup> railroad under-crossing project is recommended for inclusion on the final cut list. The project was awarded funds through a previous cycle of this process, but encountered unanticipated cost overruns associated with extraordinary inflation in steel costs and mitigation requirements from the UP railroad. Public comment indicates considerable support for the project.

#### Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the TPAC recommendation within the planning category implements the policy guidance by:

*Economic development in priority land use areas:* This category supports economic development by providing safe motor vehicle access to the adjacent industrial areas and a regional park facility.

*Emphasize modes that do not have other sources of revenue:* Road reconstruction projects are supported through pass through state trust fund revenues to local jurisdictions, system development charges and some local taxes or improvement districts. However, some jurisdictions have maintenance needs that are larger than state pass-through revenues and which generally take priority over reconstruction projects.

*Complete gaps in modal systems:* The recommended project does not complete gaps in the existing motor vehicle system but provides new pedestrian and bicycle facilities, completing gaps in those modal systems.

*Develop a multi-modal transportation system:* This is not a modal emphasis category for the Transportation Priorities program. However, the 223<sup>rd</sup> Avenue project would provide new pedestrian and bicycle facilities.

*Meet the average annual requirements of the State air quality implementation plan:* These projects do not address this policy goal.

### ***Regional Travel Options***

#### Recommended for final cut



- The Regional Travel Options (RTO) program is recommended for the final cut list at the \$50,000 less than the level of funding needed to implement the program's strategic plan as defined by the applicant. RTO supports transportation demand management (TDM) activities throughout the region.

Not recommended for final cut

- Additional TMA support or individualized marketing programs are not recommended at this time.

Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the TPAC recommendation within the planning category implements the policy guidance by:

*Economic development in priority land use areas:* supports economic development by supporting the vitality of mixed-use and industrial areas by providing access by users who do not require the provision of land intensive and more costly auto parking spaces.

*Emphasize modes that do not have other sources of revenue:* These programs are not supported by other sources of dedicated transportation revenues although they do leverage funding from private Transportation Management Associations and other grants.

*Complete gaps in modal systems:* The RTO program does not construct projects and therefore does not address this policy goal.

*Develop a multi-modal transportation system:* This is a policy emphasis category for the Transportation Priorities program. RTO projects contribute to the development of a multi-modal system by educating and providing incentives to reduce trips or use existing pedestrian, bicycle and public transit facilities.

*Meet the average annual requirements of the State air quality implementation plan:* While the RTO programs promote use of the facilities provided by the requirements, it does not specifically address this policy goal.

***Transit Oriented Development (TOD)***

Recommended for final cut

- The Metro TOD and centers implementation programs are recommended for inclusion on the final cut list. TOD projects potentially benefit communities throughout the region and address 2040 goals and objectives.

Not recommended for final cut

- The Hollywood Transit Center project is not recommended for funding to allow for funding of projects throughout the region. The project received public support, so the

applicants are encouraged to work with the regional TOD program to develop a proposal to redevelop the site.

### Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the TPAC recommendation within the planning category implements the policy guidance by:

*Economic development in priority land use areas:* supports economic development by supporting the vitality of mixed-use by covering incremental costs not born by the current market to allow development of more dense mixed-use development where called for by regional and local plans. TOD projects contribute to the development of a multi-modal system by increasing the density of development in areas well served by alternative transportation facilities and with a mix of trip types within walking distances of the project.

*Emphasize modes that do not have other sources of revenue:* While urban renewal and other programs facilitate new development, transit oriented development projects are specifically designed to increase the efficiency of the regions investment in the transit system and is not supported by other sources of funding.

*Complete gaps in modal systems:* The TOD program and projects do not address this policy goal.

*Develop a multi-modal transportation system:* This is a modal policy emphasis category for the Transportation Priorities program. TOD projects contribute to the development of a multi-modal system by increasing the density and design of development in areas well served by existing pedestrian, bicycle and public transit facilities. This increases the use of those facilities and makes them more cost-effective.

*Meet the average annual requirements of the State air quality implementation plan:* While the TOD programs promote use of the facilities provided by the requirements, it does not specifically address this policy goal.

### ***Transit***

#### Recommended for final cut

- The On-street transit facilities project is recommended for the final cut list. This project continues investment in on-street capital facilities that support frequent bus service and improves efficiency of the regional transit system.
- South Corridor Phase II PE is recommended for inclusion on the final cut list as a project development activity. The project continues a regional commitment to regional light rail priorities and has the potential to leverage a large source of discretionary federal funding.

- Metro staff recommends honoring the existing commitment to repay bond debt on the I-205/Mall light rail, Wilsonville-Beaverton commuter rail and South Waterfront streetcar transit projects.

#### Not recommended for final cut

- The Portland Streetcar project is not recommended for the final cut list due to a desire to fund projects throughout the region and in other modal categories.

#### Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the TPAC recommendation within the planning category implements the policy guidance by:

*Economic development in priority land use areas:* supports economic development by increasing the access and market share potential of mixed-use areas as well as providing access by employees to industrial areas.

*Emphasize modes that do not have other sources of revenue:* The existing rail commitments and the Portland Streetcar applications are used to leverage large federal grants to construct those projects. Currently, TriMet general fund revenues are committed to transit service as a means of not having to cut bus service hours and to start new light rail service during extraordinary inflation in fuel costs. While this was a resource allocation choice, on-street capital improvements for the Frequent Bus program now come solely from the Transportation Priorities program.

*Complete gaps in modal systems:* The rail commitments and South Corridor Phase II PE projects extend high frequency service to new areas consistent with the filling in gaps of the high capacity transit network. On-street transit facilities will bring up to current standards or complete pedestrian gaps and waiting facilities to and at bus stops.

*Develop a multi-modal transportation system:* This is a modal policy emphasis category for the Transportation Priorities program. Transit projects contribute to the development of a multi-modal system by providing higher efficiency transit service in the corridors served by those projects.

*Meet the average annual requirements of the State air quality implementation plan:* While the rail commitment and On-street transit facilities program do not result directly in the provision of additional service hours as required by the air quality implementation plan, they do contribute to service efficiencies that can then be reallocated to providing additional transit service.

# TPAC Recommended Program

## Narrowing factors:

1. **Honoring prior commitments:** \$18.6 bond payment included
2. **Policy direction:**
  - a. Economic development in priority land use areas
    - \$ in mixed-use areas: \$21.543
    - \$ in industrial areas: \$2.538
    - \$ in other/systematic: \$22.314
  - b. Modes without other sources of revenue
    - Low - RTO, TOD, Trail, Boulevards: \$18.502
    - Medium - On-street bike, pedestrian, green streets: \$9.737
    - High - Road capacity, Recon, Bridge, Freight, Transit: \$31.888
  - c. Complete gaps in modal systems
    - New facilities completing a gap:
      - Trolley Trail: Arista St to Glen Echo
      - Rock Creek Path: Orchard Park to NW Wilkins
      - Fanno Creek trail: Hall Blvd crossing study
      - South Corridor Phase II (PE): Portland to Milwaukie
      - Sullivan's Gulch Trail
    - Facilities to bring up to modal system standard:
      - NE 50s Bikeway: NE Thompson to SE Woodstock
      - East Baseline Street, Cornelius: 10th Ave to 19th Ave
      - East Burnside: 3rd Ave to 14th Ave
      - SE Burnside: 181 Street to Stark Street
      - Main Street: Rail Corridor to 99W, Tigard
      - OR 99-E Bridge at Kellogg Lake
      - NE 50s Bikeway: NE Thompson to SE Woodstock
      - 82<sup>nd</sup> Ave/Columbia intersection improvements
      - Hood Street: SE Division Street to SE Powell Blvd
      - Foster-Woodstock: SE 87<sup>th</sup> St to SE 101 St
      - On-street transit facilities: Regional Bus lines
      - ITS Programmatic Allocation: Arterials
      - Cully Boulevard: NE Prescott to NE Killingsworth
      - 223<sup>rd</sup> RR undercrossing at Sandy Boulevard
  - e. Dollar amount in priority vs. non-priority categories
    - Priority: \$53.917
    - Non-priority: \$5.850
  - d. Miles on pedestrian and bike
    - Pedestrian: 2.38 TCM miles (1.5 miles required)
    - Bike: 8.98 TCM miles (5 miles required)

### **3. Fund projects throughout the region**

#### Clackamas County Cities of Clackamas County

1. OR 99-E Bridge at Kellogg Lake
2. Trolley Trail: Arista St to Glen Echo
3. Harmony Road: 82<sup>nd</sup> Ave to Highway 224

#### Multnomah County and Cities of East Multnomah County projects

1. Hood Street: SE Division Street to SE Powell Blvd
2. SE Burnside: 181 St to Stark St
3. 223<sup>rd</sup> RR under crossing at Sandy Boulevard
4. 190<sup>th</sup> Avenue:

#### Washington County and Cities/Districts of Washington County

1. East Baseline Street, Cornelius: 10th Ave to 19th Ave
2. Main Street: Rail Corridor to 99W, Tigard
3. Fanno Creek trail: Hall Blvd crossing study
4. Rock Creek Path: Orchard to NW Wilkins
5. Tualatin-Sherwood Road priority for regional ITS funding
6. Westside Corridor Trail: Tualatin to Willamette Rivers
7. Highway 217: Beaverton-Hillsdale Hwy to SW Allen Blvd

#### City and Port of Portland

1. NE 50s Bikeway: NE Thompson to SE Woodstock
2. Sullivan's Gulch Trail: Esplanade to 122<sup>nd</sup> Ave
3. East Burnside: 3rd Ave to 14th Ave
4. 82<sup>nd</sup> Ave/Columbia intersection improvements
5. Portland Road/Columbia Blvd
6. Foster-Woodstock: SE 87<sup>th</sup> St to SE 101 St
7. Cully Boulevard: NE Prescott to NE Killingsworth

#### Regional projects

1. MPO Program
2. Regional Travel Options
3. ITS Programmatic Allocation: Arterials
4. Metro TOD Implementation Program: Rail station communities
5. Metro Centers Implementation Program: Central City, Regional Centers, Town Centers
6. On-street transit facilities: Regional Bus lines
7. Transit bus emission reduction
8. Sierra Cascade SmartWay technology
9. Bond repayment
10. South Corridor Phase II (PE): Portland to Milwaukie
11. Pedestrian Network Analysis
12. RTP Corridor Project
13. Livable Streets policy and guidebook update

### **4. Technical measures and qualitative factors** – described in recommendation rationale memo

*By mode in millions of dollars*

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\*Bike/trail: \$3.590

Diesel Retrofit: \$1.200

\*Pedestrian: \$3.176

Planning: \$2.668

\*Regional travel options: \$4.397

Road and highway: \$20.114 (total of all Road and highway)

\*-Boulevards: \$6.531

-Bridge: \$0

\*-Freight: \$2.538

\*-Green streets: \$5.195

-Road capacity: \$4.850

-Road reconstruction: \$1.000

\*Transit: \$23.350

\*Transit oriented development: \$5.000

\*Priority category

**Transportation Priorities 2008-11:  
*Investing in the 2040 Growth Concept***

**Draft Conditions of Program Approval**

**Bike/Trail**

All projects will meet Metro signage and public notification requirements.

(Bk1126) The NE/SE 50s Bikeway funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of Asian (3,268) and low-income (1,702) populations in the vicinity of the project.

(Bk3014) The Westside Corridor Trail funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of Asian population (1,023) in the vicinity of the project.

(Bk0001) The Sullivan's Gulch Trail funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of Asian (1,127) and low-income (2,151) populations in the vicinity of the project.

**Boulevard**

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guide book (Metro; 2<sup>nd</sup> edition; June 2002).

All projects will incorporate stormwater design solutions (in addition to street trees) consistent with Section 5.3 of the *Green Streets* guide book and plant street trees consistent with the planting dimensions (p 56) and species (p 17) of the *Trees for Green Streets* guide book (Metro: 2002).

(Bd3169) The East Baseline: 10<sup>th</sup> to 19<sup>th</sup> street project funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of Hispanic (2,064) and low-income (1,903) populations in the vicinity of the project.

(Bd1051) The E Burnside project funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of low-income (3433) population in the vicinity of the project.

## **Freight**

(Fr0002) The Portland Road/Columbia Boulevard project funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of Black (524) and low-income (1,378) populations in the vicinity of the project.

## **Green Streets**

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* and *Green Streets* guidebooks (Metro; June 2002).

(GS1224): The Cully Boulevard project funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of low-income (1,024) population in the vicinity of the project. It is also conditioned on provision of results of the water quantity and quality testing as described in the project application.

## **Planning**

(PI0002): The RTP Corridor Plan – Next Priority Corridor is conditioned on a project budget and scope being defined in the appropriate Unified Work Program.

## **Pedestrian**

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guidebook (Metro; 2<sup>nd</sup> edition; June 2002).

## **Road Capacity**

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guidebook (Metro; 2<sup>nd</sup> edition; June 2002).

(RC5069) The Harmony Road project funding is conditioned on development of a project design that seeks in priority order to avoid, minimize and then mitigate the environmental impacts of the project. Mitigation strategies should include a comprehensive strategy for restoration of the stream and upland resources in the vicinity of the project and not simply the direct impacts associated with the proposed construction activities.



The ITS program funding is conditioned on the Transport Subcommittee of TPAC making a recommendation of project scope and cost to TPAC, JPACT and the Metro Council on how these funds should be allocated. Transport’s recommendation should be developed considering the following direction:

1. Projects will be consistent with the National ITS Architecture and Standards and Final Rule (23 CFR Section 940), including that a systems engineering process has or will be followed during project development.
2. First consideration of funding will be allocated to a project of similar scope as the Tualatin-Sherwood Road ATMS: I-5 to Hwy 99 project application.
3. Consideration will also be given to the projects defined in the Clackamas County ITS application.
4. Additional project considerations should be developed through Regional Concept of Transportation Operations (RCTO) processes, as priority “proof-of-concept” demonstration projects, or as part of an opportunity fund for supportive infrastructure or spot improvements.
5. Project recommendations should be evaluated in the context of a regional strategy for use of programmatic ITS funding, and consider the benefits and trade-offs in mobility, reliability, 2040 priority land-use access, and safety.

**Road Reconstruction**

All projects will meet Metro signage and public notification requirements.

All projects will meet street design guidelines as defined in the *Creating Livable Streets* guidebook (Metro; 2<sup>nd</sup> edition; June 2002).

**Transit Oriented Development (TOD)**

All projects will meet Metro signage and public notification requirements.

**Transit**

Capital projects will meet Metro signage and public notification requirements.

(Tr1003) The South Corridor Phase II project funding is conditioned on the demonstration of targeted public outreach activities in the project design phase and construction mitigation phase to the significant concentration of low-income (5,472) and disabled (1,807) populations in the vicinity of the project.

**Transportation Priorities 2008-11  
TPAC Recommended Final Cut List**

Category	Code	Project name	Funding request	First cut list	TPAC final cut recommendation
Bike/Trail	Bk1126	NE/SE 50s Bikeway: NE Thompson to SE Woodstock	\$1.366	\$1.366	\$1.366
	Bk1048	Willamette Greenway Trail: SW Gibbs to SW Lane	\$1.200	\$0	\$0
	Bk1048	Willamette Greenway Trail: SW Lane to SW Lowell	\$0.600	\$0	\$0
	Bk5026	Trolley Trail: Arista St to Glen Echo	\$1.875	\$1.875	\$1.100
	Bk1999	NE/SE 70s Bikeway: NE Killingsworth to SE Clatsop	\$3.698	\$1.800	\$0
	Bk3012	Rock Creek Path: Orchard Park to NW Wilkins	\$0.600	\$0.600	\$0.600
	Bk4011	Marine Drive Bike Facility Gaps: NE 6th to NE 185th	\$1.873	\$0	\$0
	Bk3014	Westside Corridor Trail: Tualatin to Willamette Rivers	\$0.300	\$0.300	\$0.300
	Bk0001	Sullivan's Gulch Trail: Esplanade to 122nd Ave	\$0.224	\$0.224	\$0.224
	Bk5053	Milwaukie to Lake Oswego Trail	\$0.583	\$0.583	\$0
	Bk5193	Willamette Falls Dr: 10th St to Willamette Dr	\$2.987	\$0	\$0
	Bk3114	NE 28th Ave preliminary engineering: NE Grant to E. Main St	\$0.300	\$0	\$0
			<b>Subtotal</b>	<b>\$15.606</b>	<b>\$6.748</b>
Boulevard	Bd3169	East Baseline Street, Cornelius: 10th Ave to 19th Ave	\$3.231	\$3.231	\$3.231
	Bd1089	East Burnside: 3rd Ave to 14th Ave	\$4.700	\$4.700	\$3.000
	Bd5134	McLoughlin Blvd: Clackamas River to Dunes Drive	\$2.800	\$2.800	\$0
	Bd2015	NE 102nd Avenue: NE Glisan to NE Stark	\$1.918	\$1.918	\$0
	Bd2104	SE Burnside: 181 Street to Stark Street	\$1.500	\$0.300	\$0.300
	Bd1221	Killingsworth: N Commercial to NE MLK Jr Blvd	\$1.955	\$1.955	\$0
	Bd3020	Rose Biggi Ave: SW Hall Blvd to Crescent Way	\$5.387	\$0	\$0
	Bd6127	Boones Ferry Road: Red Cedar Way to S of Reese Road	\$3.491	\$3.491	\$0
			<b>Subtotal</b>	<b>\$24.982</b>	<b>\$18.395</b>
Diesel retrofit	DR8028	Transit bus emission reduction: region wide: 266 buses	\$1.800	\$1.800	\$1.000
	DR8028	Transit bus emission reduction: region wide: 59 buses	\$0.700	\$0	\$0
	DR0001	Sierra Cascade SmartWay Technology: region wide	\$0.200	\$0.200	\$0.200
			<b>Subtotal</b>	<b>\$2.700</b>	<b>\$2.000</b>
Freight	Fr4044	82nd Ave/Columbia intersection improvements	\$2.000	\$2.000	\$2.000
	Fr0002	Portland Road/Columbia Blvd	\$0.538	\$0.538	\$0.538
	Fr0001	N Burgard/Lombard: N Columbia Blvd to UPRR Bridge	\$3.967	\$0	\$0
			<b>Subtotal</b>	<b>\$6.506</b>	<b>\$2.538</b>
Green Street culvert	GS5049	OR 99-E Bridge at Kellogg Lake	\$1.055	\$1.055	\$1.055
			<b>Subtotal</b>	<b>\$1.055</b>	<b>\$1.055</b>
Green Street retrofit	GS1224	Cully Boulevard: NE Prescott to NE Killingsworth	\$3.207	\$3.207	\$1.600
	GS6050	Main Street: Rail Corridor to 99W, Tigard	\$2.540	\$2.540	\$2.540
			<b>Subtotal</b>	<b>\$5.747</b>	<b>\$4.140</b>
Large Bridge	RR1010	Morrison Bridge: Willamette River, Portland	\$2.000	\$2.000	\$0
			<b>Subtotal</b>	<b>\$2.000</b>	<b>\$0</b>
Pedestrian	Pd2057	Hood Street: SE Division Street to SE Powell Blvd	\$0.887	\$0.887	\$0.887
	Pd1160	Foster-Woodstock: SE 87th St to SE 101 St	\$1.931	\$1.931	\$1.931
	Pd5052	SE 17th Ave: SE Ochoco to SE Lava Drive	\$1.655	\$1.655	\$0
	Pd6007	Fanno Creek trail: Hall Blvd crossing study	\$0.359	\$0.359	\$0.359
	Pd1120	Sandy Blvd ped improvements: NE 17 to NE Wasco St	\$0.712	\$0	\$0
	Pd6117	Pine Street: Willamette St to Sunset Blvd	\$1.100	\$0	\$0
			<b>Subtotal</b>	<b>\$6.643</b>	<b>\$4.831</b>

