



**METRO**

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

**MEETING: TRANSPORTATION POLICY ALTERNATIVES COMMITTEE**

**DATE: March 30, 2007**

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

**PLACE: Metro Regional Center, 370A/B**

- |          |       |   |                             |
|----------|-------|---|-----------------------------|
| 9:30 AM  | 1.    | Call to Order and Declaration of a Quorum   | Andy Cotugno                |
| 9:30 AM  | 2.    | Citizen communications to TPAC on non-agenda items  | Andy Cotugno                |
| 9:35 AM  | 3. *  | Approval of TPAC minutes for February 23, 2007  | Andy Cotugno                |
| 9:40 AM  | 4.    | Future Agenda Items <ul style="list-style-type: none"> <li>• Willamette River Bridges (anytime)</li> <li>• Regional Rail System</li> <li>• Regional Data Collection Project Findings</li> <li>• I-5/99W Connector Update</li> </ul> | Andy Cotugno                |
|          | 5.    | <b><u>ACTION ITEMS</u></b>  |                             |
| 9:45 AM  | 5.1 * | Resolution No. 07-3799, FOR THE PURPOSE OF ADOPTING THE FY 2008 UNIFIED PLANNING WORK PROGRAM (UPWP)–<br><u>RECOMMENDATION TO JPACT REQUESTED</u>   | Andy Cotugno                |
| 9:55 AM  | 5.2 * | Resolution No. 07-3798, FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS – <u>RECOMMENDATION TO JPACT REQUESTED</u>                             | Andy Cotugno                |
| 10:00 AM | 5.3 * | Resolution No. 07-3786, FOR THE PURPOSE OF CONSIDERATION OF THE REGIONAL TRAVEL OPTIONS PROGRAM WORK PLAN AND FUNDING SUBALLOCATIONS FOR FISCAL YEAR 07-08 – <u>RECOMMENDATION TO JPACT REQUESTED</u>                               | Pam Peck                    |
|          | 6.    | <b><u>INFORMATION / DISCUSSION ITEMS</u></b>  |                             |
| 10:30 AM | 6.1 * | Metropolitan Transportation Improvement Program (MTIP) Transit & Highway Elements – <u>INFORMATION / DISCUSSION</u>   | Ted Leybold & Claire Potter |
| 11:15 AM | 6.2 * | MTIP Air Quality Conformity Consultation – <u>INFORMATION / DISCUSSION</u>  | Ted Leybold & Mark Turpel   |
| 11:40 AM | 6.3 * | TSMO & ITS Update - <u>INFORMATION</u>  | Jon Makler & Ron Weinman    |
| 11:50 AM | 7.    | ADJOURN   | Andy Cotugno                |

\* Material available electronically.

Please call 503-797-1916 for a paper copy

\*\* Material to be emailed at a later date.

# Material provided at meeting.

All material will be available at the meeting.



**METRO**

**TRANSPORTATION POLICY ALTERNATES COMMITTEE**

February 23, 2007

Metro Regional Center

**MEMBERS PRESENT**

Frank Angelo  
Scott Bricker  
Greg DiLoreto  
Sorin Garber  
Nancy Kraushaar  
Susie Lahsene  
Mike McKillip  
Ron Papsdorf  
Paul Smith  
Rian Windsheimer  
Ron Weinman

**AFFILIATION**

Citizen  
Citizen  
Citizen  
Citizen  
City of Oregon City/Cities of Clackamas County  
Port of Portland  
City of Tualatin/Cities of Washington County  
City of Gresham  
City of Portland  
ODOT  
Clackamas County

**MEMBERS ABSENT**

Jack Burkman  
Brent Curtis  
John Hoefs  
Dean Lookingbill  
Dave Nordberg  
John Reinhold  
Phil Selinger  
Karen Schilling  
Sreya Sarkar  
Jonathan Young

**AFFILIATION**

WSDOT  
Washington County  
C-TRAN  
SW Washington RTC  
DEQ  
Citizen  
TriMet  
Multnomah County  
Citizen  
FHWA

**ALTERNATES PRESENT**

Ed Abrahamson  
Andy Back  
Danielle Cowan  
Linda David  
Michelle Eraut  
Marianne Fitzgerald  
Alan Lehto

**AFFILIATION**

Multnomah County  
Washington County  
City of Wilsonville  
SW Washington RTC  
FHWA  
DEQ  
TriMet

**GUESTS PRESENT**

Courtney Duke  
Lidwien Rahman  
Derek Robbins

**AFFILIATION**

City of Portland / TransPort  
ODOT  
Forest Grove

**GUESTS PRESENT (cont.)**

Terry Whisler

**AFFILIATION**

City of Cornelius

**STAFF**

Andy Cotugno, Kim Ellis, Tom Kloster, Ted Leybold, Dick Benner, Josh Naramore, John Mermin, Amy Rose, Caleb Winter, Pam Peck, Deena Platman, Jamison Kelleher, Jessica Martin

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

Chair Cotugno called the special meeting to order at 9:34a.m. and noted a quorum was present.