**Transportation Priorities 2008-11  
TPAC Recommended Final Cut List**

Category	Code	Project name	Funding request	First cut list	TPAC final cut recommendation
Planning	PI0006	MPO Program: region wide	\$1.993	\$1.993	\$1.993
	PI0005	RTP corridor project: region wide	\$0.600	\$0.600	\$0.300
	PI0002	Livable Streets policy and guidebook update: region wide	\$0.200	\$0.250	\$0.250
	Pd8035	Pedestrian Network Analysis: region wide	\$0.247	\$0.125	\$0.125
	PI0003	Tanasbourne town center planning study: Hillsboro	\$0.200	\$0	\$0
	PI0001	Rx for Big Streets: Metro region 2040 corridors	\$0.250	\$0	\$0
	PI0004	Hillsboro RC planning study	\$0.350	\$0.350	\$0
			<b>Subtotal</b>	<b>\$3.840</b>	<b>\$3.318</b>
Regional Travel Options	TO8052	Regional Travel Options: region wide	\$4.447	\$4.447	\$4.397
	TO8053	RTO individualized marketing program: region wide	\$0.600	\$0.400	\$0
	TO8056	RTO new TMA Support: region wide	\$0.600	\$0.200	\$0
			<b>Subtotal</b>	<b>\$5.647</b>	<b>\$5.047</b>
Road Capacity	RC5069	Harmony Road: 82nd Ave to Highway 224	\$1.500	\$1.500	\$1.500
	RC3030	Farmington Road: SW Murray Blvd to SW Hocken Ave	\$4.284	\$4.284	\$0
	RC3016	Tualatin-Sherwood Road ATMS: 99W to SW Teton Rd	\$1.561	\$0	\$0
	RC3113	SE 10th Ave: East Main Street to Baseline	\$0.600	\$0.600	\$0
	RC7036	SE 190th Dr: Pleasant View/Highland to SW 30th St	\$3.967	\$3.967	\$0.600
	RC5101	Clackamas County ITS: Clackamas County	\$0.592	\$0	\$0
	RC0001	ITS Programmatic Allocation: region wide	\$3.000	\$3.500	\$3.000
	RC3023	Highway 217: Beaverton Hillsdale Hwy to SW Allen Blvd	\$0.500	\$0.500	\$0.250
	PI0007	Happy Valley Town Center arterial street planning	\$0.432	\$0.432	\$0
	RC7000	SE 172nd Ave: Multnomah Co line to Sunnyside Rd	\$1.500	\$0	\$0
	RC3150	Cornell Road ATMS and ATIS: Hillsboro to US 26	\$2.002	\$0	\$0
	RC2110	Wood Village Blvd: NE Halsey St to NE Arata Rd	\$0.643	\$0	\$0
	RC3192	Sue/Dogwood Connection: NW Dale to NW Saltzman	\$3.455	\$0	\$0
			<b>Subtotal</b>	<b>\$24.035</b>	<b>\$14.783</b>
Road Reconstruction	RR1214	Division Street: SE 6th St to 39th St	\$2.000	\$0	\$0
	RR2081	223rd RR undercrossing at Sandy Boulevard	\$1.000	\$1.000	\$1.000
			<b>Subtotal</b>	<b>\$3.000</b>	<b>\$1.000</b>
Transit	Tr1106	Portland Streetcar: NW 10th to NE Oregon	\$1.000	\$1.000	\$0
	Tr8035	On-street transit facilities: region wide	\$2.750	\$2.750	\$2.750
	Tr1003	South Corridor Phase II (PE): Portland to Milwaukie	\$2.000	\$2.000	\$2.000
	Tr8025	Tigard Transit Center: SW Commercial St, Tigard	\$0.160	\$0.160	\$0
			<b>Subtotal</b>	<b>\$5.910</b>	<b>\$5.910</b>
Transit Oriented Development	TD8005a	Metro TOD Implementation Program: region wide	\$4.000	\$4.000	\$3.000
	TD8005b	Metro Centers Implementation Program: region wide	\$2.000	\$2.000	\$2.000
	TD8025	Hollywood Transit Center: NE Halsey and NE 42nd St	\$0.202	\$0.202	\$0
			<b>Subtotal</b>	<b>\$6.202</b>	<b>\$6.202</b>

**Bond Payment \$18.600**

**Grand Total \$132.473      \$79.575      \$45.395**

**100% target \$45.400**



DATE: February 15, 2007

TO: JPACT and Interested Parties

FROM: Kim Ellis, Principal Transportation Planner

SUBJECT: Regional Transportation Plan (RTP) – Recommended Draft Chapter 1

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Attached is the recommended draft Chapter 1 of the Regional Transportation Plan (RTP) recommended to guide development and analysis of the plan during Phase 3 of the RTP update. This draft addresses comments received in writing and during Metro Council and advisory committee discussions from January 5 through February 14, 2007. TPAC is scheduled to make a recommendation to JPACT on February 23, 2007.

JPACT and the Metro Council are scheduled to take action on the recommended draft Chapter 1 and next steps on March 1 and March 15, respectively. JPACT and Metro Council approval of Resolution No. 07-3755 (For the Purpose of Endorsing the Policy Direction, Plan Goals and Objectives to Guide Development of the 2035 Regional Transportation Plan (RTP)) would formally begin Phase 3 of the RTP update (System Development and Analysis).

### **Background**

In June 2006, the Metro Council and JPACT approved a 2040-based outcomes work program and process to guide RTP-related research and policy development and focused outreach activities. The outcomes-based framework relies on the eight 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 quality of life for the citizens of the region. The Regional Transportation Plan is a key tool for implementing the Region 2040 vision as expressed by the 2040 Fundamentals.

Since approval of the Regional Transportation Plan (RTP) update work program in June 2006, staff and the ECONorthwest team conducted research on the current transportation system. The research includes:

- targeted public outreach through the website, Councilor and staff presentations to business and community groups, a series of five stakeholder workshops and public opinion research
- an analysis of current regional transportation system conditions and policies, and relevant finance, land use, environmental, economic and demographic trends.

### **Recommended Draft RTP Chapter 1**

Two working drafts of the RTP Chapter 1 policy framework were released on January 5 and February 2, 2007, respectively, that responds to the research findings. Refinements have been made to respond to comments and issues raised by the Metro Council, Oregon Transportation Commission, Joint Policy Advisory Committee on Transportation (JPACT) and other Metro Advisory Committees, including the Transportation Policy Alternatives Committee (TPAC), Regional Freight and Goods Movement Task Force, Metro Technical Advisory Committee (MTAC) and the Metro Policy Advisory Committee (MPAC).

A summary of anticipated activities that will occur during the remaining phases of the RTP update process are described below.

#### **March to August 2007 Activities (Phase 3 – System Development and Analysis)**

The updated RTP Chapter 1 policy framework will guide Phase 3 of the process from March to August 2007. Proposed Phase 3 activities include:

- Create inventory of transportation needs that responds to policy framework system design and management concepts.
- Develop case studies that apply policy framework system concepts in select locations in the region to demonstrate applicability.
- Develop performance measures for RTP systems analysis and evaluation of the policy framework system concepts in consultation with the ECONorthwest team.
- Develop revenue forecast and project solicitation process procedures and selection criteria in consultation with the ECONorthwest team.
- Solicit regional projects and program investments that best meet the Chapter 1 policy framework goals and objectives for the regional transportation system.
- Evaluate projects submitted by ODOT, TriMet, and local governments based on project solicitation procedures and selection criteria, and conduct system analysis.
- Conduct focus groups, informational presentations to business and community groups and web-based public outreach.

Recommendations from the Phase 3 analysis will be forwarded to the larger New Look process and be used to develop a discussion draft Regional Transportation Plan to be released for public comment in September 2007. Refinements may be made to the draft policy framework to address key findings and recommendations from the Phase 3 systems analysis.

#### **September to November 2007 Activities (Phase 4 – Adoption Process)**

The discussion draft RTP will be released for a formal 45-day public comment period in September 2007. Refinements will be made to the plan to address comments received. The 2035 RTP is expected to be approved by JPACT and the Metro Council in November 2007, pending air quality analysis, before the current plan expires March 6, 2008.

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

FOR THE RECOMMENDED DRAFT CHAPTER 1 REPORT, CLICK HERE

Materials following this page were distributed at the meeting.

# Metropolitan Transportation Improvement Program (MTIP)

Let your public officials hear from you about “flexible fund” projects and programs administered by Metro.



**METRO**  
PEOPLE PLACES  
OPEN SPACES

## Administered by Metro

Regional “flexible funds” derived from two federal programs:

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

## 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 TriMet and SMART (South Metro Area Rapid Transit)

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

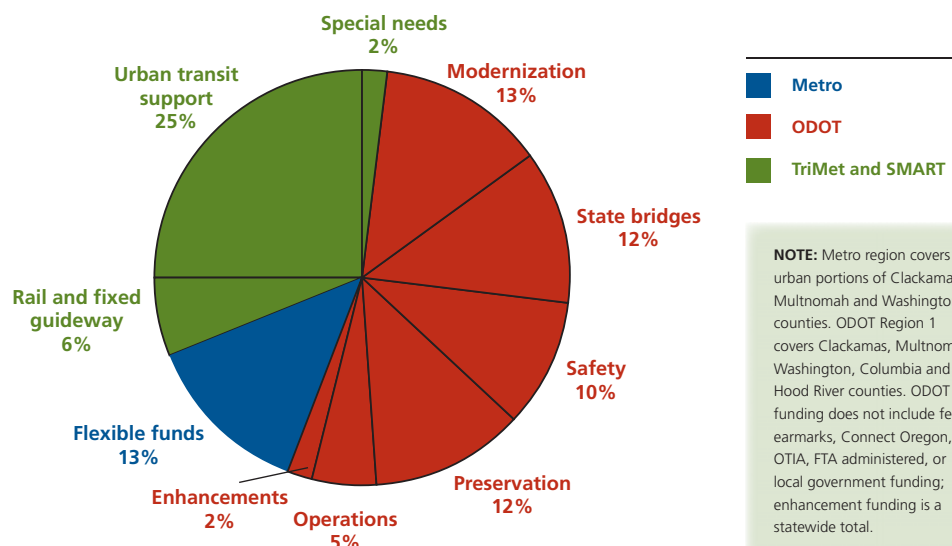
**Urban transit support** – supporting the bus system

**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.



**Transportation Priorities 2008-11  
TPAC Recommended Final Cut List**

Category	Code	Project name	Funding request	First cut list	TPAC final cut recommendation
Bike/Trail	Bk1126	NE/SE 50s Bikeway: NE Thompson to SE Woodstock	\$1.366	\$1.366	\$1.366
	Bk1048	Willamette Greenway Trail: SW Gibbs to SW Lane	\$1.200	\$0	\$0
	Bk1048	Willamette Greenway Trail: SW Lane to SW Lowell	\$0.600	\$0	\$0
	Bk5026	Trolley Trail: Arista St to Glen Echo	\$1.875	\$1.875	\$1.100
	Bk1999	NE/SE 70s Bikeway: NE Killingsworth to SE Clatsop	\$3.698	\$1.800	\$0
	Bk3012	Rock Creek Path: Orchard Park to NW Wilkins	\$0.600	\$0.600	\$0.600
	Bk4011	Marine Drive Bike Facility Gaps: NE 6th to NE 185th	\$1.873	\$0	\$0
	Bk3014	Westside Corridor Trail: Tualatin to Willamette Rivers	\$0.300	\$0.300	\$0.300
	Bk0001	Sullivan's Gulch Trail: Esplanade to 122nd Ave	\$0.224	\$0.224	\$0.224
	Bk5053	Milwaukie to Lake Oswego Trail	\$0.583	\$0.583	\$0
	Bk5193	Willamette Falls Dr: 10th St to Willamette Dr	\$2.987	\$0	\$0
	Bk3114	NE 28th Ave preliminary engineering: NE Grant to E. Main St	\$0.300	\$0	\$0
<b>Subtotal</b>			<b>\$15.606</b>	<b>\$6.748</b>	<b>\$3.590</b>
Boulevard	Bd3169	East Baseline Street, Cornelius: 10th Ave to 19th Ave	\$3.231	\$3.231	\$3.231
	Bd1089	East Burnside: 3rd Ave to 14th Ave	\$4.700	\$4.700	\$3.000
	Bd5134	McLoughlin Blvd: Clackamas River to Dunes Drive	\$2.800	\$2.800	\$0
	Bd2015	NE 102nd Avenue: NE Glisan to NE Stark	\$1.918	\$1.918	\$0
	Bd2104	SE Burnside: 181 Street to Stark Street	\$1.500	\$0.300	\$0.300
	Bd1221	Killingsworth: N Commercial to NE MLK Jr Blvd	\$1.955	\$1.955	\$0
	Bd3020	Rose Biggi Ave: SW Hall Blvd to Crescent Way	\$5.387	\$0	\$0
	Bd6127	Boones Ferry Road: Red Cedar Way to S of Reese Road	\$3.491	\$3.491	\$0
<b>Subtotal</b>			<b>\$24.982</b>	<b>\$18.395</b>	<b>\$6.531</b>
Diesel retrofit	DR8028	Transit bus emission reduction: region wide: 266 buses	\$1.800	\$1.800	\$1.000
	DR8028	Transit bus emission reduction: region wide: 59 buses	\$0.700	\$0	\$0
	DR0001	Sierra Cascade SmartWay Technology: region wide	\$0.200	\$0.200	\$0.200
<b>Subtotal</b>			<b>\$2.700</b>	<b>\$2.000</b>	<b>\$1.200</b>
Freight	Fr4044	82nd Ave/Columbia intersection improvements	\$2.000	\$2.000	\$2.000
	Fr0002	Portland Road/Columbia Blvd	\$0.538	\$0.538	\$0.538
	Fr0001	N Burgard/Lombard: N Columbia Blvd to UPRR Bridge	\$3.967	\$0	\$0
<b>Subtotal</b>			<b>\$6.506</b>	<b>\$2.538</b>	<b>\$2.538</b>
Green Street culvert	GS5049	OR 99-E Bridge at Kellogg Lake	\$1.055	\$1.055	\$1.055
	<b>Subtotal</b>			<b>\$1.055</b>	<b>\$1.055</b>
Green Street retrofit	GS1224	Cully Boulevard: NE Prescott to NE Killingsworth	\$3.207	\$3.207	\$1.600
	GS6050	Main Street: Rail Corridor to 99W, Tigard	\$2.540	\$2.540	\$2.540
	<b>Subtotal</b>			<b>\$5.747</b>	<b>\$5.747</b>
Large Bridge	RR1010	Morrison Bridge: Willamette River, Portland	\$2.000	\$2.000	\$0
	<b>Subtotal</b>			<b>\$2.000</b>	<b>\$2.000</b>
Pedestrian	Pd2057	Hood Street: SE Division Street to SE Powell Blvd	\$0.887	\$0.887	\$0.887
	Pd1160	Foster-Woodstock: SE 87th St to SE 101 St	\$1.931	\$1.931	\$1.931
	Pd5052	SE 17th Ave: SE Ochoco to SE Lava Drive	\$1.655	\$1.655	\$0
	Pd6007	Fanno Creek trail: Hall Blvd crossing study	\$0.359	\$0.359	\$0.359
	Pd1120	Sandy Blvd ped improvements: NE 17 to NE Wasco St	\$0.712	\$0	\$0
	Pd6117	Pine Street: Willamette St to Sunset Blvd	\$1.100	\$0	\$0
<b>Subtotal</b>			<b>\$6.643</b>	<b>\$4.831</b>	<b>\$3.176</b>



**Transportation Priorities 2008-11  
TPAC Recommended Final Cut List**

Category	Code	Project name	Funding request	First cut list	TPAC final cut recommendation
Planning	PI0006	MPO Program: region wide	\$1.993	\$1.993	\$1.993
	PI0005	RTP corridor project: region wide	\$0.600	\$0.600	\$0.300
	PI0002	Livable Streets policy and guidebook update: region wide	\$0.200	\$0.250	\$0.250
	Pd8035	Pedestrian Network Analysis: region wide	\$0.247	\$0.125	\$0.125
	PI0003	Tanasbourne town center planning study: Hillsboro	\$0.200	\$0	\$0
	PI0001	Rx for Big Streets: Metro region 2040 corridors	\$0.250	\$0	\$0
	PI0004	Hillsboro RC planning study	\$0.350	\$0.350	\$0
			<b>Subtotal</b>	<b>\$3.840</b>	<b>\$3.318</b>
Regional Travel Options	TO8052	Regional Travel Options: region wide	\$4.447	\$4.447	\$4.279
	TO8053	RTO individualized marketing program: region wide	\$0.600	\$0.400	\$0
	TO8056	RTO new TMA Support: region wide	\$0.600	\$0.200	\$0
			<b>Subtotal</b>	<b>\$5.647</b>	<b>\$5.047</b>
Road Capacity	RC5069	Harmony Road: 82nd Ave to Highway 224	\$1.500	\$1.500	\$1.500
	RC3030	Farmington Road: SW Murray Blvd to SW Hocken Ave	\$4.284	\$4.284	\$0
	RC3016	Tualatin-Sherwood Road ATMS: 99W to SW Teton Rd	\$1.561	\$0	\$0
	RC3113	SE 10th Ave: East Main Street to Baseline	\$0.600	\$0.600	\$0
	RC7036	SE 190th Dr: Pleasant View/Highland to SW 30th St	\$3.967	\$3.967	\$0.600
	RC5101	Clackamas County ITS: Clackamas County	\$0.592	\$0	\$0
	RC0001	ITS Programmatic Allocation: region wide	\$3.000	\$3.500	\$3.000
	RC3023	Highway 217: Beaverton Hillsdale Hwy to SW Allen Blvd	\$0.500	\$0.500	\$0.250
	PI0007	Happy Valley Town Center arterial street planning	\$0.432	\$0.432	\$0
	RC7000	SE 172nd Ave: Multnomah Co line to Sunnyside Rd	\$1.500	\$0	\$0
	RC3150	Cornell Road ATMS and ATIS: Hillsboro to US 26	\$2.002	\$0	\$0
	RC2110	Wood Village Blvd: NE Halsey St to NE Arata Rd	\$0.643	\$0	\$0
	RC3192	Sue/Dogwood Connection: NW Dale to NW Saltzman	\$3.455	\$0	\$0
			<b>Subtotal</b>	<b>\$24.035</b>	<b>\$14.783</b>
Road Reconstruction	RR1214	Division Street: SE 6th St to 39th St	\$2.000	\$0	\$0
	RR2081	223rd RR undercrossing at Sandy Boulevard	\$1.000	\$1.000	\$1.000
			<b>Subtotal</b>	<b>\$3.000</b>	<b>\$1.000</b>
Transit	Tr1106	Portland Streetcar: NW 10th to NE Oregon	\$1.000	\$1.000	\$0
	Tr8035	On-street transit facilities: region wide	\$2.750	\$2.750	\$2.750
	Tr1003	South Corridor Phase II (PE): Portland to Milwaukie	\$2.000	\$2.000	\$2.000
	Tr8025	Tigard Transit Center: SW Commercial St, Tigard	\$0.160	\$0.160	\$0
			<b>Subtotal</b>	<b>\$5.910</b>	<b>\$5.910</b>
Transit Oriented Development	TD8005a	Metro TOD Implementation Program: region wide	\$4.000	\$4.000	\$3.000
	TD8005b	Metro Centers Implementation Program: region wide	\$2.000	\$2.000	\$2.000
	TD8025	Hollywood Transit Center: NE Halsey and NE 42nd St	\$0.202	\$0.202	\$0
			<b>Subtotal</b>	<b>\$6.202</b>	<b>\$6.202</b>

See footnote

**Bond Payment \$18.600**  
**Grand Total \$132.473      \$79.575      \$45.277**

**100% target \$45.400**

Note: Adjustment to address that inflation factor of 3% to base program funding request was over-estimated by \$168,000

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE	)	RESOLUTION NO. 07-3755
POLICY DIRECTION AND DRAFT PLAN	)	
GOALS AND OBJECTIVES TO GUIDE	)	Introduced by Councilor Rex Burkholder,
DEVELOPMENT OF THE 2035 REGIONAL	)	Councilor Brian Newman and Councilor Rod
TRANSPORTATION PLAN (RTP)	)	Park

WHEREAS, the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) approved Resolution 06-3661 for the Purpose of Approving A Work Program For the 2035 Regional Transportation Plan Update and Authorizing the Chief Operating Officer to Amend Contract No. 926975 on June 15, 2006; and

WHEREAS, the RTP is the federally recognized transportation policy for the Portland metropolitan region and threshold for all federal transportation funding in the region that must be updated every four years; and

WHEREAS, the RTP fulfills statewide planning requirements to implement Goal 12 Transportation, as implemented through the Oregon Transportation Planning Rule, and must be updated every 5 to 7 years; and

WHEREAS, the RTP is a central tool for implementing the Region 2040 Growth Concept, and constitutes a policy component of the Regional Framework Plan; and

WHEREAS, the Portland metropolitan region is at an important crossroads in terms of maintaining, designing, funding and building a multi-modal transportation system so that our region continues to thrive; and

WHEREAS, the Portland-Vancouver metropolitan region is a global transportation gateway and West Coast domestic hub for trade and tourism – and our region’s economy is especially trade-dependent; and

WHEREAS, congestion threatens to harm our economy and livability, costing both families and businesses millions of dollars a year; and

WHEREAS, stakeholder outreach and public opinion research inform us that residents want their transportation system to be balanced, safe, environmentally sustainable, and support the economy, prioritize maintenance over new construction, provide access to all people, and encourage livable communities; and

WHEREAS, the Portland metropolitan region is well-positioned with balanced transportation and land use systems in place, and if we continue investing in them accordingly our region will continue to uphold residents’ values and achieve economic prosperity; and

WHEREAS, this important work begins with updating the RTP Chapter 1 policy framework in a manner that continues to recognize that land use decisions and transportation planning are inextricably linked and that transportation investment is a powerful tool to support the economy and promote efficient land use; and

WHEREAS, a recommended draft Chapter 1 policy framework that responds to the powerful trends and challenges affecting the region, stakeholder outreach, public opinion research and comments

received from Metro Advisory Committees, the Regional Freight and Goods Movement Task Force, the Oregon Transportation Commission and Federal Highway Administration Division Office staff between January 5 and February 14, 2007 is set forth in Exhibit A; and

WHEREAS, this policy framework delivers and promotes a balanced transportation system that is well-maintained, reliable and safe for all modes of travel, new road and transit capacity, continuous networks of bikeways and pedestrian facilities, strategies to optimize system performance to manage congestion and improve safety, mobility, community livability, economic prosperity, clean air and protection of the natural environment; and

WHEREAS, this RTP will focus on transportation-related actions that implement the Region 2040 Growth Concept and prioritize projects based on how they deliver the outcomes that affect people's lives, commerce and the quality of life in this region to achieve optimum return on public investment; and

WHEREAS, because the region's ability to expand capacity is limited due to fiscal, environmental and land use constraints, this RTP will use level-of-service (LOS) as an indicator of system reliability and service conditions for moving people and freight, and employ new, multi-modal system design concepts and performance measures to evaluate new road and transit capacity, sidewalks, bikeways and other needed transportation infrastructure and services; and

WHEREAS, although this RTP will be developed to acknowledge fiscal constraints, it is also recognized by the Metro Council and JPACT that more transportation funding is needed than is currently available, and that the Metro Council intends to work with other public agencies, interest groups and the business community to pursue more transportation funding for the region into order to realize our transportation aspirations; now, therefore

BE IT RESOLVED:

1. The Metro Council and JPACT endorse the policy direction and draft plan goals and objectives to guide development of the 2035 RTP, identified in Exhibit "A."
2. Approval of this resolution initiates Phase 3 of the RTP update.
3. Refinements to "Exhibit A" may be identified to address key findings identified during Phase 3 of the RTP update.

ADOPTED by the Metro Council this \_\_\_\_th day of \_\_\_\_2007.

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David Bragdon, Council President

Approved as to Form:

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Daniel B. Cooper, Metro Attorney

## STAFF REPORT

### IN CONSIDERATION OF RESOLUTION NO. 07-3755, FOR THE PURPOSE OF ENDORING THE POLICY DIRECTION AND DRAFT PLAN GOALS AND OBJECTIVES TO GUIDE DEVELOPMENT OF THE 2035 REGIONAL TRANSPORTATION PLAN (RTP)

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Date: February 20, 2007

Prepared by: Kim Ellis

## BACKGROUND

Metro is the regional government responsible for regional land use and transportation planning under state law and the federally designated metropolitan planning organization (MPO) for the Portland metropolitan area. As the MPO, Metro is charged with developing the Regional Transportation Plan (RTP) that defines regional transportation policies that will guide transportation system investments in the Portland metropolitan region needed to achieve the 2040 Growth Concept. The RTP must be updated at least every 4 years, and be consistent with guiding federal, state, and regional transportation and land use policy and requirements. The RTP also serves as the threshold for all federal transportation funding in the Portland metropolitan region and describes how federal and state funds for transportation projects and programs will be spent in the region. An MPO must create an RTP that identifies the transportation investments it will make with those funds for at least a 20-year planning period, consistent with federal and state air quality requirements.

The Metro Council initiated the 2035 RTP Update on September 22, 2005 with approval of Resolution #05-3610A (for the Purpose of Issuing a Request for Proposals to Develop a Work Scope for an Expanded 2005-08 Regional Transportation Plan Update that Incorporates the “Budgeting for Outcomes” Approach to Establishing Regional Transportation Priorities). ). On June 15, 2006, the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) initiated Phase 2 of the 2035 RTP update with approval of Resolution 06-3661 (For the Purpose of Approving A Work Program For the 2035 Regional Transportation Plan Update and Authorizing the Chief Operating Officer to Amend Contract No. 926975).

The RTP is a key tool for implementing the Region 2040 vision as expressed by the 2040 Fundamentals. The 2035 RTP update work program and process relies on the eight 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 quality of life for the citizens of the region.

The 2035 RTP update represents the first significant update to the plan in six years. The update is anticipated to be complete by November 2007 to allow adequate time to complete air quality conformity analysis and federal consultation before the current plan expires on March 6, 2008.

### **Phase 2: Research and Policy Development (June 2006 to March 2007)**

Since approval of the Regional Transportation Plan (RTP) update work program in June 2006, staff and the ECONorthwest team conducted research on the current transportation system. The research includes:

- targeted public outreach through the website, Councilor and staff presentations to business and community groups, a series of five stakeholder workshops and public opinion research,

- an analysis of current regional transportation system conditions and policies, and relevant finance, land use, environmental, economic and demographic trends.

#### Recommended Draft RTP Chapter 1 policy framework

Two working drafts of the RTP Chapter 1 policy framework were released on January 5 and February 2, 2007, respectively, that respond to the research findings, stakeholder outreach and public opinion research. Refinements have been made to respond to comments and issues raised by the Metro Council, Oregon Transportation Commission, Federal Highway Administration Division Office staff, the Joint Policy Advisory Committee on Transportation (JPACT) and other Metro Advisory Committees, including the Transportation Policy Alternatives Committee (TPAC), Regional Freight and Goods Movement Task Force, Metro Technical Advisory Committee (MTAC) and the Metro Policy Advisory Committee (MPAC). The comments and recommended refinements are summarized in Attachment 1.

#### **Phase 3: System Development and Analysis (March to August 2007)**

Approval of this resolution will initiate Phase 3 of the RTP update. The updated RTP Chapter 1 policy framework will guide Phase 3 of the process from March to August 2007. Phase 3 activities include:

- Create inventory of transportation needs that responds to policy framework system design and management concepts.
- Develop case studies that apply policy framework system concepts in select locations in the region to demonstrate applicability.
- Develop performance measures for RTP systems analysis and evaluation of the policy framework system concepts.
- Develop revenue forecast and project solicitation process procedures and selection criteria.
- Solicit regional projects and program investments that best meet the Chapter 1 policy framework goals and objectives for the regional transportation system.
- Evaluate projects submitted by ODOT, TriMet, and local governments based on project solicitation procedures and selection criteria, and conduct system analysis.
- Conduct focus groups, informational presentations to business and community groups and web-based public outreach.

Recommendations from the Phase 3 analysis will be forwarded to the larger New Look process and be used to develop a discussion draft Regional Transportation Plan to be released for public comment in September 2007. Refinements may be made to the draft policy framework to address key findings and recommendations from the Phase 3 systems analysis.

#### **Phase 4: Adoption Process (September to November 2007)**

The discussion draft RTP will be released for a formal 45-day public comment period in September 2007. Public hearings will be held around the region. Refinements will be made to the plan to address comments received. MPAC, JPACT and the Metro Council action on the recommended 2035 RTP, will be pending air quality analysis to be conducted during Phase 5.

## **Phase 5: Air Quality Conformity Analysis (December 2007 to February 2008)**

The financially constrained system of projects and programs will be analyzed for effects on air quality to demonstrate the recommended 2035 RTP financially constrained system of projects conform to the Clean Air Act. A 30-day public comment period will be held on the analysis and subsequent conformity determination to gather input. Staff will seek approval of the conformity determination and RTP planning process from Federal Highway Administration and Federal Transit Administration by March 6, 2008, when current plan expires.

## **Post-RTP Adoption Activities and Periodic Review**

The New Look planning process may recommend refinements to the 2040 design types and investment priorities as it moves forward to prepare for Metro's next periodic review. Refinements will be addressed to the extent possible in this RTP update, but may also be addressed during future amendments or updates to the RTP.

## **ANALYSIS/INFORMATION**

- 1. Known Opposition** - No known opposition.
- 2. Legal Antecedents** - On September, 22, 2006, the Metro Council initiated Phase 1 (Scoping) to update the RTP with approval of Resolution #05-3610A (For the Purpose of Issuing a Request for Proposals to Develop a Work Scope for an Expanded 2005-08 Regional Transportation Plan Update that Incorporates the "Budgeting for Outcomes" Approach to Establishing Regional Transportation Priorities). On June 15, 2006, the Metro Council initiated Phase 2 of the 2035 RTP update with approval of Resolution 06-3661 (For the Purpose of Approving A Work Program For the 2035 Regional Transportation Plan Update and Authorizing the Chief Operating Officer to Amend Contract No. 926975). The RTP update fulfills both state and federal transportation planning requirements, and will result in continued compliance with federal regulations that require the RTP to be updated at least every four years, and state regulations that require the RTP to be updated every 5 to 7 years.
- 3. Anticipated Effects** – This resolution endorses the policy direction and draft goals and objectives to be used to develop the 2035 RTP during Phase 3. Approval of this resolution will initiate Phase 3 of the process.
- 4. Budget Impacts** - None.

## **RECOMMENDED ACTION**

Staff recommends approval of Resolution 07-3755.

**ATTACHMENT 1**  
**Staff Report to Resolution No. 07-3755**



**METRO**

Regional Transportation Plan Chapter 1 – Working Drafts 1.0 and 2.0  
Summary of Comments Received and Recommendations  
(comments received January 5 through February 14, 2007)

This document summarizes comments received in writing and during discussions of the Metro Council, Metro advisory committees and the Oregon Transportation Commission. Except where noted, recommendations were incorporated into the Recommended Draft (dated February 15, 2007).

<b>Comment #</b>	<b>Comment</b>	<b>Source</b>	<b>Recommendation</b>
1.	Expand preface to describe proposed changes from cover memo and rationale for a new approach for the RTP	Metro Council	Added language.
2.	Vision is over used throughout overview – 2040 is the vision. Add language that RTP is also a capital plan, implementation strategy and binding document that directs expenditures in the region.	Metro Council	Added language and reference to Chapter 1 as a policy framework.
3.	Vision section needs to be clear and focused. Subsequent sections should flow from vision to goals to objectives and performance measures	City of Beaverton	Added language.
4.	Expand notion of economic competitiveness beyond the region to be “global competitiveness.” The Portland region’s transportation system is critical to the state’s economy and global competitiveness and serves as a global gateway for trade and tourism.	Oregon Transportation Commission, Freight Task Force	Added text to this effect in executive summary and new Goal 2.
5.	Page 1 - Add “and threatens the environment and quality of life” to the first bullet	Metro Council	Added language.
6.	Define the major transportation system (page 3)	City of Tualatin and City of Milwaukie	Changed text to refer to “regional transportation system” and added definition to glossary.

**Attachment 1 to Staff Report to Resolution No. 07-3755****Regional Transportation Plan Chapter 1 Policy Framework – Working Drafts 1.0 and 2.0***Summary of Comments and Recommendations (comments received Jan. 5 through Feb. 14, 2007)*

<b>Comment #</b>	<b>Comment</b>	<b>Source</b>	<b>Recommendation</b>
7.	Add language to the preface that the region now has a better understanding of the relationship between an efficient transportation system and economic health.	Port of Portland	Added language.
8.	Expand notion of economic competitiveness beyond the region to be “global competitiveness.”	Oregon Transportation Commission, Freight Task Force	Added text to this effect. in preface and new Goal 2.
9.	Clarify the goals and measurable objectives are provisional to be used to analyze RTP scenarios and may be refined based on findings from this research.	Metro Council	New language to be added describing this. Currently addressed in cover memo.
10.	Add language to the preface that the region now has a better understanding of the relationship between an efficient transportation system and economic health.	Port of Portland	Added language.
11.	Clarify that RTP vision recognizes that some capacity investments will be necessary.	TPAC workshop, Freight Task Force, Oregon Transportation Commission, JPACT	Added new language describing this.
12.	Memo, Page 3 - First bullet describes a reasonable approach for transit, but may be incomplete. Overlapping radial systems make sense, especially on the Westside where a grid system is not easily carved out, but only if and when centers mature to the point where they can generate enough demand. A roadway network that is relatively complete and more grid-like, however, is preferred as it affords easy transfers at route intersections and allows travel from almost any point to almost any point without out-of-direction travel through a center. We suggest rephrasing this description to something more like: "The transit system map will be expanded to reflect a design and management approach for providing service that allows convenient movement to, from, and between 2040 centers. In parts of the region where development focuses on centers, the approach will move more toward providing radial systems serving centers, with overlap and connections providing the complex web of transit options necessary to serve growing demand. In areas where development focuses on Mainstreets and within larger regional centers, the approach	Trimet	Added language to executive summary and transit concept sections as proposed.



**Attachment 1 to Staff Report to Resolution No. 07-3755**

**Regional Transportation Plan Chapter 1 Policy Framework – Working Drafts 1.0 and 2.0**

*Summary of Comments and Recommendations (comments received Jan. 5 through Feb. 14, 2007)*

Comment #	Comment	Source	Recommendation
	will be to complete grid systems allowing convenient transfers for multi-destination trips."		
13.	Memo Page 3 - First bullet describes a reasonable approach for transit, which TriMet has been moving to since the early 1980's as we developed regional transit centers and more crosstown bus service. The description in the rationale is misleading. Suggest new wording as follows: " Significant growth in population and jobs in the areas outside the Central City are difficult to serve with the Central City focused hub-and-spoke system that developed for most of the 20th century. Beginning in the 1980's with a major redesign of the eastside bus routes and continued development of transit centers throughout the region, TriMet began to respond to changing travel patterns in the region. This statement represents a deepening commitment to this approach, especially in parts of the region outside the older neighborhoods of Portland's eastside, where the road infrastructure and topography do not easily lend themselves to such a grid system. RTP background research demonstrated growing demand and desire for a web of convenient travel service connections between suburban areas of the region that remain also linked to the Central City. This is also consistent with dispersing travel patterns and more demand for transit trips that do not involve the Central City throughout the country, even though Central City demand remains high. The RTP vision retains...." (continue as written originally)"	Trimet	Added language to executive summary and transit concept sections as proposed.
14.	It is difficult to find the transportation focus in this opening chapter of the Regional Transportation Plan. The current focus is about land use and attaining land use goals through other means, specifically by controlling transportation. A transportation plan should first and foremost include transportation goals, and meet transportation needs while also considering other factors and needs, such as land use, human health, and the environment.	FHWA	The draft framework is very much about the regional transportation system and its role in shaping our communities and our region to achieve the Region 2040 vision. In the Portland metropolitan region, the RTP serves as the Metropolitan Transportation Plan under federal law, but also as a regional transportation system plan under state law and a regional functional plan under the Metro charter. All of the goals and measurable objectives represent goals for

**Attachment 1 to Staff Report to Resolution No. 07-3755**

**Regional Transportation Plan Chapter 1 Policy Framework – Working Drafts 1.0 and 2.0**

*Summary of Comments and Recommendations (comments received Jan. 5 through Feb. 14, 2007)*

Comment #	Comment	Source	Recommendation
			the <u>regional transportation system</u> that recognize that investments in the transportation system cannot be made in isolation and need to go beyond merely “considering other factors and needs such as land use, human health and the environment.” We believe recent changes in federal legislation – including approval of SAFETEA-LU and efforts to better link NEPA and transportation planning - support more meaningfully addressing these important, and publicly valued, components of our region in addition to the economy, which was not mentioned in your comments. Language has been added to the Version 2.0 draft to further emphasize this focus.
15.	Clarify transportation decisions are land use decisions and vice-versa.	Metro Council	Added language to executive summary and following Table 1.
16.	Ethics of sustainability overlap with 2040 Fundamentals and are confusing given public outreach focused on the 2040 Fundamentals	ODOT	Deleted section.
17.	Map the eight goals back to the 2040 fundamentals for consistency and clarity.	ODOT	Added new Table 4 showing how RTP goals relate to 2040 Fundamentals.
18.	Employment areas should be considered a secondary priority land use	TPAC workshop	Revised Table 1.
19.	The land use design types listed do not match Metro’s own hierarchy of 2040 design types, which only identifies the Central City, Regional Centers, Regionally Significant Industrial Areas (RSIAs), and Intermodal Facilities as Primary land use components. Other Industrial Areas, Station Communities, Town Centers, Main Streets and Corridors are secondary land use components. <u>Employment Areas rank last</u> along with Inner and Outer neighborhoods. In addition, the list of priority land use design types is simply too long to meaningfully prioritize transportation investments. There is likely not enough money to meet the transportation needs of all the Regional Centers, RSIAs and Intermodal	ODOT	Added new language added to clarify recommended investment priorities. Moved employment areas to secondary land use components. Application of this hierarchy to new urban areas with adopted concept plans is also described.

**Attachment 1 to Staff Report to Resolution No. 07-3755**

**Regional Transportation Plan Chapter 1 Policy Framework – Working Drafts 1.0 and 2.0**

*Summary of Comments and Recommendations (comments received Jan. 5 through Feb. 14, 2007)*

<b>Comment #</b>	<b>Comment</b>	<b>Source</b>	<b>Recommendation</b>
	Facilities, let alone the secondary or tertiary land use components. Metro must decide what its policy is for prioritizing between investments that benefit certain land use design types, between developed, urban areas and newly urbanizing areas, and between intraregional circulation versus mobility of through traffic.		
20.	Page 3, second paragraph: We agree that generally transportation is a means to an end, not a goal in itself. However, the description of Quality of Life seems incomplete: people do value the ability to get to all the wonderful things the region and the state have to offer. The proximity and accessibility of the natural, cultural, community and social amenities of the region are very much part of the quality of life, and this has been expressed in some of the workshops we have attended. Conversely, congestion is seen as a detriment to quality of life.	ODOT	New language added to connect quality of life impacts to congestion.
21.	Page 6, third paragraph: the bulleted items are called “outcomes”, but it is not clear what the purpose of this paragraph is. It seems to be yet another listing of the same words that are found under sustainability, 2040 fundamentals, and RTP Goals.	ODOT	Deleted bulleted items as they are repetitive of goal statements that followed.
22.	Expand 2040 Fundamental #2 that a healthy economy also supports the region’s gateway function for the rest of the state.”	Port of Portland	Added this idea to new Goal 2 , Objective 2.2 and the preface.
23.	Clarify that the primary mission of the RTP is to support and implement the region 2040 vision, not managing growth.	Port of Portland and JPACT	Added language to overview in Section 1 and after Table 2.
24.	Include Institutions in list 2040 Design Types throughout document (Table 1, 2040 Fundamentals, Objective 1.1, Objective 1.3, Objective 3.2.1, Objective 3.2.4, and Objective 7.3).	Thomasina Gabrielle	No change. This comment has been forwarded to the New Look process. The RTP responds to the current 2040 design types – which does not specifically call out institutions.
25.	Chapter 1, Page 1 - Paragraph after the quote, first sentence. Suggest simplifying to: "This preamble to the Metro Charter, especially the emphasized passage above, lays the groundwork...". (continue as before)	TriMet	Revised language as proposed.
26.	Page 4 - Just a note that may be worth stating. The 6 fundamentals all fit into the RTP in terms of providing access	TriMet	Added language as suggested.