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

There were none.

**3. APPROVAL OF MEETING MINUTES**

**MOTION #1:** Mr. Ron Weinman moved, seconded by Mr. Paul Smith to approve the meeting minutes from January 26, 2007 and February 2, 2007.

Referring to the February 2<sup>nd</sup> meeting minutes, Mr. Paul Smith requested that the vote on motion #6 be amended to the following:

*All those present voted aye to ~~on \$0.6 million for the Willamette Greenway. There were no abstentions.~~ separate the segments of the Willamette Greenway Trail project on the project list as previously discussed, which included \$600,000 for the SW Lane to SW Lowell segment and \$1.2 million for the SW Gibbs to SW Lane segment.*

**VOTE ON MOTION #1:** With the above amendment, the motion passed.

**4. FUTURE AGENDA ITEMS**

Future agenda items were not discussed.

**5. ACTION ITEMS**

**5.1 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)**

Ms. Kim Ellis appeared before the committee to present Resolution No. 07-3755, which endorses the policy direction and draft goals and objectives to be used to develop the 2035 RTP during Phase 3. Approval of the resolution would initiate Phase 3 of the process.

Ms. Ellis briefly reviewed each of the handouts. She noted that JPACT discussed the resolution and Commissioner Roy Rogers raised concern with the fourth WHEARAS statement, requesting that the language stating that maintenance be prioritized over new construction be softened.

Chair Cotugno directed the committee's attention to the memo (included as part of the meeting record) containing policy issues and friendly amendments proposed by MTAC and noted that he would like for TPAC to produce a similar memo. He reviewed each of MTAC's recommendations as listed on the memo and requested the committee provide feedback.

### **MTAC Recommendations:**

- Consider moving local industrial areas and station communities to secondary land use components category in Table 1. Hierarchy of 2040 Design Types Table.
- Consider allowing town centers and main streets that also serve as a city's downtown (e.g., Cornelius and Forest Grove) to be considered a primary land use component.

### **TPAC Discussion:**

The committee discussed the Hierarchy of 2040 Design Types Table (Table 1, Page 3) and what components should be included in each of the Primary and Secondary categories.

Mr. Andy Back suggested keeping the industrial areas in the primary land-use category, but felt fine moving the station communities to the second tier.

**MOTION #2:** Ms. Susie Lahsene moved, seconded by Mr. Paul Smith to retain the old 2040 land use concepts for the RTP moving forward, with the caveat that a distinction will be made between the levels of town centers as part of the New Look process.

**VOTE ON MOTION #2:** With Andy Back voting in opposition and the remaining committee members voting in approval, the motion passed.

### **MTAC Friendly Amendments**

Mr. Cotugno directed the committee's attention to the list of "friendly amendments" identified by MPAC.

The committee recommended the following changes to MTAC's friendly amendments:

**Page 33 – Expand last sentence of first paragraph on storm water management to encourage other forms of storm water management beyond the green street examples described. Proposed text as follows:**

*Higher impervious surface coverage has been linked to dramatic changes in the shape of streams, water quality, water temperature and the biological health of waterways. The regional Green Streets program seeks to mitigate this effect on streams over time through a combination of retrofits to existing streets and design guidelines for new streets ~~that include~~ such as street tree canopy to intercept rainwater, techniques that allow stormwater to infiltrate directly into the ground and other infrastructure design and management strategies to reduce impervious surfaces and stormwater runoff from transportation facilities.*

**Page 19 - Revise Potential Actions for Objective 6.1 as follows:**

- *Design transportation facilities ~~that provide for~~ with consideration for wildlife movement where wildlife corridors cannot be avoided.*
- *Use Greenstreet Guidelines ~~to reduce~~ regarding the number of stream crossings.*
- *Locate new transportation and related utility projects to avoid fragmentation and degradation of components of regionally significant parks, habitat, wildlife corridors, natural areas, open spaces, trails and greenways.*

The committee discussed MTAC's recommendation to disaggregate industrial areas. They agreed to retain the Regionally Substantial Industrial Areas (RSIA) and local industrial areas as "Industrial Areas" in the primary land use category, reflecting that both include traded-sector jobs and their importance to the region's economy.