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	and mobility, but access (e.g., enabling good clustering of land uses, walkability, etc.) is different from mobility (driving, even transit in some ways). The distinction can get lost.		
27.	Table 1 - a new category is needed for “regionally significant industrial areas” and for “intermodal facilities” to guide the RTP. They can still be Primary Land Use Components, but they have such different needs than the Central City and Regional Centers, we’re fooling ourselves to try to lump them together. Suggest Primary Industrial/Employment (which would incorporate Regionally significant industrial areas, as well as all freight-focused intermodal facilities) be separated from Primary Mixed-Use (Central City, Regional Centers and passenger focused intermodal facilities). Also, provide some clarity for where passenger-focused facilities like PDX and Union Station come in.	TriMet	Added language and definitions to address this comment.
28.	Clarify “regional” system includes: limited-access facilities (throughways), regional and community arterials, regional transit service as defined in the draft and bike and pedestrian facilities on all regional streets.	TPAC workshop and Lake Oswego	Added this definition to the glossary and text and expanded to include freight rail, marine and air systems.
29.	Describe RTP vision for the local street system in more detail. Clarify role of local and collector streets in supporting the larger regional system.	TPAC workshop	Added current RTP language.
30.	Clarify what parts of the policy framework apply to local transportation system plans (TSPs)	TPAC workshop	Added language that entire chapter directs all transportation planning and project development activities in the Portland metropolitan region, and are therefore enforceable in local transportation system plans.
31.	Freight rail needs to be a key part of the RTP as well as freight movement <u>to</u> the region, not just within the region.	Oregon Transportation Commission	Added language on the importance of rail connections in the executive summary and new Goal 2. Forwarded comment to the Regional Freight and Goods Movement Plan effort, which will more specifically address freight rail needs in the region and make recommendations to the RTP process.
32.	The plan should allow for highway expansion as a viable	FHWA	Agreed. The proposed framework does not

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	<p>alternate. The transportation solution for a large and vibrant metropolitan region like Metro should include additional highway capacity options along with maximizing use of the existing system and land use choices.</p>		<p>preclude “highway capacity options” as suggested in this comment. The RTP policy framework, similar to the Oregon Transportation Plan, is focused on maximizing the efficiency of the existing system prior to expanding right-of-way. New road and capacity construction is an important option after system management, demand management and land use strategies are exhausted.</p>
33.	<p>The plan should acknowledge that automobiles are the preferred mode of transport by the citizens of Portland...they vote with their cars everyday.</p>	FHWA	<p>Added language to the executive summary to better explain trends and research findings related to this comment. The RTP does acknowledge that automobiles are the preferred mode of transportation for the majority of the residents of the Portland metropolitan region as evidenced by current mode shares in the region. However, SAFETEA-LU, the Oregon Transportation Plan and the Oregon Transportation Planning Rule require the provision of multi-modal transportation options that includes walking, bicycling and transit to respond to transportation needs of people who cannot rely on the automobile to get around. The importance of this strategy was re-affirmed in our scientific public opinion research and series of stakeholder workshops that we conducted.</p> <p>The RTP has a responsibility to all the residents of the region – and not everyone in the region can afford to own and operate a car. In addition, U.S. census data shows a significant portion of the region is under the age of 18 and increasingly over the age of 65. System balance, as proposed in the current plan and emphasized in the policy framework, is also important to that</p>

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			relationship because it relieves the burden off any one mode of travel – most notably highways and regional arterials, and helps keeps business and commerce moving reliably. Finally, our last travel behavior survey demonstrated that if people have convenient options other than driving they will use them.
34.	The plan should not make sweeping statements about fewer funds available now than in the past. There are more funds in federal programs with each passing reauthorization.	FHWA	Language has been added to the executive summary of the draft framework to better explain the trends and research findings related to this comment. Despite more funds being included with each passing reauthorization, the point being made is that Federal and state transportation sources are not keeping up with growing needs for a variety of reasons. Federal funding in this region has gradually declined since the 1950s when states such as Oregon received 90 cents of federal money for every 10 cents a state spent on interstate highways. In addition, at current spending levels and without new sources of funding, the federal highway trust fund is anticipated to go broke in 2009. State purchasing power is steadily declining because the gas tax hasn't increased since 1993 and is not indexed to keep up with inflation. Combined with rising prices for all petroleum products—not just fuel—the funding situation in this region (and state) has risen to crisis levels.
35.	Create separate goals for Compact Urban form and Economic competitiveness.	Metro Council, TPAC workshop, JPACT, ODOT, City of Beaverton, Washington County,	Added new Goal 2 on sustainable economic competitiveness and prosperity.

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		Freight Task Force, Sreya Sarkar (TPAC citizen), TriMet	
36.	<ul style="list-style-type: none"> <li>• Move objectives 1.2, 1.3 and 1.4 to new Economic prosperity and global competitiveness goal.</li> <li>• The importance of mobility and the economy are described well in the text, but the framework lacks objectives that tie the two topics.</li> <li>• There needs to be clear illustration of how the Transportation system implied by these policies will positively contribute to a Healthy Economy</li> </ul>	TPAC workshop and Washington County	Changed objective 1.2 to new Goal 2 and moved Objective 1.4 to be under new Goal 2.
37.	<ul style="list-style-type: none"> <li>• There should be clearer policy guidance regarding priorities for investments.</li> <li>• How should the RTP phase/prioritize investments to achieve desired “end state” and still be flexible throughout sub-areas of region?                             <ul style="list-style-type: none"> <li>• What criteria should be used to prioritize investments—does network concept leave behind or support investments in centers and other 2040 priority land uses (e.g., industry) as well as bike and pedestrian improvements?</li> <li>• How should critical freight connections be defined and investments prioritized? Performance measures for freight but without a freight corridor definition, what is a freight improvement over any other type, how do you prioritize?</li> <li>• What is the hierarchy of system links within the network concept and 2040 uses overall? Main streets are important and have competing service needs and design challenges.</li> <li>• What is the process for prioritizing projects and how will jurisdictions be involved?</li> </ul> </li> </ul>	TPAC workshop, JPACT, ODOT, Oregon Transportation Commission, Clackamas County and City of Beaverton	Added new language from current RTP and advisory committee discussions to establish priorities. The objectives establish investment priorities within each goal. The highest priority investments would be those that are cost-effective and meet multiple goals and objectives. Language has been added to describe this better.
38.	Transportation management goals should define peak and off-peak travel time objectives.	City of Tualatin	Added to Objective 4.1.
39.	Describe how person-trip capacity will be defined.	City of Tualatin	This measure is under development and will be further defined during Phase 3. It will rely

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			on current measures of capacity and volumes for a specific corridor.
40.	Consider measures on non-freight product or value of products for Objective 1.2	City of Tualatin	To be addressed by Regional Freight TAC during Phase 3.
41.	Clarify Objectives 3.2.6 and 3.2.7 for bike and pedestrian facilities apply to regional streets, not all streets.	TPAC workshop and Lake Oswego	Added “regional” to the text.
42.	Need to balance between development of existing centers and new centers; UGB expansion; [current framework puts] repeated reference to "compact urban centers" puts too much emphasis on existing centers at the expense of new centers; too much emphasis may encourage inappropriate infill and push growth outside the UGB	City of Gresham	Updated goal 1 to focus on great communities, of which compact urban form is a part, and added language describing Table 1 as applying to existing UGB and UGB expansion areas with adopted concept plans.
43.	Add street car to objective 3.2.4	Michael Powell, Freight Task Force	Added language.
44.	Page 20, Goal 7: the Goal statement uses the words “maximize public investment in infrastructure”. Is the intent here to say “maximize <u>return on</u> public investment”?	ODOT	Revised text as proposed.
45.	Page 20, Objective 7.3: there needs to be more clear direction and performance measures for protecting public investments in transportation. This is where the Region needs to take a policy position about access management on both throughways and arterials. There should be a policy that there will be no interchange improvements without an Interchange Area Management Plan.	ODOT	These are important actions and implementation strategies that will be have been added as potential actions that will be refined during Phase 3 of the process.
46.	Page 21, Goal 8 and Objective 8.1: representative decision-making should encompass much more than geographic distribution of JPACT and MPAC. There should also be mention of representation by gender, age, race, minority status, income, and stakeholder interest (e.g., business, freight, neighborhoods). Accountability does not seem to be the right word for the notion of a seamless system that this Goal covers. The OTP refers to this as “an integrated transportation system across jurisdictions, ownerships and modes”.	ODOT	Goal 8 is intended to get at the notion of a seamless system. This goal is calling out the idea that it is the collective responsibility of the system owners and operators to ensure that happens as part of being accountable to residents and businesses in the region. Additional proposed measures under Objective 8.1 will be developed.
47.	Objectives 1.1 and 7.3 speak to reinforcing growth in certain land use areas, but does not actually state that	ODOT	Added new language to establish priorities.



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	transportation investments that serve those areas are a higher priority than investments that do not serve “centers, industrial areas, intermodal facilities, corridors and employment areas”.		
48.	Goal 1: Compact Urban Form seems vague in its intent, referring to “integrated decisions” rather than a transportation system that supports a compact urban form.	ODOT	Refined goal and objective language to be more specific.
49.	Page 7, Objective 1.5: Travel Choices: this does not belong under Compact Urban Form and Economic Competitiveness. Maybe Travel Choice is a Goal in itself, with both a person travel and freight component.	ODOT	Moved Objective 1.5 to under Goal 3 and added new objective to new .Goal 2 addressing freight travel choices.
50.	Page 9, Mobility and Reliability Goal: The title of this goal is not reflected in the underlying text, which only talks about connectivity and travel choices. The goal should to address the movement of people and goods.	ODOT	Revised title of goal to be “Reliable People and Goods Movement.”
51.	Page 9, Mobility and Reliability: Objective 3.1 and 1.4 are duplicative. Access to industrial areas and through movement of freight should be addressed under this goal, as well as the economic costs of congestion.	ODOT	Deleted objective 3.1.
52.	Goal 3 Mobility and Reliability – While Mobility is identified in the Goal, it doesn’t seem to show up in the policies at all. And what happened to accessibility? Please don't just jettison old terms and adopt new ones. Keep old ones, and make sure ALL terms have clear definitions that all can understand.	Washington County	Expanded glossary and added language on accessibility.
53.	Page 9, Goal 3: the Goal is about Mobility and Reliability, yet all the Objectives are about Connectivity. While connectivity is a good thing, it is not sufficient to address mobility. The connectivity objectives and measures must be supplemented with measures for mobility 1) to demonstrate that the system will actually work; 2) to comply with the Oregon Highway Plan, and 3) to guide transportation investment decisions in all those instances where a fully connective multimodal system does not exist and is not likely to be developed due to existing land use, topographic, and/or environmental constraints, and 4) to prioritize investment decisions between now and the buildout of the envisioned fully connected system.	ODOT	Added new objective for system connectivity, mobility, system management, and demand management..  Measures from Freight TAC work will be incorporated into performance measures.

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	<p>Specifically, Objective 3.2, 3.2.1 and 3.2.5 on page 9 must include specific measures recommended by the Freight TAC and Task Force. The “percent of industrial areas and intermodal facilities served by direct arterial connections to throughways” is an accessibility measure, not a connectivity measure. What does “direct arterial connection” mean? ODOT supports inclusion of a measure of accessibility for industrial areas and intermodal facilities, but this should be expressed in terms of travel time (not as a percentage), and should be supplemented with a measure for through mobility on key regional freight routes. For businesses and freight interests it is not enough to physically be able to get to the freeway – they have to be able to do so reliably, in a reasonable amount of time, and they must be able to maintain a certain reasonable travel speed once on the freeway, at least during off-peak times.</p>		
54.	<p>It is not clear how the proposed alternative measures will apply to facility design. There is language under “Street Design Elements” on page 12 to suggest that freeways and highways should be 4-6 lanes, and Regional Arterials should be four lanes, but the language appears to be descriptive rather than directive. There is no clear legal policy language (i.e. Goal, Objective, or Performance Measure language) addressing street design.</p> <p>Page 9, Goal 3: the street design concepts on page 12 should be expressed in terms of Policy (Goal, Objective, or Performance Measure) language in order to be legally enforceable.</p>	ODOT	<p>Added language that entire chapter directs all transportation planning and project development activities in the Portland metropolitan region, and are therefore enforceable in local transportation system plans. In addition, added new language that clarifies the concepts are ideals that may not be applicable in all desired locations because of streams, existing development patterns and topography.</p>
55.	<p>Page 9, Goal 3: there should be an Objective for Local Street Connectivity, similar to the current RTP.</p>	ODOT	<p>Added local street connectivity objective from current RTP.</p>
56.	<p>Page 11, Objective 5.2: this seems like an incomplete list of the types of natural environments to protect.</p>	ODOT	<p>Expanded list to include wildlife and fish habitat and corridors.</p>
57.	<p>Page 11, Objective 5.4: the top 4 measures listed do not measure or contribute to human health. Add a measure about walk and bike trips to school.</p>	ODOT and DEQ	<p>Added proposed measure.</p>

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58.	Page 16, Transportation Management Concept: the text says that the first 5 Goals and Objectives also address System Management, but they do so only in a very incomplete way. There needs to be a specific Policy or Goal similar to the OHP Major Improvements Policy to state that before adding new capacity one must demonstrate that feasible TSM, TDM, and modal alternatives have been applied to the maximum extent possible, consistent with the Multi-Modal Corridor Capacity Concept. In addition, performance measures for TSM and TDM must be developed.	ODOT	Added new objectives specifically addressing system and demand management concepts. Performance measures will be developed during Phase 3.
59.	Equitable access and mobility should be brought under one category. Important and should be highlighted.	Sreya Sarkar, TPAC	No change recommended to emphasize access and mobility as separate goals in Goals 3 and 4.
60.	Safety and Reliability could be put under one goal. Safety should address not only accidents/crash on roads but also safety at the bus/train stations, especially at very early and late hours Human health might be somewhat related to the safety goal.	Sreya Sarkar, TPAC	Added language to expand security objective to get at personal safety.
61.	Under Goal 2's objectives (p. 8) Objective 2.2 states that providing a <i>"coordinated system that is barrier-free and serves the transportation needs for all people, including low income..."</i> is one of the objectives. Has there been any investigation that brings out the main transportation 'barriers' of the low income and minority population?	Sreya Sarkar, TPAC	No change recommended. The series of stakeholder workshops and other documents RTP research identified barriers that will be addressed during Phase 3 as part of the system development and analysis.
62.	Effective people and goods movement (3.2): Corridor approach needs more discussion.	City of Gresham	Added language to more clearly describe the corridor approach in executive summary and system design concept discussion. The corridor approach is a system evaluation and monitoring tool and will use the system gap inventory and such performance measures, delay and volume-to-capacity to inform phasing of investments.
63.	Objective 4.2 appears to duplicate objectives 4.1 and 4.3	City of Beaverton	Deleted Objective 4.2.
64.	Consider percent of culverts that are fish friendly instead of number of culverts for Objective 5.2	City of Beaverton	Updated measure to include "percent."

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65.	Objective 5.3 should be broadened to have emissions reductions as a goal.	City of Beaverton	Updated objective.
66.	Goal 3 – Add services to list of destinations.	Thomasina Gabrielle	Added reference to Goal 3.
67.	Goal 6, Objective 6.3 and Goal 8 – Add institutions to the list of participants.	Thomasina Gabrielle	Added references to Goal and objectives.
68.	There is no adequate measure for the transportation system's contribution to job creation and economic growth and competitiveness. Recommend a measure of economic benefits of transportation improvements (or conversely – economic costs of failing to make certain transportation improvements) along the lines of the "Cost of Congestion Study" to help prioritize transportation investments.	ODOT	Added a placeholder "Cost of congestion measurement" as potential performance measure that will be further defined in Phase 3. The draft policy framework also calls out the need develop measures for the economic value of freight and goods movement, 2040 centers and other priority land uses and bike tourism and other recreational uses.
69.	The plan should include a measure of the movement of people on the highways in both the peak and off-peak periods. The objective is to efficiently and effectively move people, goods, services, and information. A potential performance measure only relates to tons of freight movement off-peak. Performance measures should also include freight travel time, person travel time, and hours of peak and off-peak congestion on major facilities, and a measure to assess peak spreading.	FHWA	Agreed. Updated objectives under a new Goal 2 and Goal 4 address this in part. Additional freight and goods movement-related measures will be developed through the Regional Freight and Goods Movement TAC and Task force. These measures along with other measures to assess peak-hour spreading will be integrated into the policy framework during Phase 3.
70.	Measuring freight delays at regional freight corridors may miss the complete picture. Freight has to serve the region at the collector level to improve connectivity. There are also more sophisticated measures of reliability than daily truck delay that should be employed.	FHWA	Agreed. Additional freight and goods movement-related measures will be developed through the Regional Freight and Goods Movement TAC and Task Force. These measures will be integrated into the policy framework during Phase 3. The Task Force will also recommend a freight system plan to prioritize and protect critical freight links.
71.	The plan should provide convenient and safe parking spaces in sufficient numbers at reasonable prices.	FHWA	No change recommended. The RTP does not provide parking, local governments do through local comprehensive plans and land use decisions. Parking management is

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			appropriately included as an objective under Goal 1. Metro's 2005 Modal Targets study found that parking management is one of the most effective strategies for supporting transit-supportive development, increasing walking, bicycle and use of transit and minimizing impacts on the environment by using land more efficiently.
72.	Part of providing security is preventing crime on all modes of transportation, including transit.	FHWA	Agreed. Objective 5.3 has been revised to include a reference to crime specifically.
73.	There should be a goal of reducing transportation fatalities, injuries, and accidents for all modes. Look at frequency and exposure (travel) measures, not just per capita.	FHWA	Agreed. Goal 5 and updated Objective 5.1 addresses this comment.
74.	The plan should strive to improve the flow of mixed mode facilities for all vehicles. This includes the provision of bus bays for loading and unloading.	FHWA	Agreed. The draft policy framework is focused on improving the flow of mixed mode facilities for all modes of travel. TriMet and local governments already implement road design treatments such as bus bays in some locations, depending on a variety of factors. The RTP appropriately does not direct when those treatments should be applied.
75.	There should a measure of the cost per person trip in Goal 7.	FHWA	Agreed. This measure has been added to the list of possible performance measures. A final recommended set of measures will be developed and integrated into the policy framework during Phase 3.
76.	Goal 8 should measure congestion, safety, freight movement.	FHWA	Agreed that these are important measures; however, these types of measures are more appropriately included under Goal 2, Goal 4 and Goal 5.
77.	Add land use objective to transportation choices goal.	TriMet	Objective to be added.
78.	Page 5, Goal 3 – This should go a step further to include "livable streets" with complete pedestrian and bike features.	TriMet	No change recommended. This is described in street system concepts descriptions
79.	Page 8, Measures for Objective 2.1 - suggest adding: Percent of homes and parks within one-half mile access (via	TriMet	Added as recommended.

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	neighborhood streets) of bike lanes or bikeways.		
80.	Page 8, Measures for Objective 2.2 – Suggest a revision to “Percent of seniors and people with disabilities within one-quarter <i>mile via continuous sidewalks/protected crosswalks</i> of regional transit service.”	TriMet	Added as recommended.
81.	Page 9, Measures for Objective 3.1 - Add words "off-peak" and consider both auto and transit.	TriMet	Added as recommended.
82.	Page 9, Goal 3 statement – As noted at the January 29 <sup>th</sup> JPACT retreat, need to be clearer about what (limited access) throughways really are. This looks like the RTP is calling for freeways to every industrial area. Consider separating industrial areas and freight intermodal facilities into separate objective that allows calling for truck-route access to throughways, rather than direct throughway access to all.	TriMet	Added language to clarify the type of access desired for these areas in the regional freight and goods movement concept. This will be further refined during Phase 3 during development of the critical freight corridors map and application of the system concepts to= identify transportation needs and support 2040 land uses..
83.	Page 9, Objective 3.2.4 - Consider two-tier 1/4 mile and 1/2 mile distances. 1/2 mile is still only a ten-minute walk - if there are sidewalks and still may have a level of acceptability in places where densities do not otherwise support a more dense transit network.	TriMet	Added as recommended.
84.	Page 9, Objective 3.2.5 - Consider adding access to rail as a potential measure, given the preferred performance of rail for long-distance freight movement. Also, how does small-truck freight (which may not need a "throughway") play into this objective?	TriMet	Added as recommended.
85.	Page 9, Objective 3.2.2 - While 1/2-mile access to transit is a widely considered standard, it may be inappropriate to call for regional transit service on all arterial streets. We must look at spacing and coverage instead. More frequent service on fewer streets that still allows walk access is far better than less frequent service on every arterial. This is probably mostly an issue only in eastside grid. Change "all" to "most."	TriMet	Added as recommended.
86.	Page 9, Objective 3.2.6 - Some measure of bikeway continuity should also be included.	TriMet	Added as recommended.
87.	Page 9, Objective 3.2.7 - Should also recognize the importance of <u>continuity</u> of the sidewalk network. Another measure should be intervals of safe (controlled) crossings of major arterials (1/2-mile minimum?).	TriMet	Added as recommended.

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88.	Page 10, Objective 3.10 - Continuity should be considered as well.	TriMet	Added as recommended.
89.	Page 10, Objective 4.1 - Add ped/bike injuries fatalities as a separate measure.	TriMet	Added as recommended.
90.	Page 10, Objective 4.2 - Specify time span for SPIS locations addressed (in last five years?).	TriMet	Added as recommended.
91.	Page 10, Objective 4.3 – Framework should include measures of personal safety and of national security / independence from foreign oil.	TriMet	Added placeholder measures to be further defined during Phase 3 as recommended. These objectives will be difficult to meaningfully measure.
92.	Page 11, Objective 5.1- Possible measure percentage growth in centers vs undifferentiated areas/urban fringe. Could also measure the percent of zoning capacity utilized by redevelopment – similar to some of the analysis used in the streetcar “Hovee” study.	TriMet	Added as recommended.
93.	Page 11, Objective 5.3 - Any way to track air quality-related health incidents (incidence of childhood asthma or cancers?)	TriMet	Added as suggested.
94.	The aspirational street design elements seem to make sense where a region has much land yet to develop, but not in a region where the network already substantially exists and functions a certain way based on the existing land use.	FHWA	Phase 3 of the RTP update will apply these aspirational design elements to the region to identify gaps for each mode of travel - including freight and motor vehicle system capacity needs/bottlenecks as well as gaps in the transit, bike, and pedestrian networks.
95.	There typically are challenges when an MPO uses a classification system that differs from the highway functional classification system utilized by FHWA and the States. Preferably the same system should be used, but if not, there should be clear translation to delineate consistently how one MPO classification falls into one in the FHWA/State system.	FHWA	Agreed. A table will be developed as part of the federal and state findings documenting how the RTP classification system matches up and is consistent with the highway functional classification system used by FHWA and ODOT.
96.	Describe how street design elements will apply to areas with existing development, streams and topography and new urban growth boundary expansion areas.	City of Tualatin , City of Portland, Clackamas County and TPAC workshop	Added language to better describe the design elements as being aspirational ideal and that application of them will need may not be appropriate in all areas due to existing development patterns, topography and other environmental considerations.
97.	Add cross-section illustrations of the street design elements.	TPAC workshop	Added illustrations.

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98.	Page 12 through 18: what is the legal meaning of the text on pages 12 through 18 and how do these concepts apply to the actions of transportation providers when they are not expressed in legally adopted policy language?	ODOT	Added language that entire chapter directs all transportation planning and project development activities in the Portland metropolitan region, and are therefore enforceable in local transportation system plans.
99.	All streets, including Collector and Local streets should comply with AASHTO design widths.	FHWA	AASHTO establishes guidelines not standards that should be considered by local governments in the design of local and collector streets. Metro’s Livable Streets handbooks are consistent with AASHTO guidelines.
100.	The transportation management chapter should acknowledge that this is a limited concept and that eventually added demand will necessitate system capacity improvements.	FHWA	Agreed. Added language that capacity will be needed.
101.	<p>Page 12, Throughways: We are not sure what it means that freeways and highways are described as “4 – 6 lanes”. Does that include auxiliary lanes? Does that mean there can never be more than 6 through travel lanes? This needs to be discussed more. Perhaps should be wider [in certain cases].</p> <p>Page 12 - For throughways, clarify number of lanes in each direction. This definition doesn't square with a desire to get these to every industrial area (see comment above for Objective 3.2.1). A suggestion would be to change or eliminate Objective 3.2.1.</p>	TPAC workshop, ODOT, TriMet, JPACT	Added language that describes the ideal throughway design as six <u>through</u> lanes. Auxilliary lanes would be in addition to the six lanes. The purpose of the policy is not to design every facility, but rather, to establish an expectation of what is typical in sizing the system. A process for exceptions to this typical design will be developed during Phase 3 and will be included in Chapter 7 of the plan.
102.	There is a new over-emphasis on efficiency, and it is potentially at the expense of roadway capacity and safety. All three need to be carefully considered in deciding what projects to include in the plan. For example, the working draft appears to limit “throughways” to 6 lanes. Demand in some circumstances may warrant more lanes and extra capacity. While the LOS policy needs to be re-examined, applying a systems network exclusively as a beginning tool suggests all existing capacities are adequate and the congestion issues can be addressed by improving efficiency.	Washington County	Added language to state that some capacity will be needed to achieve the regional street system concept. The systems concept is not intended to imply that all existing capacities are adequate or that congestion will only be addressed by improving efficiency. The policy framework does describe the need to implement management strategies to optimize performance of the system. The concept does not throw out LOS. The



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	This may not necessarily be correct. Throwing out LOS as a measure to use in a new policy seems premature.		framework recommends LOS be used as a diagnostic tool to monitor the system and inform project development activities.
103.	Capacity and Level Of Service measures are route and mode specific and cannot be applied collectively to the disparate highway types and modes in a corridor. Total person trip capacity does not reflect the actual capacity or congestion in the region. All trips are not transferable between/among modes. The available capacity in one mode may not reflect system conditions. LOS still serves an important purpose for roadway system performance and is a good indicator of current and projected service conditions of the facility.	FHWA	That is correct, and the reason why LOS is not proposed to be eliminated as suggested by this and other comments. LOS is retained as an indicator to monitor and evaluate current and future road system performance. Language has been added to the policy framework to more clearly describe this. The proposed person-trip capacity measure will be volume and capacity based, but applied to a series of interrelated corridors. This measure is recommended to complement LOS along with other measures. Additional work will be conducted to develop this new measure.
104.	Page 14 -15, High Capacity Transit: distinguish between BRT on separate lanes vs. shared lanes. This affects the speed and reliability of the transit, and is of great importance for the owners of the roadways to know the right-of-way implications of the “planned capacity, function, and level of service” of any transit service that the road is supposed to accommodate. The treatment of transit should be incorporated into the street design descriptions where applicable.	ODOT	New figure added to show the right-of-way implications of different types of transit services. Glossary definitions also updated.
105.	Street car should not be included in the Regional Transit Network- it is more appropriately part of the local transit network.	Sreya Sarkar, TPAC	Added streetcar to list of local transit service types and expanded glossary definition to acknowledge role streetcar can serve as part of local and regional transit networks. Streetcar plays an important function in serving locally oriented circulation in higher density, mixed-use centers and leveraging 2040 centers development as a permanent transit feature. It is appropriately part of the regional transit network as a tool to connect higher-density mixed use centers as well as circulation within these centers that can also

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			result in significant ridership increases because of the quality of service provided.
106.	Consider concept of high-density transit where street car can be operated as a regional and local transit service.	Chris Smith	Added streetcar to list of local transit service types. See Comment #104.
107.	Consider that there is a two-dimensional framework that places the capacity of the mode on one axis and the ROW treatment on the other. Almost any mode can be placed in this 2-D framework.	TriMet	Added graphic displaying this framework.
108.	Figure 1 mentions 2-mile interchange spacing; the text refers to “no less than 1 mile.” Apart from this inconsistency, we need to distinguish between policy for new interchanges and policy that might drive us to remove an interchange.	ODOT	Updated language to state interchanges should be “no less than 2 miles apart.”
109.	Page 16, second paragraph of the Overview: The last sentence states that “managing the system ...is a necessary step before investing in further expansion of transportation infrastructure”. This is not always true, particularly for those areas where the existing infrastructure does not meet the regional street system concept and its connectivity measures or where new areas are brought into the UGB it is likely to be necessary to expand the transportation infrastructure, because the existing system does not serve those areas.	ODOT	Deleted clause at end of sentence.
110.	Clarify that bike gaps on regional streets could be addressed through projects off the regional street system.	TPAC workshop	Added language.
111.	Page 16, System Management Elements - It is not always true that lower speeds or traffic signals reduce capacity.	City of Beaverton	Deleted example.
112.	Page 18, Mode Choice: it would be good to include definitions of “mode choice” and “travel options” in the Glossary of Terms.	ODOT	Definitions to be added to the glossary.
113.	<ul style="list-style-type: none"> <li>• Transit system goals and priorities need more detail and clarity.</li> <li>• Should the RTP call out an “end state” for the regional transit concept?</li> <li>• What should the role of the streetcar be in regional transit service and 2040 Growth Concept? Role of streetcar is relatively new in region and has been focused in the City of Portland. Important to distinguish and clarify how to prioritize.</li> </ul>	TPAC workshop and City of Beaverton	Added new language describing more detail on the Regional Transit System Concept. See also comments #105 and #106. Triggers for transit service expansion will be defined during Phase 3.

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	<ul style="list-style-type: none"> <li>What threshold should trigger expansion of high capacity transit and regional transit service in growing areas? The draft framework shifts focus from being Portland central city centric to be more multi-center centric, and needs to address reality of bringing services to regional centers that are not yet fully transit-supportive in terms of density and mix of uses.</li> </ul>		
114.	Freight component is unclear (although Freight Committee is working on this and a freight map)	City of Beaverton	Added new Regional Freight System Concept to more clearly describe the freight component. In addition, the Regional Freight and Goods movement planning effort has started to identify critical freight corridors to be included in the RTP. This map will be developed during Phase 3.
115.	There has been much discussion about pricing in the region over the past several years. However, Chapter 1 does not mention pricing. Some policy discussion early on in the RTP may be helpful.	TPAC workshop, ODOT and Washington County	Added language calling out value pricing as a system management tool that should be considered. Additional policy discussion of how and when this tool should be applied will occur during Phase 3.
116.	Clarify how parkways and expressways fit in.	JPACT	Both facility types are part of the principal arterial system (also called throughways in the policy framework). Expressways generally correspond to the "Highway" design concept in the policy framework. Parkway include regional multi-use trails and sometimes greenways as part of their design. Additional work will be completed in Phase 3 to describe strategies for achieving the design and operational objectives of these facilities.
117.	Page 12 - For both definitions of regional arterials, add a phrase at the end "at safe speeds" to clarify the "high traffic volumes" statement.	TriMet	Added as recommended.
118.	Page 13, Figure 1 - Add further caption: Idealized concept showing preferred spacing of facilities and illustration of multi-modal corridor for capacity analysis,	TriMet	Added as recommended.
119.	Page 13, Regional Street System Concept - Should be noted	TriMet	Added as recommended.

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	somewhere that cross-arterials (the ability to move between different facilities in the corridor to respond to congestion) is essential.		
120.	Page 14, Figure 3 - Remove all cul-de-sacs, leaving those streets disconnected with larger blocks remaining.	TriMet	Added as recommended.
121.	Page 15 - Regional Transit Network, replace statement in parentheses with "all day and weekends when possible".	TriMet	Added as recommended.
122.	Page 15 – While streetcar can be used in a regional mode (Lake Oswego planning), it has thus far been used as a local circulator mode. You could list it in both places.	TriMet	Added as recommended.
123.	Page 15, Local Transit Network - Here would be a good place to mention the vital role of sidewalk connectivity and protected crosswalks.	TriMet	Added as recommended.
124.	Page 16 -Overview, 2 <sup>nd</sup> paragraph – Stocking buying analogy is not appropriate.	TriMet	Added as recommended.
125.	Page 17- 2nd paragraph under Application in the Portland metro region, last sentence - Add word in all caps as follows: "This simple approach to system management does not require any ADVANCED technology..."	TriMet	Added as recommended.
126.	Page 17- At the end of the sentence under "Ongoing" add "...as TriMet currently does."	TriMet	Added as recommended.
127.	Page 18, Choice of route and timing – You might insert in here that these systems can also help select among modes – for example, the latest version of Google Maps compares transit and auto travel times AND cost.	TriMet	Added as recommended.
128.	Page 20, Objective 7.2 - Need more explanation about the "relative cost comparison for roadway and transit operations and maintenance". What's the goal and do we find ourselves comparing costs between modes?	TriMet	No change recommended. The measure is intended to give a rough cost approximation of the cost to maintain and operate the proposed road and transit systems, not to compare between modes.
129.	Important to consider intersection treatments and signalization techniques (e.g., the people factor).	City of Beaverton and Clackamas County	Language to be added to version 3.0 draft on this.
130.	Unclear whether regional mobility concept proposes throughways every two miles.	Washington County	Text will be updated to better describe the primary purpose of this concept – as an evaluation tool – not a throughway spacing design tool. Regional mobility concept and 2-mile example shown in Figure 2 is

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			intended to show that throughways interact with parallel arterials and evaluation of these important corridors should include those parallel routes. The policy framework and system concepts do not recommend a spacing standard for throughways. TPAC will help define the regional mobility corridors to be evaluated in Phase 3 and monitored between RTP updates.
131.	Corridors term is used throughout document in different ways. Need to define more clearly.	City of Wilsonville	Added as recommended.
132.	Page 22, Glossary, Local bus, second sentence - Add: "... as often as every 30 minutes on weekdays AND MAY BE MORE FREQUENT DURING HOURS OF PEAK DEMAND."	TriMet	Added as recommended.
133.	Page 23, Glossary, Park-and-ride - While most park & rides have some attention given to bike and pedestrian connections, the nexus is not very relevant. Those facilities are more associated with major bus stops and transit centers, which tend to be in pedestrian-oriented environments. Also, be more direct, add sentence: "Avoid large park-and-rides in centers where possible, or provide for shared-use or conversion to local uses over time."	TriMet	Added as recommended.
134.	Page 23, Glossary - Passenger intermodal facilities: Should Oregon City Amtrak station be added?	TriMet	Added to list.
135.	Page 24, Glossary - Passenger rail, delete "up to 79 miles per hour". We should hope for more.	TriMet	Added as recommended.
136.	Page 24, Glossary, Streetcar - Add new 2nd sentences: "Streetcar service often provide local circulator service and also serves as a potent incentive for denser development in centers"	TriMet	Added as recommended.
137.	Page 24, Glossary, Streetcar - Add new 2nd sentences: "Streetcar service often provide local circulator service and also serves as a potent incentive for denser development in centers"	TriMet	Added as recommended.
138.	There needs to be a measure that assures the system will in fact work, that is useful for making investments, operations and design decisions, and that works when applied to development review decisions. Metro must demonstrate that	ODOT	System analysis phase will include creation of a transportation needs inventory, development of performance measures and testing the concepts to evaluate

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	<p>the connectivity or street system design and multimodal corridor capacity concepts and their proposed performance measures together will ensure that the system will function adequately to meet identified state and regional transportation needs.</p>		<p>effectiveness. Refinements will be made as needed to address the findings of the analysis.</p>
139.	<p>Clarify how the proposed concepts and alternative performance measures will fit into/address the TPR and OTP:</p> <ul style="list-style-type: none"> <li>• Clarify how the proposed alternative performance measures will apply to plan amendment and development review proposals consistent with 060 of the TPR:</li> <li>• What are the implications of RTP adoption on local TSPs (e.g, timing)? Local jurisdictions may be caught in the middle while State and Metro are trying new ideas and locals still pushing local agenda. Important to keep known ahead of time, don't want to get stuck in double compliance, have RTP as compliance manual, approved by state.</li> </ul>	<p>TPAC workshop, JPACT, MTAC, Port of Portland and ODOT</p>	<p>Additional legal research and consultation with the Oregon Transportation Commission and the Land Conservation and Development Commission will be conducted during Phase 3 as part of the system evaluation and development of findings that document compliance with state requirements. Under the TPR, local governments will have one year from adoption of the RTP by ordinance to update local transportation system plans.</p>
140.	<p>The Draft RTP chapter 1 does not incorporate the notion of identifying and improving bottlenecks as a way to prioritize investments and to ensure freight mobility and reliability consistent with the OTP and FHWA initiatives.</p>	<p>ODOT and Port of Portland</p>	<p>A potential action has been added to call out the need to identify and address bottlenecks in the system. If the bottleneck is the result of a gap in system capacity under the proposed policy framework, then these gaps are appropriately addressed through capacity investments. If the bottleneck is on a facility that already meets the aspirational capacity defined in the system concept, then the policy framework calls for addressing bottlenecks in the context of the effects on the broader corridor rather than only focusing on spots of congestion. This would be accomplished through completing other system connectivity gaps and implementation of TSM and TDM strategies in the broader corridor (e.g., regional mobility corridor concept). Addressing</p>

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			bottlenecks will be part of strategies (including the identification of gaps and corresponding projects) for how to achieve the goals and measurable objectives identified in the policy framework. The strategies will be refined during Phase 3.
141.	Under the Governance section, we need to add an objective to distinguish what part of the system is primarily a "regional" responsibility and what part is primarily a "local" responsibility. For example, where do bike lanes and sidewalks along roads fall? What about collector streets, community streets or community boulevards?	Washington County	This will be addressed in action strategies during Phase 3 of the RTP.
142.	Need more specifics on outcomes measures; measures need to match up with goals and objectives. Do we have reliable data upon which to base performance measures? Who is responsible for collecting? Performance measures need to be thoughtful without creating a bureaucracy of measurement.	Clackamas County, City of Beaverton and DEQ	Specific measures will be developed during Phase 3 that better match the goals and objectives. In some cases, reliable data may not be available. Data collection- related strategies, and responsibilities for different data needs, will be identified in those cases.
143.	Describe how this approach will result in bike and pedestrian gaps being identified and addressed.	TPAC workshop	The policy framework defines the roads of regional significance as being throughways and arterials that are also complemented by a network of off-street regional multi-use trails with a transportation function. A map will be developed showing all of these together - by classification. By inference, the arterials would also be the bicycle and pedestrian routes of regional significance. The map would also identify pedestrian districts (which correspond to the 2040 centers). Bike and pedestrian network gaps will be identified during Phase 3 as part of creating a needs inventory through application of the design concepts on the existing transportation system. The regional sidewalk inventory and Bike There map will be used to inform this gap analysis. ODOT, local governments and

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			special districts will be asked to identify projects to address these and other identified gaps. Future RTPs would monitor completion of these system gaps.
144.	<p>What role should scenarios play and how can they be designed to inform RTP framework?</p> <ul style="list-style-type: none"> <li>• How will RTP scenarios inform investments that will achieve ~2040 vision for centers and other 2040 land uses?</li> <li>• Concepts needs to be evaluated to demonstrate they will work and if they do not work, we will need to develop alternative concept that will.</li> </ul>	TPAC workshop	This will be addressed during Phase 3 as part of system development and analysis.
145.	<p>What are the implications of RTP framework on New Look and future urban growth boundary planning processes?</p> <ul style="list-style-type: none"> <li>• What are the implications of land use decisions being made today (in new and existing areas) and future UGB expansions if we are limited to the FC system of projects (e.g., “ripple effect” on neighbor cities and “greater region”)?</li> <li>• How do you deal with the land use of the future that is not currently covered by the regional transportation system?</li> <li>• What if 2040 hierarchy changes as a result of New Look?</li> </ul>	TPAC workshop, City of Portland and Port of Portland	The draft policy framework uses the current 2040 design types. The 2040 hierarchy, adopted in the 2004 RTP, has been updated to further prioritize 2040 land use areas for purposes of regional transportation investments to address comments that the draft framework did not adequately establish priorities. The New Look process will also consider new 2040 design types and investment priorities. To the extent possible, policy recommendations from the New Look will be incorporated into the RTP during Phase 3. New Look recommendations that cannot be incorporated into the updated RTP due to the aggressive timeline will be reconciled through follow-on RTP amendments, after the RTP update is complete. The RTP is updated every four years. A footnote has been added to the 2040 Growth Concept discussion to acknowledge this.
146.	<p>How does the “built system” approach fit with our fiscal constraint emphasis?</p> <ul style="list-style-type: none"> <li>• Does a fiscally constrained RTP shift the funding burden to local governments?</li> <li>• How to balance fiscal constraint requirement with</li> </ul>	TPAC workshop	This will be addressed as part of the RTP finance policy discussions and development of finance strategies during Phase 3.