*Table 1—Disaggregate industrial areas to list them separately as Regionally Significant Industrial Areas and Local Industrial Areas.*

**MOTION #3:** Mr. Back moved, seconded by Mr. Alan Lehto to support MPAC's friendly amendments with the above noted changes.

**VOTE ON MOTION #3:** Hearing no opposition, the motion passed.

With some projects achieving multiple goals, Mr. Ron Papsdorf asked how priority is placed when several goal tables state that the highest priority be considered.

Ms. Kim Ellis responded that at the last TPAC workshop, they discussed that within each of the goal categories there are priorities.

**MOTION #4:** Mr. Papsdorf, seconded by Mr. Ron Wienman to change the objectives that reference “Place the highest priority on” to “Place a high priority on” in each instance where it occurs. The highest priority would be retained in Objective 8.2 (page 21).

**VOTE ON MOTION #4:** With all committee members voting in approval, motion passed.

Mr. Back distributed a memo (included as part of the meeting record), which requested several changes to Chapter 1. He directed the committee's attention to Attachment 1 of his letter.

**MOTION #5:** Mr. Back moved, seconded by Mr. Greg DiLoreto to add:

- **New potential action to Objective 1.2:**  
Work with the private development community to gain a better understanding of the role transportation infrastructure plays in making land development investment decisions for projects in 2040 land use districts. Investigate, evaluate and seek funding as appropriate for non-transportation tools to leverage 2040 land uses. Examine the difference between improvements providing access to 2040 land uses versus improvements within 2040 land uses.
- **New potential performance measure for Objective 1.2:**  
Percent of transportation investments serving high priority land uses

**VOTE ON MOTION #5:** With all committee members voting in approval, motion passed.

**MOTION #6:** Mr. Back moved, seconded by Ms. Susie Lahsene to add a new objective and potential performance measure and action to Goal 9 as follows:

- **Objective 9.4 Jurisdictional Responsibility** – Develop a regionally accepted classification or description that very clearly defines which level of government is primarily responsible and principally accountable for planning, funding and managing different components of the transportation system. Different governments will be primarily responsible for different components.
- **Potential Performance Measure:** Percent of a particular government's transportation investments that are spent on that government's primary transportation responsibility.

- **Potential Actions:**

- Prior to adoption of the RTP, work with JPACT and others to develop a definition or description that very clearly defines transportation responsibility by type of jurisdiction.
- Monitor transportation investments to ensure consistency with the definition or description.

Implicit in this objective is the desire to more clearly define jurisdictional roles and responsibilities for planning, funding/financing, and managing the overall transportation system.

Chair Cotugno stated that the potential objective would be treated as a policy issue to be discussed by JPACT rather than a friendly amendment.

Mr. Ron Papsdorf voiced his concern with the potential performance measure, stating that it starts to get at someone's perspective of the resolution.

**MOTION TO AMEND MOTION #6:** Mr. Back moved to remove the potential performance measure.

**MOTION TO AMEND #2 MOTION #6:** Mr. Papsdorf moved to amend the potential action as follows:

- Prior to adoption of the RTP, work with JPACT and others to develop a definition or description that very clearly defines transportation responsibility by type of facility or jurisdiction.

**CALL FOR THE QUESTION:** Ms. Susie Lahsene called for the question.

**VOTE ON MOTION #6 AS AMENDED:** Without further discussion, the committee unanimously approved to forward the motion to JPACT as a discussion item as amended.

Ms. Lahsene stated that the Freight Task Force met this morning to discuss the document. She noted that the committee recommended several changes, which included:

- Page ii- Add new bullet under “Where We Go From Here,” as follows: The economic health and prosperity of our region and state are inextricably linked to our transportation system. The economy of the region depends upon a set of primary industries that have been attracted to the area because of its gateway role of providing access between global markets and those of the Pacific Northwest, the Mountain states, and the Midwest. The economy of our region and state depends on our ability to support the transportation needs of these industries and provide reliable access to gateway facilities.
- Page iii, break out freight modes (air, rail, water, road) in text.
- Page ii- Add new bullet under “Where We Go From Here,” stating that the economic health and prosperity of the region and state are linked to the transportation system.
- Page v, add Regional Freight Network Concept diagram (placeholder from Figure 7 on page 30) to follow the Regional Transit Network Concept.