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	<p>aspirations/needs for achieving 2040 that will exceed FC revenue forecast—can aspirations be tied to FC system if region commits to raising additional money?</p> <ul style="list-style-type: none"> <li>• What are the implications of land use decisions being made today (in new and existing areas) if we are limited to the FC system of projects (e.g., “ripple effect” on local governments for raising/re-tooling financing mechanisms in region).</li> </ul>		
147.	Does the multi-modal corridor concept “grandfather” current highway or transit projects?	TPAC workshop	No projects are recommended to be grandfathered into the RTP. Many current RTP projects will meet the updated goals and objectives and address the system gaps to be inventoried during Phase 3.
148.	Concern regarding the involvement of community groups that represent the traditionally under-represented populations including ethnic minority and low-income individuals and families. It was not clear from the draft or the discussions held till date about the draft, how much the community groups participated in this process.	Sreya Sarkar, TPAC	<p>The public participation plan was approved by JPACT and the Metro Council as part of the RTP update work program in June 2006. TPAC reviewed and discussed the work program prior to that approval. Traditional “open houses” in the past have not attracted these voices to the discussion. We elected to conduct two stakeholder workshops with people representing minority and low-income persons in different parts of the region, one of which was conducted in Spanish at Centro Cultural in Cornelius. A third workshop was conducted with people who are interested in the connection between transportation and health—both disease prevention and health promotion — including elderly and people with disabilities. A fourth workshop was held with representatives from community-based organizations that are members of the Coalition for a Livable Future. A fifth workshop was held with private business, education and other institutional service providers and economic-</p>

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			<p>development interests.</p> <p>Private business and economic development organizations were also included in forum held early in the scoping phase of the RTP update to gather input on what the update should address. A second forum was held in June that included not only these private business interests, but also a variety of community groups and advocacy organizations, as well as any interested individuals who wanted to attend.</p>
149.	Concern about the participation of employers (non-government), professional associations and businesses in setting the main goals and objectives.	Sreya Sarkar, TPAC	<p>In addition to the response to #148, the Regional Freight and Goods Movement Task Force and a separate technical advisory committee have been established, meeting regularly on this topic. These committees include significant employers and business representation.</p> <p>Recommendations from these committees will be forwarded to the RTP update process, including refinements to the draft policy framework.</p>
150.	Connection between VMT and equitable access unclear. How does plan relate to portions of the population that have choices versus those that have to use alternative?	JPACT retreat	See also recommendation # 33. The plan goals and objectives, particularly Goal 3 and related objectives, emphasize providing affordable and reliable choices to all residents of the region. Providing choices, compact urban form and services that inform residents about their choices can help reduce drive alone trips and VMT.
151.	Address region's role in accommodating through trips on its highways.	Regional Freight and Goods Movement Task Force	Language has been added.
152.	Address the need for more freeway capacity to address congestion.	Regional Freight and Goods Movement	Language has been added strategic capacity investments will be needed to

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		Task Force	address congestion and other desired outcomes for the transportation system.
153.	Address peak hour reliability not just off-peak reliability.	Regional Freight and Goods Movement Task Force	Expanded freight reliability objective to also evaluate peak hour reliability.
154.	System design concept is supply-based for sizing. Need to also consider demand to avoid under- or over-sizing the road network. Need to acknowledge exceptions where more intensive land uses are planned. Policy should state what happens in places where supply sizing won't work.  What is the unit of measure for system performance?	Regional Freight and Goods Movement Task Force	Language has been added that a process for exceptions to the system design/sizing of facilities will be identified in Chapter 7 of the plan during phase 3. Multiple measures are proposed to assess system performance and demand, including travel time variability, levels of congestion ( e.g., volume/capacity) and delay, travel speeds, mode shares, vehicle miles traveled per capita and transit ridership.
155.	Not clear on how LOS will be used.	Regional Freight and Goods Movement Task Force	LOS is not proposed to be eliminated as suggested other comments. LOS is retained as an indicator to monitor and evaluate current and future road system performance. Language has been added to the policy framework to more clearly describe this. The proposed person-trip capacity measure will be volume and capacity based, but applied to a series of interrelated corridors. This measure is recommended to complement LOS along with other measures. Additional work will be conducted to develop this new measure.
156.	What happens to the functional classification maps?	Regional Freight and Goods Movement Task Force and City of Portland	The functional classification maps will be consolidated into two functional classification maps – a motor vehicle system map and a transit system map. These maps will use the existing RTP functional classifications as a starting point and update them as part of applying the System Design Concepts. They are proposed to be included in Chapter 3 of the

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			<p>RTP as part of the needs assessment. A third map of critical freight routes will also be developed as part of applying the Regional Freight Network Concept to assist in prioritizing freight investments. For purposes of the RTP, the regional bicycle and pedestrian networks correspond to the arterial street network and identified regional multi-use trails with a transportation function. The regional pedestrian network also includes infrastructure in pedestrian districts that correspond to 2040 centers and station communities. Bikeway gaps on arterials may be addressed through bikeways or bicycle boulevards off the regional system on parallel facilities when right-of-way constraints exist or when the regional arterial system does not meet arterial spacing standards.</p>
157.	How does the transportation system concept related to the 2040 land uses?	Regional Freight and Goods Movement Task Force	Application of the system concepts will respond to varying needs of 2040 land uses.
158.	How will system design concept be used to make decisions about investments?	Regional Freight and Goods Movement Task Force	<p>Transportation needs will be identified where gaps are identified when the system design concept is applied for all modes of travel during Phase 3. This will include the identification of bottlenecks, missing sidewalk and bikeway connections, needed capacity and new street connections. Those investments that achieve multiple goals (e.g., safety, connectivity, reliable people/goods movement, clean air) will be identified as the priority for investments..</p>
159.	Address economic competitiveness. Give priority to corridors that benefit the economy.	Regional Freight and Goods Movement Task Force	Language has been added to better address economic competitiveness, expanding notion beyond freight mobility to also include worker access to jobs, a healthy

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160.	Talking about (congestion) pricing muddies the water. Figure out how to make the system design concept function without making pricing an element. Separate issue.	Regional Freight and Goods Movement Task Force	environment and quality of life. Language has been added to state that pricing is not a widely accepted tool at this time. However, the draft policy framework takes a system perspective that requires the use of all the tools in the “tool box” to achieve the goals and objectives of the plan. Pricing and other system and demand management tools will need to be used in combination with the system design concept to effectively optimize the regional transportation system for people and goods movement as well as to meet other plan goals. The extent to which pricing should be considered and/or applied in this region will be the subject of future policy discussion by JPACT and the Metro Council during Phase 3.
161.	Will implementation of the system design concept recapture some of the lost capacity on arterials the converted to boulevard design?	Regional Freight and Goods Movement Task Force	A potential action has been added to specifically address freight needs during transportation studies. Refinements to the potential actions will be made during Phase 3. As proposed, the policy framework would be applied in future transportation studies – and would call for applying the system design and management concepts as appropriate. Boulevards are an important design component in 2040 centers and mixed-use areas. The Regional Freight and Goods Movement Plan will also make recommendations for how to better address freight movement and freight loading needs as part of boulevard designs in these areas. These recommendations will be incorporated into future updates of the Livable Streets handbooks.
162.	Too multimodal on basic street design. Not every street can	Regional Freight and	Multi-modal design is a center piece of the

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	be everything to everybody.	Goods Movement Task Force	system approach described in the policy framework language. Language has been added to clarify the emphasis of different design elements changes to respond to the function of the facility and the land uses it is intended to serve.
163.	How do does the system design concept address to shorter-term marketplace changes? Need adaptability. Example railroads use off-peak scheduling and peak hour pricing to address capacity issues.	Regional Freight and Goods Movement Task Force	These are potential actions that would be identified under the system management concepts.
164.	How can the marketplace be connected to the ongoing monitoring of the system? How do we account for economic change?	Regional Freight and Goods Movement Task Force	The RTP is updated every four years. Performance monitoring will occur as part of the periodic updates. Demographic, economic and financial trends will be re-evaluated through future updates to ensure the plan is responsive and adaptive to changing conditions.
165.	Set an upper threshold on specific corridors as a backstop to prevent failure – missing investment criteria.	Regional Freight and Goods Movement Task Force	Investment/project prioritization criteria will be developed during Phase 3 to implement the Goals and Objectives identified in the draft policy framework.
166.	Optimization models used in private sector a tool to compare efficiency benefits of one route to another.	Regional Freight and Goods Movement Task Force	This comment will be addressed to the extent possible during Phase 3 as part of development of measures to analyze system performance. Current analysis tools limit our ability to evaluate efficiency benefits of one route versus another.
167.	How do you prioritize corridors? What are criteria for determining which corridors are most critical.	Regional Freight and Goods Movement Task Force	Corridors and investments will be prioritized based on the Goals and Objectives and supporting functional classification maps and critical freight route map to be defined during Phase 3.
168.	Separate analysis of corridors moving people from corridors moving freight.	Regional Freight and Goods Movement Task Force	No change recommended. It is important to look analyze the corridors for all modes of travel to the extent possible because reducing the number of people trips on

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			critical freight corridors will be part of the overall strategy to manage congestion and improve freight reliability.
169.	Tools need to identify bottlenecks based on economic impact.	Regional Freight and Goods Movement Task Force	Identification of bottlenecks for freight movement will be conducted in Phase 3. Performance measures will be refined during Phase 3 and will try to assess economic impact at a system level, not on a project by project basis.
170.	What is the backstop if the system is not working?	Regional Freight and Goods Movement Task Force	The policy framework calls for aggressive management of the system, strategic investments that provide new and expanded infrastructure and services that support all modes of travel, and raising new revenue to fund needed investments. The RTP is updated every four years to allow for future course corrections to respond to findings from the system monitoring that will occur in between updates.
171.	Reconcile data/policy conclusions with existing body of work, such as surveys.	Regional Freight and Goods Movement Task Force	The draft policy framework responds to the RTP background research on the transportation system, stakeholder workshops and public opinion research.
172.	There may be merits in adding discussion on the following: a definition of "freight"; integration of RTP with existing city/county RTPs; education section; existing data and reports and their relationship to each other, (e.g., explain discrepancies in recent surveys); identification of policy areas to be targeted for review/discussion; for example, at the retreat, the JPACT Chair mentioned existing data predicts substantial increases in truck traffic and noted perhaps a policy to consider may be getting the freight onto rail. This would appear to be a major policy shift; absent supporting or rejecting merits of the policy, it may be one of many policy calls that simply need to be addressed. Other such policies may be limits on truck size distinction between light and heavy freight, etc. The suggestion was not	Regional Freight and Goods Movement Task Force	Possible "policy" actions have been identified for each goal and objective in the draft policy framework. These potential actions and strategies are intended to serve as a starting point will be further refined and addressed during Phase 3 and post-RTP adoption implementation activities.

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	necessarily to identify all these policies at this time (this will be part of the process of writing the RTP), rather to incorporate a section discussing policies, which are different than goals, objectives, and measurement tools.		
173.	Include a <u>½ mile grid network of low-traffic routes prioritized for non-auto travel</u> in Goal 4.2.6 and 4.2.8 and revise p. 12, 26-27 to reflect these changes.	Bicycle Transportation Alliance	The current RTP local connectivity requirements will be refined during Phase 3 to better integrate the notion of providing low-traffic routes for walking and bicycling. Connectivity of the street system is critical because the arterial, collector and local street networks provide the backbone for bicycle and pedestrian travel in the region. The RTP has a responsibility to provide continuous bicycle and pedestrian connections on all arterials where possible, recognizing there may be locations in the region where existing development, natural features or other circumstances may cause right-of-way constraints. This, in turn, requires designing the transportation system to have a well-connected network of four-lane arterials, where possible, that are supported by a well-connected network of collector and local streets that are a local responsibility, not an RTP responsibility.
174.	Metro currently recommends a <b>Community Collector</b> every mile. We are concerned that these Collector routes will still have travel volumes and speeds that exceed that optimal level for bicyclists; every other ½ mile the Collector is an Arterial or Thoroughfare, these classifications will not adequately serve the larger majority of <i>potential</i> cyclists. Therefore, <u>we recommend that the ½ mile network be identified as “new lines” on the local street network maps that fall in between the Arterials and Collectors.</u> The Regional Trail System can be overlaid on and be part of this network.	Bicycle Transportation Alliance	Collectors are recommended every half-mile. The current RTP local connectivity requirements will be refined during Phase 3 to better integrate the notion of providing low-traffic routes for walking and bicycling. The draft policy framework calls for arterials spaced one mile apart (not collectors) where possible, that are supported by a well-connected network of collector and local streets that are a local responsibility, not an RTP responsibility. Bikeway gaps on arterials may be addressed through bikeways or bicycle boulevards off the



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			regional system on parallel facilities when right-of-way constraints exist or when the regional arterial system does not meet arterial spacing standards.
175.	Metro <b>create a new design standard for low-traffic bicycle boulevards</b> , p.31.	Bicycle Transportation Alliance	A definition of bicycle boulevard has been added to the glossary, but development of design standards for bicycle boulevards is beyond the scope of the current RTP update.
176.	<b><u>new priority pedestrian network should be identified for centers and main streets.</u></b> We believe that pedestrian access in the Centers is critical to Metro's 2040 Plan. The RTP must include policy statements about pedestrian circulation in and to the centers. Goal 4.2.7 and 4.2.8, p. 26-27 should be revised to reflect these changes.	Bicycle Transportation Alliance	Language has been added to clarify what is considered part of the Regional Pedestrian Network and potential actions have also been developed to address this. For purposes of the RTP, the regional pedestrian network corresponds to the arterial street network, identified regional multi-use trails with a transportation function, and infrastructure in pedestrian districts (e.g., wider sidewalks, pedestrian-scale lighting, benches, and other features). The pedestrian districts correspond to 2040 centers and station communities.
177.	<b><i>Executive Summary</i></b> It should be stated that the Portland Metro region has one of the best performing transportation systems in the nation.	Bicycle Transportation Alliance	Revised as recommended.
178.	<b><i>Framing the Crossroads</i></b> The impact of congestion per Metro's report should be more accurately stated as the following: "in 2025 the impact of congestion will increase freight costs by \$422 million and \$422 million in worker productivity will be lost due to increased in travel time."	Bicycle Transportation Alliance	Revised as recommended.
179.	<b><i>Goal 2 Sustainable Economic Competitiveness and Prosperity</i></b> This goal as written only relates to freight movement and transportation access, but does not discuss the impact of other transportation investments on the economy and job creation and retention, especially related to Return on	Bicycle Transportation Alliance	Added language to describe and acknowledge, collectively, freight reliability, protecting the environment and providing access to centers and industry are important for retaining the region's economic competitiveness. The framework also now

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	Investment of transportation investments in centers. We strongly urge Metro to add objectives that ties the 2040 Plan, investments in Centers, back to economic competitiveness.		includes an action to try to develop a method to measure this.
180.	<b>Timing/coordination with the New Look</b> Is the RTP getting out in front of the New Look? Should this RTP be an interim update without major changes until the New Look catches up?	City of Portland	The RTP is updated every four years. Policy direction from the New Look will be incorporated in the RTP to the extent possible and through future updates to the RTP. A footnote has been added to the 2040 Growth Concept discussion to acknowledge this.
181.	<b>Interchanges and Bridges</b> The RTP needs to establish regional policies (and hence agreement with ODOT) about interchanges and bridges. These are both major facilities that provide important regional services, but may have substantial local impacts. Should there be a regional approach or model language regarding IAMPs? Are there enough bridges in our regional plan? How do we prioritize, design and pay for them?	City of Portland	Added language in potential actions section of Goal 4 and Goal 8 to call this out. More discussion of this will occur during Phase 3 to better address this issue in the policy framework, needs assessment and prioritization criteria.
182.	What are the implications of dropping pedestrian, bicycle, and motor vehicle maps? Especially for local jurisdictions related to inter-jurisdictional coordination. For example, resolving street purpose and classification differences between adjoining jurisdictions where a regional street connects between both. There could also be funding implications in terms of how competing pedestrian projects are scored for MTIP. Why does transit, freight and trails warrant separate maps? The transit system map continues to focus on vehicle type rather than function. What do the bike and pedestrian communities have to say about such changes?  How does the Federal Functional Classifications interface with the RTP if the RTP does not have functional maps?	City of Portland	The motor vehicle, freight and transit maps will be developed in Phase 3 and are proposed to be included in Chapter 3 as part of the needs assessment. For purposes of the RTP, the regional bike and pedestrian network will be the arterial system, pedestrian districts that correspond to the 2040 centers and station communities designations and regional multi-use trails with a transportation function.  A new table has been added that identifies network function for each regional street type and new text has been added to better describe the function of different transit elements.
183.	If Creating Livable Streets will be the “standard” for street design and function, the documents need to have more	City of Portland	The urban road design types are proposed to be eliminated to simplify the design

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	weight than guidelines and need to be updated to acknowledge situations where ROW is highly constrained. Creating Livable Streets may also overlook the special needs of freight and functional realities of some streets now classified as Urban Roads. (What happened to Urban Roads?)		concepts. The Regional Freight and Goods Movement Plan will identify refinements to the Livable Streets handbooks to better address freight needs. The handbooks are still appropriately guidelines and do acknowledge situations where ROW is constrained, providing guidance on what elements to emphasize depending on the function and land use a street is intended to serve.
184.	Concerns with lack of details in terms of developing criteria and performance measures as surrogates for LOS, connectivity, bottlenecks, recognizing the importance of freight movement, completing a regional system network, etc.	City of Portland	Criteria and performance measures will be developed during Phase 3. The recommended draft includes some potential actions to help guide this work.
185.	Jurisdictions want to know the implications of new policy language before signing on to it. For example, is Objective 1.3, Parking Management going to result in new parking mandates or is it a continuation of previous requirements for minimum and maximum parking ratios?	City of Portland	This objective has been moved to “potential actions” under Goal 1, Objective 1.1 and is intended to be in addition to current Title 2 parking requirements. In 2005, the 2040 Modal Targets study recommended expanding parking management strategies to include more active management of parking to help the region achieve the modal targets for 2040 centers.
186.	Highest Priority – there are over 10 objectives that are portrayed as “highest priority”. Not only is this confusing, if true, but doesn’t actually help - what <u>is</u> the highest priority if there is one? How does the “highest priority” relate to funding? Fiscal Stewardship – highest priorities are competing.	City of Portland	The objectives establish investment priorities within each goal. The highest priority investments would be those that are cost-effective and meet multiple goals. Language has been added to describe this better.
187.	Too much use of jargon phrases. For example, “business access to the workforce” – does this imply that the jobs go to the workers? “regional mobility corridor” – this appears to be a key point in the new RTP, but there is no definition.	City of Portland	Definitions have been added to recommended draft and “jargon” has been eliminated to the extent possible.
188.	Transit Concept – Not clear on how the transit network is proposed to change. Figures 12 and 13 are new, but not helpful in clarifying. There is a need to understand if there is	City of Portland	This discussion has been expanded to better describe what is envisioned and how

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	<p>a fundamental shift in transit service and coverage. Concept does not fit with realities of TriMet service. For example, when new LRT is added, bus service is limited or dropped. Arterials in outer SE and parts of SW do not have service or service that does not meet the concept. How does the new concept change this practice?</p> <p>Regional Transit Concept- Seems scattered throughout the document and doesn't really explain the concept. How is it different from the current policy/concept? The document talks about vehicle types more than service quality and coverage. How do we build on the existing system? How do we serve ever increasing densities in centers while serving under served populations? Should reliance on park and rides continue? Is the "local transit" discussion the same as objective 4.2.4.? If so, why do they have different names?</p> <p>If streetcar is a viable part of the Regional Transit Network and the "local transit network" then Figure 13 is incorrect and the streetcar bubble should be an elongated bubble along with the "fully dedicated guideway/priority treatment in mixed traffic".</p>		<p>it is proposed to be implemented. The concept proposed to use the current RTP transit elements but integrates them in a way to better serve growing transit service demand that is not always destined for the Portland central city. Potential actions have also been identified to describe some of the land use and service provision coordination that will be needed.</p>
189.	<p>Arterial Spacing – A hierarchy of streets and connective goals are good, but it appears that an arbitrary spacing of arterials is difficult if not impossible to achieve. How would this be implemented? How does it carry out 2040? Shouldn't there be a tighter grid of streets in high dense parts of the region? (That carry a denser network of transit?) And less dense grid of arterials in low-density areas?</p>	City of Portland	<p>This is true for higher density parts of region as well as lower density to better support travel by all modes of travel and help manage congestion on the region's throughway system by spreading out traffic. Current RTP connectivity requirements call for a more highly connected local and collector street network in new residential and mix-used areas.</p>
190.	<p>Clarify pedestrian and bicycle networks – where are the maps? Difficult to comment and recommend approval with placeholders. 4.2.6 says bikeways on all regional streets, surely this is not intended to relate to limited access throughways (I-5, etc.). Same goes for pedestrian facilities – are throughways part of the regional system or not? Is there a map of the regional ped and bike system?</p>	City of Portland	<p>Language has been updated to call for bikeways and pedestrian facilities on all arterials, noting that in some cases the bikeway may be provided on a parallel route due to right-of-way or other constraints.</p>

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191.	5.5 System Management – given the nature of the objective – shouldn't the system management concepts be described here rather than referenced to a discussion 14 pages later?	City of Portland	System management has been moved to earlier section with other "system concepts."
192.	5.5 System Security - How does Metro propose to reduce vulnerability to crime? And what "measure of personal safety" would capture this? Is crime an issue on the regional system? Preparation and response to natural disasters and other emergencies are legitimate goals.	City of Portland	Actions to reduce vulnerability to crime have been added. These will be further refined in Phase 3.
193.	6.1 Natural Environments. More clarity is needed as this objective is poorly worded and doesn't reflect current knowledge about air quality, eg benzene.	City of Portland	Objective 6.1 has been re-worded as proposed. Air quality is captured in Objective 6.2.
194.	The discussion of mobility and access seems to have terms confused. The glossary has definitions that seem much clearer. Spacing of regional and community arterials speaks more to mobility than accessibility. Where is the discussion of the regional street concepts that this section is titled for?	City of Portland	This section has been revised to clarify the distinction and now includes a description of functional classifications and their relationship to street design.
195.	Figure 1 and discussion of mobility and accessibility not consistent– are "4-lane arterials" community or regional collectors? Please use same definitions and language/labels in text as on figures. Unclear what type of streets text is referring to.	City of Portland	This section has been revised to clarify that four lane arterials correspond to a "major arterial" functional classification. Collectors are no longer considered part of the regional system and are referenced to call out their importance to supporting the arterial system.
196.	Appears that a local street and a collector are treated the same in term of connectivity –true? (Figure 3?) Define local connections.	City of Portland	Definitions have been added. Their connectivity spacing requirements are the same.
197.	Also Figure 1 – the note at the bottom related to "respond to congestion" appears to be the "replacement" for LOS? If so, why is it a note on a figure that is confusing? Please put the arterial connections and response to congestion up front and center if that is the replacement for LOS.	City of Portland	Level-of-service is not proposed to go away, but instead be used as a tool to evaluate and monitor system performance.
198.	What are "complementary facilities" – names/labels in figures should be same as in text.	City of Portland	Complementary facilities provide a supportive role in achieving a well-connected, multi-modal system.
199.	Figure 2 – does not illustrate anything about regional mobility. What do the small boxes represent? Modal types? Vehicle types? Needs a legend to clarify. Also should	City of Portland	This figure is for illustrative purposes only to show what elements of regional mobility

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	Regional be next to throughway?		corridors should be monitored and evaluated from a system perspective to ensure the regional mobility objective is being met. Clarifying language has been added. A better illustration will be developed and actual corridors to be monitored identified during Phase 3.
200.	Figure 3 – Doesn't show much and there are a lot of gaps in connectivity. Has the bike/ped connectivity at smaller intervals been dropped?	City of Portland	This figure is for illustrative purposes only and reflects that connectivity requirements may not be met in all cases due to existing development, streams, topography or other constraints. Current RTP requirements for bike and pedestrian connectivity at smaller intervals will be retained. Better illustrations will be developed during Phase 3.
201.	Figure 12 – Doesn't show connections between centers as described in 4.2.3 and 4.2.4. If it's supposed to show transit types, why doesn't it show the community/local system? Is it local or community – conflicting graphics.	City of Portland	This figure is intended to show the regional transit system which includes the high capacity transit network and regional transit network. The community transit network functions in a similar, supporting role that the local/collector street system serves.
202.	Parking Management – It should be key tool in managing congestion and was an important part of our land use and transportation goals in UGMFP. Now seems to be a mere placeholder – what is status?	City of Portland	A definition has been added to describe its role and it is now included in the potential actions under Goal 1, Objective 1.1 and is intended to be in addition to current Title 2 parking requirements. In 2005, the 2040 Modal Targets study recommended expanding parking management strategies to include more active management of parking to help the region achieve the modal targets for 2040 centers. No change to the current Title 2 of the urban growth management functional plan is proposed at this time, but may be recommended during Phase 3 of the RTP update or through the New Look process.
203.	Value Pricing – Should be bolder here. Look to ODOT and	City of Portland	This will become an important policy

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	OTP as model.		discussion during Phase 3. Application of this has been added to potential actions to be considered.
204.	Governance. Is there a better term for this that doesn't sound so paternalistic? Needs to reflect partnership between Metro and local jurisdictions.	City of Portland	No change recommended. Governance is broader than cooperation between Metro and local jurisdictions. The concept includes effective public involvement, ensuring transportation decisions do not disproportionately impact different communities and being stewards of the public's money. This has been clarified in the recommended draft.
205.	2040 Regional NON SOV – this used to a key performance measure for the RTP that local jurisdictions were required to adopt into their comp plans. Is that no longer required? Replaced by performance measure for Objective 6.3?	City of Portland	Non-SOV modal targets are still a key performance measure for the RTP and are referenced in Objective 3.1. The objective has been revised to more specifically describe that as the desired outcome.
206.	<p>Page 10. The second paragraph under 2040 Growth Concept describes how 2040 design types areas can be grouped into a hierarchy and that certain design types (such a regional centers) "provide the best opportunity for public policy to shape development and are, therefore, the best candidates for immediate transportation system investments. The second highest investment priority land uses for transportation investments are the secondary land use components." This seems to suggest system investments are limited to projects within the design type area. A more outcome based approach would be to determine what the region wants to achieve and how transportation investments will help that happen.</p> <p>A project that happens to be located in an inner neighborhood but provides a critical link to the regional center from an industrial district or town center may be more likely to produce the desired outcome for the regional center than a project within the regional center would have. It is important to realize that the regional centers have a wide</p>	City of Gresham	Current analysis tools limit our ability to evaluate the full impact of smaller investments (e.g., sidewalk or local street connections) in supporting growth in regional centers. This RTP update is also trying to provide a more clear distinction between what is of regional significance and what should be more of a local responsibility when making transportation investments. This comment will be considered during the development of the project solicitation and prioritization process during Phase 3.

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	market area and that the success of the regional centers depends on access to the regional center from the surrounding market area.		
207.	Page 11. Table 1. We would suggest that Industrial Areas (there are no "local" industrial areas in the Functional Plan) are as important to the region's ability to provide employment, wages and added economic value as RSIA. For example, the Title 11 compliance report for the Springwater UGB expansion areas found that the Springwater industrial lands as opposed to the RSIA lands provide about 1.5 more jobs per acre. In Springwater the industrial district is targeted to industrial and related employment opportunities that take place in office buildings. These will include knowledge-based industries and research and development facilities. These will provide high value and complement the much larger RSIA in Springwater. We would suggest moving Industrial lands in the same hierarchy as RSIA.	City of Gresham, JPACT, MTAC, MPAC and TPAC	Revised as recommended. Regionally significant and local industrial areas have been grouped together in the Primary Land Use Components category.
208.	Page 11. 2040 Fundamentals. There is no description in this chapter about the UGB expansion areas. The region has enacted significant expansions since 1998 that are expected to accommodate many of those 1 million new people that are projected to come to the region. The RTP discussion about how to create a regional transportation system in those areas has to be fundamentally different than the discussion about how manage capacity in the existing centers. Development of the UGB areas (and the centers located within them) as they have been planned is critical to the success of the 2040. Existing centers will not be able to accommodate all growth (otherwise Metro would not have expanded the UGB). If appropriate and well planned growth is not accommodated in UGB expansion areas, there will be significant development pressure in inappropriate locations or at inappropriate densities as well as pressures to allow inefficient and sprawl-like development on the edge (or even outside the UGB). We would recommend that there be a very specific description of the UGB expansion areas in this section. This should lead to deliberate decisions about how	City of Gresham	Added language to the 2040 Growth Concept section describing the 1998 and 2002 urban growth boundary expansions. Language has also been added in a new Table 2 that acknowledges different parts of the region are at different development stages, and as a result, may have different transportation investment priorities. Additional discussion of this issue will also occur during Phase 3 to define additional strategies and funding mechanisms to address the needs in these areas as well as the developed and developing areas.



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	investments will be made in those areas and the regional transportation system created.		
209.	Page 16 (Objective 1.2); page 17 (objective 2.1); page 21 (Objectives 4.3, 4.4); and page 22 (objective 5.1). Each of the objectives state placing the highest priority on making investments for each of the respective objectives. How will investment priority decisions work across these different objectives. Not everything can be "the highest priority." For example, it is important to discuss how to deal with placing the highest priority on investments "that provide access to and within Central City and regional centers and intermodal facilities" versus "maintaining travel time reliability ...on the regional freight network." Also how do these priority objectives match with the hierarchy in Table 1?	City of Gresham	Added language to clarify that those investments that help achieve multiple objectives and goals should be the highest priority to get the best return on public investments. The prioritization criteria and process will be developed during Phase 3 to screen projects forwarded to the RTP process by ODOT, local governments and special districts. 2040 land use designations in Table 1 will also be part of the prioritization methodology.
210.	Policy framework seems to not recognize the need and aspiration to raise new revenues to fund transportation needs.	City of Beaverton,	Language has been added to more clearly state new revenues are needed in the executive summary, governance concept and in Goal 8. The policy framework also recognizes that because raising new revenue is so difficult, a prudent step is first to demonstrate to the public that they're currently getting a good return on investment for their tax dollars. More specific revenue raising policy discussions will occur during Phase 3 as part of developing the financially constrained revenue forecast and long-term finance strategy to fund needed transportation investments.
211.	Need to involve engineers more in level-of-service discussion how it should inform decision-making process. .	Clackamas County	Agree. During Phase 3, Metro will convene a special workshop of interested engineers to help inform application of LOS in RTP system development and analysis.
212.	Need to emphasize managing capacity of the existing transportation system.	Multnomah County	Agree. Policy framework emphasizes.
213.	Safety is not prominent enough in policy framework.	City of Portland, City of Beaverton	Goal 5 focuses on safety and language has been added to more emphasize safety.



**Disclaimer: This document is offered as a compilation of possible policy issues for consideration in the federal transportation reauthorization bill and other federal legislative considerations. The member jurisdictions of JPACT have not adopted any final policy positions at this time.**

# **FEDERAL TRANSPORTATION POLICY PROPOSALS**

## **PRELIMINARY DISCUSSION CONCEPTS**

Transportation staffs and elected officials from the Portland region met in December 2006 and January 2007 to share thoughts on the future direction for federal transportation policy. Rather than just focus on the upcoming Transportation Reauthorization Bill, the participants sought to outline a comprehensive national transportation policy – whether it be part of the transportation reauthorization, energy policy, tax policy, housing and urban development, environmental protection, or other federal bills.

The results of these discussion lead to a consensus on five major policy themes:

- **Establish Long-Term, Stable, and Sufficient Highway Trust Fund**
- **Energy Independence and Global Climate Change**
- **Sustainable Economy and Global Competitiveness**
- **Smart Growth and Healthy Environment**
- **Efficient and Effective Transportation System**

Attached are one page descriptions of each of these five major policy themes that outline the “Guiding Principles” and possible “Programs” for that theme.

## **Establish Long-Term, Stable, and Sufficient Transportation Funding: Draft 3**

### **Guiding Principles**

Prevent the imminent bankruptcy of the Highway Trust Fund by raising highway funds to cover the deficit and prolong the viability of the Highway Trust Fund to at least the year 2020. Ensure authorized funding levels for FY08/09 in SAFTEA-LU are fully funded. Establish a comprehensive action plan to convert the federal transportation funding program to one that has long-term sustainability and sufficiency. Provide for reasonable (i.e. inflation-related) increases in guaranteed spending levels for both highways and transit. Retain the existing highway/transit split; efforts may be required to ensure that the highway funding shortfall does not result in a raid on transit funds. Incremental actions to supplement Trust Fund revenues will not be sufficient to close the gap between future receipts and reasonably sized authorization levels; the funding gap can only be closed by a substantial increase to Trust Fund receipts or a general fund allocation. A fundamental overhaul to the national transportation finance system is required over the next 2-3 authorization cycles to achieve a long-term sufficient and stable transportation funding program.

### **Short-Term Funding Programs**

- Continue Revenue Aligned Budget Authority (RABA)
- Closure of the funding gap will require a rate increase to trust fund-related taxes through a direct tax hike or indexing, establishing new taxes or fees, a general fund allocation either direct or indirect (i.e. via tax credits), or a combination of such actions
- Align auto-truck cost responsibility
  - Raise cap on truck fees
  - Restructure existing truck-related taxes
- Allow tolls on interstate bridges that operate as an integrated system

### **Establish Action Plan and Schedule for Long-Term Replacement of Gas Tax as Primary Funding Source for Highway Trust Fund**

A fundamental overhaul to the national transportation finance system is required. A Transportation Research Board study concluded that (i) the current system, while becoming increasingly insufficient, may be viable for another 15-20 years, and (ii) it will take 2-3 authorization cycles to convert to a new long-term system. Thus, meaningful progress must be made in the upcoming bill.

- Establish a work plan and timetable to convert to a revised, long-term funding system by 2020.
- Provided for the development and testing of the architecture and technology of mileage-based system.
- Begin consideration of a federal vehicle sales tax

### **Streamline the Project Development and Delivery Process**

- Streamline the NEPA process without lowering environmental protections

## **Energy Independence and Global Climate Change: Draft 3**

### **Guiding Principles**

Make a substantial commitment to and investment in a long-term and comprehensive action plan to convert the national transportation system to one that is energy-efficient and based on renewable energy sources. National transportation policy must address the interrelationships between energy used for transportation, global warming, national security, and the world economy. Federal transportation policy must facilitate plans and projects that use less energy through new design standards and funding formulas. The nation's dependence on imported oil can be mitigated by converting the energy used for the national surface transportation network from fossil fuels to biomass.

### **Policies and Programs**

#### **Increase Federal Mileage Standards for Vehicles**

- Require reformation of the structure of CAFE standards for automobiles:
- Establish timeline and fuel economy target for increasing CAFE standards for automobiles under reformed structure
- Establish a tradable fuel economy credit system
- Establish a "feebate" system or enhance gas guzzler taxes

#### **Make Substantial Investment in Research on Technology and Production of Breakthrough Technologies**

- Support research in hydrogen fuel cell technology
- Foster research in advanced batteries and hydrogen vehicles

#### **Promote Increased Production and Purchase of Alternative Vehicles**

- Establish incentives for energy retrofits to nation's transit and freight fleets
- Expand federal income tax credit program for electric vehicles

#### **Promote Increased Production and Availability of Alternative Fuels**

- Adopt renewable fuel standards
- Foster use of biodiesel
- Foster research in cellulosic ethanol
- Promote and establish policy regarding foreign production of ethanol

#### **Promote Employer and Household-Related Incentives for Use of Alternate Modes**

- Establish tax credits transportation demand reductions
- Foster advanced technology for trip reduction

**Recognize that Programs to Reduce Metropolitan Congestion are Part of Strategy to Reduce Transportation-Related Energy Consumption.** (See programs in "*Efficient and Effective Transportation System*" section.)

#### **Retain and Strengthen Programs aimed at Promoting Improved Air Quality**

## Sustainable Economy and Global Competitiveness: Draft 3

### Guiding Principles

Develop a national multi-modal freight policy (truck, rail, waterway, air) that articulates a vision and strategies for achieving national freight objectives. Establish a seamless, integrated federal freight program within USDOT and between USDOT and other related federal agencies. Ensure that federal policies and funding strengthen the capacity of all U.S. gateways to handle international trade. The national transportation system can be operated more efficiently by having mainline and shortline railroads and waterways play a larger role in moving freight.

### Freight Rail Programs

- **Create a freight rail trust fund:** Create a Rail Trust Fund as a dedicated source of public funding for rail projects. Capitalize fund by diverting a portion of customs fees into the account, or by creating a new user fee on railroads or shippers. In return for financial assistance, require that railroads provide certain service guarantees and/or meet certain service conditions.
- **Federal tax credits for private investments in freight rail:** Provide a 10-15% tax credit coupled with public investment from a Rail Trust Fund, provided certain service guarantees are provided and/or service conditions are met.
- **Examine methods needed to improve freight rail service to small shippers and that allow short line operators access to small shippers that is competitive with that of Class 1 railroads.** The regional rail network suffers from infrastructure deficiencies, equipment shortages, and operational disagreements between the mainline and shortline railroads. Many shippers do not have consistent access to high-quality, reliable rail service. Support federal measures that will improve rail capacity, efficiency, and service both within the Pacific Northwest and between the region and the rest of the United States.

### Truck Programs

- **Establish a discretionary funding program for large, complex projects that significantly benefit freight mobility.** Program can be a rating-based funding program (similar to FTA's New Starts program) that provides discretionary grants to general highway and intermodal connector projects that achieve certain freight mobility criteria.
- **Require Freight Planning:** Require State DOTs and MPOs to have a designated "Freight Coordinator" and to prepare and adopt multi-modal freight mobility plans.

### Waterway System Programs

- **More freight on waterway systems:** Inland navigable waterways and blue-water routes between US points can provide uncongested, environmentally-friendly, and inexpensive alternatives to road and rail for moving freight. Federal policies and funding should be structured to promote waterway freight transportation. Fund the U.S. Army Corps of Engineer navigation/freight mobility programs at a higher level to strengthen the ability of U.S. waterways to carry more freight

## Smart Growth and Healthy Environment: Draft 3

## Guiding Principles

Land use and community planning are an essential piece of transportation infrastructure development. A key element to mitigating the urban congestion crisis is to minimize distance between origins and destinations. A coordinated approach to community development that focuses on minimizing travel lengths for daily activities must become a priority. Urban transportation should be viewed as part of a program to create vibrant, livable communities.

## Programs

- **Make Smart Growth a Central Theme in Metropolitan Transportation Policy:** Strengthen the statutory and regulatory link between federal land use, housing, and transportation policy and ensure land use development.
- **Retrofit bad decisions/Culvert Program:** When the existing transportation system was being built it was done without care about protecting and preserving the environment, both from a physical and a wildlife perspective. Funding is needed to retrofit these past decisions to better address the environmental impacts of the system. Culverts are a particular concern.
- **Create a new Housing, Infill and Transit Oriented Development Incentive Account with HUD Funds:** Funds in the account available for infill incentive grants for capital outlay related to infill and transit oriented development including transportation improvements related to infill and transit oriented development projects consistent with regional and local plans.
- **Require HUD programs take in to account impact on transportation system:** Require a transportation efficiency determination for all program expenditures for housing development. Reconfigure existing HUD Programs to ensure that they were having a positive impact on the transportation system. For example, public housing projects could be required to be located on or near major transit routes.
- **Foster Transit Oriented Development:** Allow more flexible use of federal transportation funds for transit oriented development. Simplify procedures for using federal funds for transit oriented development.
- **Provide Greater Flexibility in Urban Roadway Design Standards:** Roadway design standards mandated when federal funds are used for construction are sometimes inconsistent with local land use and development objectives. Require FHWA to provide flexible design standards for non-interstate highway projects when alternate design standards are needed to support local land use plans.



- **Maintain and Enhance Programs Aimed at Safety of the Transportation System**

## Efficient and Effective Transportation System: Draft 3

### Guiding Principles

New highway and transit policies must address urban congestion; aging population; highway preservation and safety; and coordination of transportation services and programs.

### Programs

- **Improve Fixed Route and Transit System:** Fixed route, community shuttles, and services provided by community organizations must be improved and expanded to make public transit a good option for baby boomers as they age. Improving these services will stem the growth of costly door-to-door paratransit.
- **Improve Paratransit System for Elderly and Disabled Riders:** Even with improved fixed route service, paratransit services for the elderly and disabled will grow as baby boomers age. Higher levels of funding are needed for these services.
- **Financially Support FTA New Start and Small Start Programs:** Ensure adequate funding for FTA's New Starts/Small Starts programs.
- **Improve FTA New/Small Start Programs:** Require FTA to adjust its "transportation system user benefits" ("TSUB") measure, which is the basis of its cost-effectiveness rating, to account for land use and development benefits. Require FTA to streamline its New/Small Starts Programs by establishing timeframes for major reviews.
- **Require Coordination of Transportation and Human Services Programs:** Require Department of Human Services and USDOT to coordinate transportation programs, and eliminate barriers to combining Medicaid transportation with public transit fixed route and paratransit systems.
- **Preserve Aging Infrastructure:** Heighten focus of transportation authorization bill on preservation of the system; preservation of bridges should be a particular emphasis. Establish long-term strategy for funding preservation. Require research on innovative methods to extending economic life of existing facilities.
- **Foster ITS and TSMO (incident response) Solutions:** Encourage development of the next generation of Intelligent Transportation System (ITS) and deployment of these technologies by transportation agencies. Foster innovation in how freeway incidents are managed and how the systems that carry the most traffic are operated.
- **Establish a Discretionary Funding Program for "Metropolitan Accessibility" Projects:** Create a *Metropolitan Accessibility Program*, funded through discretionary grants based on project ratings (modeled after the FTA New Starts Program) for projects in urban areas that support metropolitan accessibility and improve urban land use patterns and regional development.
- **Provide greater flexibility to address bikes and pedestrians with federal funds**
- **Foster Passenger Rail:** Establish a grant program to states to foster intercity passenger rail projects in high-volume corridors where passenger rail can play an important role.



Commissioner Maria Rojo de Steffey

**MULTNOMAH COUNTY OREGON**

District One

Rex Burkholder, Chair  
JPACT  
Metro  
600 NE Grand Ave.  
Portland, OR 97233

Dear Chair Burkholder:

The TPAC recommendation on the MTIP Final Cut List reflects Metro's staff recommendation to not fund \$2 million for the Morrison Bridge. Multnomah County is seeking \$2 million to complete rehabilitation of the roadway deck. The worn and structurally deteriorated lift span deck grating is to be replaced with a new surface, making the deck surface significantly safer and structurally reliable. As you know, vehicles have skidded on the deck surface and most recently a motorist slid and ended up in the river. Fortunately, she was saved.