- Page v, add new first bullet after " In addition, this approach:" as follows: Considers transportation and the economy as inextricably linked, and recognizes investments that serve certain land uses or transportation facilities may have a greater economic return on investment than others.
- Page vi, add a new bullet, as follows: Recognizes that focusing transportation investments and other strategies to support the gateway function of our transportation system is the primary way in which to strengthen that gateway role for the region and the rest of the state. This means ensuring reliable and efficient connections between intermodal facilities and destinations in, beyond, and through the region to promote the region's function as a gateway for trade and tourism.

**MOTION #7:** Ms. Lahsene moved, seconded by Mr. Rian Windsheimer to add her changes as reflected above.

Mr. Papsdorf stated his uncertainty about the clarity of the "Where We Go From Here" section. He also inquired about what the gateway reference. Ms. Lahsene responded that the second bullet on page i begins to address it, but the message is lost in the second section.

**VOTE ON MOTION #7:** With all committee members voting aye, the motion passed.

Chair Cotugno asked that other friendly amendments be forwarded to Ms. Kim Ellis.

Ms. Lahsene, wishing to honor the work of the Freight Task Force, requested that Goal 1 be revised from Great Communities to Efficient Urban Form.

Mr. Windsheimer commented that he had two substantive issues that the Oregon Transportation Commission would like to see in the document and would provide Ms. Ellis with them. He noted that some of those issues could be worked thru at JPACT.

Ms. Lahsene stated that it is difficult for people to endorse in abstract without knowing what the result will be. She asked if there would be a way for TPAC to continue to provide feedback while staff continues to move forward but recognizing that there may need to be a course correction somewhere down the line.

Mr. Paul Smith voiced his concern with the lack of a problem statement, noting that while it is understood that the RTP is not financially constrained, he is not sure what else is not working.

Mr. Frank Angelo questioned why adopting a resolution is necessary at this point and stated that he could not endorse it today. Chair Cotugno thanked the committee for their input, particularly the last few weeks and noted that the resolution allows for change.

**MOTION #8:** Mr. Windsheimer moved, seconded by Ms. Lahsene to include the following:

- Page 21, revise objective 8.2 as follows - **Objective 8.2 Maximize Return on Public Investment** - Place the highest priority on cost-effective investments that achieve multiple goals and those investments that make the greatest contribution to maintaining the region's economic competitiveness. ~~and~~ Ensure land use decisions protect public investments in infrastructure.

- Page 21, add new potential action to objective 8.2 as follows – Develop measures to evaluate the contribution of transportation investments and management strategies to the economic competitiveness of the region and the state.
- Page 26, add the following language to the second paragraph as follows - Today, throughways are typically 6-lane facilities that serve as the backbone of the regional economy. Additional lanes may be required in some places in the region based on the importance of a facility to regional and state economic performance, excessive demand, constraints to building the full multi-modal network due to the presence of natural resources, existing neighborhoods, topographic conditions, etc. or inadequate (and difficult to overcome) capacity, reliability, or geometry on the existing parallel system. Chapter 3 will explore where such conditions may exist. Chapter 5 will analyze the trade-offs between widening the freeway and improving the parallel multi-modal system. Chapter 6 will identify investment solutions and Chapter 7 will define the parameters for future refinement planning work specific to each corridor.

**VOTE ON MOTION #8:** With all present committee members voting aye, the motion passed.

Chair Cotugno called for additional friendly amendments.

**MOTION #9:** Ms. Lahsene moved, seconded by Ms. Nancy Kraushaar to revise Goal 2 as follows:

- **Sustainable-Economic Competitiveness and Prosperity** - Multi-modal transportation infrastructure and services support a diverse, innovative, ~~and~~-sustainable and growing regional and state economy through the reliable and efficient movement of people, freight, goods, services and information.

**VOTE ON MOTION #9:** With Mr. Scott Bricker voting in opposition and the remaining committee members voting in favor, the motion passed.

Ms. Lahsene suggested and the committee discussed additional friendly amendments including:

- Page 12, revise Objective 2.1 as follows - Objective 2.1 **Regional Freight Connectivity** – Ensure efficient connections between freight intermodal facilities and destinations in, ~~and~~beyond and through the region to promote the region’s function as a gateway for trade.
- Page 12, add new objective as follows - Objective 2.2 **Regional Passenger Connectivity** – Ensure efficient connections between passenger intermodal facilities and destinations in, beyond, and through the region to promote the region’s function as a gateway for tourism.
- Page 15, add new objective as follows - Objective 3.3 **Shipping Choices** – Support a multi-modal freight transportation system that includes air cargo, pipeline, trucking, rail, and marine services to ensure economical and efficient movement of goods in, to and through the region.
- Page 14, revise Goal 3 as follows - Multi-modal transportation infrastructure and services provide all residents of the region with affordable and equitable access to affordable housing, jobs, services, shopping, educational, cultural, and recreational opportunities, and all businesses of the region with competitive choices for goods movement.
- Page 16 – revise Goal 4 as follows – Goal 4 – Reliable Movement of People and Goods ~~Movement~~

The committee also requested definitions of Sustainability, Sustain and Sustainable Development be added to the glossary.