The cost of this project is estimated at \$10 million, of which the County has secured just over \$6 million from HBRR, which will require the County to provide approximately \$600,000 in local matching funds. The County has an unfunded liability of over \$325 million on the 6 Willamette River Bridges, including \$140 million for the Sellwood Bridge replacement/rehabilitation. To complete work on the Sauvie Island Bridge, the County's Bridge Division has taken out an \$8 million loan from the County's General Fund. Similarly, the County has authority to borrow \$2 million to complete work on the Burnside Bridge and \$3 million loan to complete the 223<sup>rd</sup> Ave. railroad over-crossing (in addition to the \$1 million from the current MTIP process). This totals \$13 million in borrowing authority to complete work on bridges.

Metro staff, in their final cut list justification to not fund the Morrison Bridge proposal, states that, "... (Multnomah County) has other dedicated revenues to draw on," Yes, the County does have other sources, those being \$1.5 million as per the Portland Agreement and \$1.4 million from OTIA for capital projects, or \$2.9 million per year. It is these funds that the county uses to leverage other funds (HBRR, MTIP, OTIA, etc.). In addition, it is only by patching together funding from multiple sources that Multnomah County can make some progress toward maintaining the important regional assets that are the Willamette River Bridges.

With a \$325 million unfunded liability, the \$2.9 million per year is clearly inadequate to meet the funding needs on the Willamette River Bridges. Without the \$2 million requested from MTIP, the project may have to be significantly reduced in scope or may become unfeasible. Either way, this vitally important freeway link to downtown Portland will be left with necessary rehabilitation unperformed. We ask that JPACT consider funding Multnomah County's request for the Morrison Bridge.

Sincerely,

Maria Rojo de Steffey

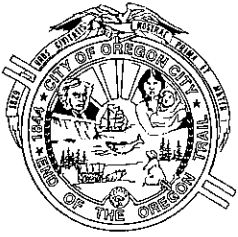


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# CITY OF OREGON CITY

Incorporated 1844

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MAYOR

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Oregon City, OR 97045-0304  
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## McLoughlin Boulevard Phase 2 Project

MTIP Hearing Testimony  
February 13, 2007

You have designated Oregon City as a Regional Center in the 2040 Growth Plan. We have adopted, as our basic Economic Development strategy, becoming a successful Regional Center, serving a population of 100-150,000. We are strategically situated to be a regional hub for the southeast region of the Portland metro area.

Our McLoughlin Boulevard Phase 2 project scored very well, but fell off the MTIP list for funding. The Clackamas County delegation, including cities and special districts, met and unanimously affirmed that the McLoughlin Boulevard needs to be funded.

If the region is committed to enhancing regional centers, then this project qualifies. It is the gateway into our regional center and located on a critical arterial of the existing transportation system. It connects the Central City to a Regional Center.

If the region is committed to leveraging private sector funding, then this project qualifies, as it is a key component of the adjacent \$120 million private mixed development at Clackamette Cove.

If the region is committed to corridors, then this project qualifies. It is Phase 2 of the redevelopment and revitalization of McLoughlin Boulevard as it separates our community from the river. Phase I (also funded through MTIP) will increase public access to the Willamette, both bike and pedestrian; public safety, and better access into our historic downtown business district.

Lastly, if the region is committed to transit-oriented development as well as economic revitalization, then this project qualifies. With the increase in frequent bus service and future light rail to Oregon City, McLoughlin's redevelopment is a key link to cities south of us and both current and future employment areas.

Please **reconsider** how this important project fits into regional investment in a developed city that is developing into a Regional Center. The timing for funding this project is crucial in our strategy, since it is tied to current project plan -- developing both housing and employment in an underserved area.

  
Alice Norris

Metro Council Base Program Recommendation

Category	Code	Project name	Funding request	First cut list	TPAC final cut recommendation	Metro Council base program
Planning	PI0006	MPO Program: region wide	\$1.993	\$1.993	\$1.993	\$1.993
	PI0005	RTP corridor project: region wide	\$0.600	\$0.600	\$0.300	\$0.300
	PI0002	Livable Streets policy and guidebook update: region wide	\$0.200	\$0.250	\$0.250	
	Pd8035	Pedestrian Network Analysis: region wide	\$0.247	\$0.125	\$0.125	
	PI0003	Tanasbourne town center planning study: Hillsboro	\$0.200	\$0	\$0	
	PI0001	Rx for Big Streets: Metro region 2040 corridors	\$0.250	\$0	\$0	
	PI0004	Hillsboro RC planning study	\$0.350	\$0.350	\$0	
		<b>Subtotal</b>	<b>\$3.840</b>	<b>\$3.318</b>	<b>\$2.668</b>	<b>\$2.293</b>
Regional Travel Options	TO8052	Regional Travel Options: region wide	\$4.447	\$4.447	\$4.279	\$4.279
	TO8053	RTO individualized marketing program: region wide	\$0.600	\$0.400	\$0	\$0.300
	TO8056	RTO new TMA Support: region wide	\$0.600	\$0.200	\$0	
		<b>Subtotal</b>	<b>\$5.647</b>	<b>\$5.047</b>	<b>\$4.279</b>	<b>\$4.579</b>
Road Capacity	RC5069	Harmony Road: 82nd Ave to Highway 224	\$1.500	\$1.500	\$1.500	
	RC3030	Farmington Road: SW Murray Blvd to SW Hocken Ave	\$4.284	\$4.284	\$0	
	RC3016	Tualatin-Sherwood Road ATMS: 99W to SW Teton Rd	\$1.561	\$0	\$0	
	RC3113	SE 10th Ave: East Main Street to Baseline	\$0.600	\$0.600	\$0	
	RC7036	SE 190th Dr: Pleasant View/Highland to SW 30th St	\$3.967	\$3.967	\$0.600	
	RC5101	Clackamas County ITS: Clackamas County	\$0.592	\$0	\$0	
	RC0001	ITS Programmatic Allocation: region wide	\$3.000	\$3.500	\$3.000	\$3.000
	RC3023	Highway 217: Beaverton Hillsdale Hwy to SW Allen Blvd	\$0.500	\$0.500	\$0.250	
	PI0007	Happy Valley Town Center arterial street planning	\$0.432	\$0.432	\$0	
	RC7000	SE 172nd Ave: Multnomah Co line to Sunnyside Rd	\$1.500	\$0	\$0	
	RC3150	Cornell Road ATMS and ATIS: Hillsboro to US 26	\$2.002	\$0	\$0	
	RC2110	Wood Village Blvd: NE Halsey St to NE Arata Rd	\$0.643	\$0	\$0	
	RC3192	Sue/Dogwood Connection: NW Dale to NW Saltzman	\$3.455	\$0	\$0	
	<b>Subtotal</b>	<b>\$24.035</b>	<b>\$14.783</b>	<b>\$5.350</b>	<b>\$3.000</b>	
Road Reconstruction	RR1214	Division Street: SE 6th St to 39th St	\$2.000	\$0	\$0	
	RR2081	223rd RR undercrossing at Sandy Boulevard	\$1.000	\$1.000	\$1.000	
		<b>Subtotal</b>	<b>\$3.000</b>	<b>\$1.000</b>	<b>\$1.000</b>	<b>\$0.000</b>
Transit	Tr1106	Portland Streetcar: NW 10th to NE Oregon	\$1.000	\$1.000	\$0	
	Tr8035	On-street transit facilities: region wide	\$2.750	\$2.750	\$2.750	\$2.750
	Tr1003	South Corridor Phase II (PE): Portland to Milwaukie	\$2.000	\$2.000	\$2.000	
	Tr8025	Tigard Transit Center: SW Commercial St, Tigard	\$0.160	\$0.160	\$0	
		<b>Subtotal</b>	<b>\$5.910</b>	<b>\$5.910</b>	<b>\$4.750</b>	<b>\$2.750</b>
Transit Oriented Development	TD8005a	Metro TOD Implementation Program: region wide	\$4.000	\$4.000	\$3.000	\$3.000
	TD8005b	Metro Centers Implementation Program: region wide	\$2.000	\$2.000	\$2.000	\$2.000
	TD8025	Hollywood Transit Center: NE Halsey and NE 42nd St	\$0.202	\$0.202	\$0	
	<b>Subtotal</b>	<b>\$6.202</b>	<b>\$6.202</b>	<b>\$5.000</b>	<b>\$5.000</b>	

Bond Payment \$18.600

Grand Total \$132.473 \$79.575 \$45.277 \$32.391

100% target \$45.400

Metro Council Base Program Recommendation

Category	Code	Project name	Funding request	First cut list	TPAC final cut recommendation	Metro Council base program
Bike/Trail	Bk1126	NE/SE 50s Bikeway: NE Thompson to SE Woodstock	\$1,366	\$1,366	\$1,366	\$1,366
	Bk1048	Willamette Greenway Trail: SW Gibbs to SW Lane	\$1,200	\$0	\$0	
	Bk1048	Willamette Greenway Trail: SW Lane to SW Lowell	\$0.600	\$0	\$0	
	Bk5026	Trolley Trail: Arista St to Glen Echo	\$1,875	\$1,875	\$1,100	\$1,100
	Bk1999	NE/SE 70s Bikeway: NE Killingsworth to SE Clatsop	\$3,698	\$1,800	\$0	
	Bk3012	Rock Creek Path: Orchard Park to NW Wilkins	\$0.600	\$0.600	\$0.600	
	Bk4011	Marine Drive Bike Facility Gaps: NE 6th to NE 185th	\$1,873	\$0	\$0	
	Bk3014	Westside Corridor Trail: Tualatin to Willamette Rivers	\$0.300	\$0.300	\$0.300	
	Bk0001	Sullivan's Gulch Trail: Esplanade to 122nd Ave	\$0.224	\$0.224	\$0.224	
	Bk5053	Milwaukie to Lake Oswego Trail	\$0.583	\$0.583	\$0	
	Bk5193	Willamette Falls Dr: 10th St to Willamette Dr	\$2,987	\$0	\$0	
	Bk3114	NE 28th Ave preliminary engineering: NE Grant to E. Main St	\$0.300	\$0	\$0	
		<b>Subtotal</b>	<b>\$15,606</b>	<b>\$6,748</b>	<b>\$3,590</b>	<b>\$2,466</b>
Boulevard	Bd3169	East Baseline Street, Cornelius: 10th Ave to 19th Ave	\$3,231	\$3,231	\$3,231	\$3,231
	Bd1089	East Burnside: 3rd Ave to 14th Ave	\$4,700	\$4,700	\$3,000	
	Bd5134	McLoughlin Blvd: Clackamas River to Dunes Drive	\$2,800	\$2,800	\$0	
	Bd2015	NE 102nd Avenue: NE Glisan to NE Stark	\$1,918	\$1,918	\$0	
	Bd2104	SE Burnside: 181 Street to Stark Street	\$1,500	\$0,300	\$0,300	
	Bd1221	Killingsworth: N Commercial to NE MLK Jr Blvd	\$1,955	\$1,955	\$0	
	Bd3020	Rose Biggi Ave: SW Hall Blvd to Crescent Way	\$5,387	\$0	\$0	
	Bd6127	Boones Ferry Road: Red Cedar Way to S of Reese Road	\$3,491	\$3,491	\$0	
			<b>Subtotal</b>	<b>\$24,982</b>	<b>\$18,395</b>	<b>\$6,531</b>
Diesel retrofit	DR8028	Transit bus emission reduction: region wide: 266 buses	\$1,800	\$1,800	\$1,000	\$1,000
	DR8028	Transit bus emission reduction: region wide: 59 buses	\$0.700	\$0	\$0	
	DR0001	Sierra Cascade SmartWay Technology: region wide	\$0.200	\$0.200	\$0.200	\$0.200
			<b>Subtotal</b>	<b>\$2,700</b>	<b>\$2,000</b>	<b>\$1,200</b>
Freight	F4044	82nd Ave/Columbia intersection improvements	\$2,000	\$2,000	\$2,000	\$2,000
	F0002	Portland Road/Columbia Blvd	\$0,538	\$0,538	\$0,538	
	F0001	N Burgard/Lombard: N Columbia Blvd to UPRR Bridge	\$3,967	\$0	\$0	
			<b>Subtotal</b>	<b>\$6,506</b>	<b>\$2,538</b>	<b>\$2,538</b>
Green Street culvert	GS5049	OR 99-E Bridge at Kellogg Lake	\$1,055	\$1,055	\$1,055	\$1,055
			<b>Subtotal</b>	<b>\$1,055</b>	<b>\$1,055</b>	<b>\$1,055</b>
Green Street retrofit	GS1224	Cully Boulevard: NE Prescott to NE Killingsworth	\$3,207	\$3,207	\$1,600	
	GS6050	Main Street: Rail Corridor to 99W, Tigard	\$2,540	\$2,540	\$2,540	\$2,000
			<b>Subtotal</b>	<b>\$5,747</b>	<b>\$4,140</b>	<b>\$2,000</b>
Large Bridge	RR1010	Morrison Bridge: Willamette River, Portland	\$2,000	\$2,000	\$0	
			<b>Subtotal</b>	<b>\$2,000</b>	<b>\$0</b>	<b>\$0,000</b>
Pedestrian	Pd2057	Hood Street: SE Division Street to SE Powell Blvd	\$0,887	\$0,887	\$0,887	\$0,887
	Pd1160	Foster-Woodstock: SE 87th St to SE 101 St	\$1,931	\$1,931	\$1,931	\$1,931
	Pd5052	SE 17th Ave: SE Ochoco to SE Lava Drive	\$1,655	\$1,655	\$0	
	Pd6007	Fanno Creek trail: Hall Blvd crossing study	\$0,359	\$0,359	\$0,359	
	Pd1120	Sandy Blvd ped improvements: NE 17 to NE Wasco St	\$0,712	\$0	\$0	
	Pd6117	Pine Street: Willamette St to Sunset Blvd	\$1,100	\$0	\$0	
			<b>Subtotal</b>	<b>\$6,643</b>	<b>\$4,831</b>	<b>\$3,176</b>

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



DATE: February 21, 2007  
 TO: JPACT and Interested Persons  
 FROM: Kim Ellis, Principal Transportation Planner  
 SUBJECT: Summary of JPACT Comments and Recommendations

\*\*\*\*\*

This document summarizes comments received during JPACT discussions of the Draft Regional Transportation Plan (RTP) policy framework (working drafts 1.0 and 2.0). Except where noted, recommendations were incorporated into the Recommended Draft (dated February 15, 2007).

More detailed explanations of the recommendations and related comments can also be found in Attachment 1 to the Staff Report to Resolution No. 07-3755.

<b>JPACT Comment</b>		<b>Recommendation</b>
1.	Separate goals for urban form and economic competitiveness	These goals are now separated and the policy framework has new language to describe the Portland-Vancouver metropolitan region as a global gateway for trade and tourism and acknowledging the region's transportation system as critical to the state's economy and global competitiveness.  See comments #4, #8, #10, #35, #36, #159 and #179.
2.	Too much emphasis on efficiency at expense of road capacity and safety.  Safety is not prominent enough in policy framework.	Language has been added strategic capacity investments will be needed to address congestion, safety and other desired outcomes for the transportation system. Goal 5 focuses on safety and language has been added to identify potential actions and better emphasize safety.  See comments #11, #52, #53, #102, #151, #152 and #213.
3.	Outcomes (measures) <ul style="list-style-type: none"> <li>• Premature to toss out LOS completely – clarify how this will affect local TSPs, land use development, codes and development review.</li> <li>• Need to involve engineers more in level-of-service discussion and how it should</li> </ul>	The concept does not throw out LOS. The framework recommends that LOS be used as a diagnostic tool to evaluate system performance during Phase 3, monitor the system over time and inform project development activities. The draft policy framework does recommend that traditional LOS measures be complemented by other potential measures to better assess transportation

<b>JPACT Comment</b>		<b>Recommendation</b>
	<p>inform decision-making process and monitoring of Regional Mobility Corridors</p> <ul style="list-style-type: none"> <li>How do the goals relate to the outcomes and performance measures, including role of LOS?</li> </ul>	<p>performance and identify transportation needs.</p> <p>Further refinement of the array of potential performance measures identified in the draft policy framework (including level-of-service) and their application will occur in the Phase 3 RTP analysis. To this end, Metro staff will convene a work group of engineers and planners to refine the potential measures and discuss implications for local plan development, collection of system development charges and development review. Legal research will also be conducted to document compliance with statewide planning goals. In some cases, reliable data may not be available. Data collection- related strategies, and responsibilities for different data needs, will be identified in those cases.</p> <p>See comments ##62, 102, #103, #139, #155, #184 and #211.</p>
4.	<p>Prioritization and Local Flexibility</p> <ul style="list-style-type: none"> <li>Centers vs. new development - What does it mean and how does it get applied? Unfunded liability of new development areas.</li> <li>Related to retrofitting existing areas – how do these new concepts work with retrofitting in existing areas</li> <li>Boulevard project evaluations – can't compare existing and new areas</li> </ul>	<p>Added new language from current RTP and advisory committee discussions to establish priorities. The objectives establish investment priorities within each goal. The highest priority investments would be those that are cost-effective and meet multiple goals and objectives. Language has been added to describe this better. In addition, new Table 2 added to call out that transportation needs and priorities may vary based on what stage a particular area in terms of levels of development and 2040 implementation.</p> <p>In addition, during Phase 3 staff will better delineate areas in the region that cannot achieve the ideal arterial and collector/local street grid system due to constraints (e.g., existing development, streams, topography, freeways, rail lines) and how that affects prioritization of investments.</p> <p>See comments #37, #42, #158, #186, #208, #209,</p>
5.	<p>Distinguish “regional” from “local” under governance</p>	<p>This will be addressed in action strategies to be developed during Phase 3 of the RTP.</p> <p>See comment #141.</p>
6.	<p>Mobility is a goal, but not a policy, Also accessibility seems to be missing.</p>	<p>Discussion of mobility and accessibility have been added to system concept and added new objectives for system connectivity, mobility, system management, and demand management.</p> <p>See comment #52 and #53.</p>
7.	<p>Pricing discussion is missing</p>	<p>Added value pricing as a possible management tool and included pricing as a potential action that should be considered and discussed more during Phase 3.</p> <p>See comments #115, #160 and #203.</p>
8.	<p>Unclear how RTP fits with 2040?</p>	<p>The primary mission of the RTP is to implement the</p>



<b>JPACT Comment</b>		<b>Recommendation</b>
		Region 2040 vision. Added new language in Section I to describe this.  See comment #157.
9.	Policy framework seems to not recognize the need and aspiration to raise new revenues to fund transportation needs.	Language has been added to more clearly state new revenues are needed in the executive summary, governance concept and in Goal 8. More specific revenue raising policy discussions will occur during Phase 3 as part of developing the financially constrained revenue forecast and long-term finance strategy to fund needed transportation investments.  See comments #146 and #210.
10.	Too much emphasis on compact urban form <ul style="list-style-type: none"> <li>• Three times repeated in goals/objectives</li> </ul>	Updated goal 1 to focus on great communities, of which compact urban form is a part, and added language describing Table 1 as applying to existing UGB and UGB expansion areas with adopted concept plans.  See comment #42.
11.	Identify how human health and environmental data will be collected and by whom <ul style="list-style-type: none"> <li>• Performances measures need to be thoughtful without creating a bureaucracy of measurement</li> </ul>	Required data collection efforts and needs will be addressed in action strategies to be developed during Phase 3 of the RTP.  See comment #142.
12.	Parkways/expressways how do they fit since they are not shown on the street system concept?	Parkways and expressways are part of the throughway system design elements. The regional street system concept (Figure 1) will be updated in Phase 3 to include these examples.  See comment #116.
13.	Clarify freight component	The Regional Freight and Goods Movement planning effort will identify critical regional freight corridors to be included in Chapter 1. This map will be developed in Phase 3. See comment #114.
14.	Clarify vision section – goals, objectives and performance measures	Added new language in Section I.  See comment #3.
15.	Unclear connection between vmt and equitable access to make decisions. How does the plan relate to population that has choices to use alternate modes versus those that have to use alternate modes?	The plan goals and objectives, particularly Goal 3 and related objectives, emphasize providing affordable and reliable choices to all residents of the region. Providing choices, compact urban form and services that inform residents about their choices can help reduce drive alone trips and vehicle miles traveled.  See comments #33 and #150.
16.	Need to emphasize managing capacity of the existing transportation system.	Agree. Policy framework already emphasizes this.  See comments #58, #212.