**MOTION #10:** Ms. Lahsene moved, seconded by Ms. Kraushaar to include the above noted friendly amendments.

**VOTE ON MOTION #10:** With all present committee members voting aye, the motion passed.

The committee further discussed the resolution and whether or not they should accept the draft document rather than the resolution itself.

**MOTION #11:** In lieu of adopting Resolution No. 07-3755, Mr. Paul Smith moved, seconded by Ms. Lasene, to recommend that JPACT accept the provisional draft RTP Chapter 1 and recommend that it be used to guide development and analysis of the rest of the plan, subject to updating and refinement during the remainder of the process. The motion passed.

**5.2 Resolution No. 07-3786, For the Purpose of Consideration of the Regional Travel Options Program Work Plan and Funding Sub allocations for Fiscal Year 07-08.**

Due to time constraints, this agenda item will be presented at a future TPAC meeting.

**6. INFORMATION / DISCUSSION ITEMS**

**6.1 Regional Transportation Options Grants Program Update**

Due to time constraints, this agenda item will be presented at a future TPAC meeting.

**6.2 ITS Study Group Progress Report**

Due to time constraints, this agenda item will be presented at a future TPAC meeting.

**7. ADJOURN**

As there was no further business, Mr. Cotugno adjourned the meeting at 12:04p.m.

Respectfully submitted,  
Jessica Martin, Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR FEBRUARY 23, 2007

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

	ITEM	TOPIC	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
*	<b>3.</b>	Minutes	1/26/07	Minutes of the 1/26/07 TPAC meeting	022307t-01
*	<b>3.</b>	Minutes	2/2/07	Minutes of the 2/2/07 TPAC meeting	022307t-02
*	<b>5.1</b>	Memo	2/15/07	To: TPAC From: Kim Ellis Re: Recommended Draft Chapter 1	022307t-03
*	<b>5.2</b>	Resolution	2/15/07	Resolution No. 07-3786, For the Purpose of Consideration of the Regional Travel Options Program Work Plan and Funding Suballocations for Fiscal Year 07-08	022307t-04
*	<b>6.1</b>	Information	N/A	Metro Regional Travel Options Grants (2007-09) Spreadsheet	022307t-05
**	<b>5.1</b>	Memo	2/22/07	To: RTP Interested Parties From: Kim Ellis Re: RTP policy framework written comments	022307t-06
**	<b>5.1</b>	Resolution	2/20/07	Resolution No. 07-3755, For the Purpose of Endorsing the Policy Direction and Draft Plan Goals and Objectives to Guide Development of the 2035 Regional Transportation Plan (RTP)	022307t-07
**	<b>5.1</b>	Report	2/15/07	Chapter 1 RTP Framework	022307t-08
**	<b>5.1</b>	Memo	2/22/07	To: TPAC From: Kim Ellis Re: Policy issues and friendly amendments raised by MTAC	022307t-09
**	<b>5.1</b>	Letter	2/22/07	To: TPAC From: Andy Back Re: Changes to Chapter 1 of RTP	022307t-10
**	<b>6.2</b>	Report	N/A	Progress report from TPAC ITS Study Group	022307t-11
**	<b>Non-Agenda Item</b>	Report	March 2007	Transportation Priorities 2008-11 MTIP Final Public Comment Report	022307t-12

\* Included in packet

\*\* Distributed at meeting

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE )  
FY2008 UNIFIED PLANNING WORK )  
PROGRAM )

RESOLUTION NO. 07-3799

Introduced by Michael Jordan, COO in  
concurrence with Council President Bragdon

WHEREAS, The Unified Planning Work Program (UPWP) as shown in Exhibit A, describes all federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY2008; and

WHEREAS, The FY2008 UPWP indicates federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, the cities of Damascus, Portland, and Wilsonville, Multnomah County, Washington County, TriMet, and Oregon Department of Transportation; and

WHEREAS, Approval of the FY 2008 UPWP is required to receive federal transportation planning funds; and

WHEREAS, The FY2008 UPWP is consistent with the proposed Metro budget submitted to the Metro Council; now, therefore,

BE IT RESOLVED, that the Metro Council hereby declares:

1. That the FY2008 UPWP is adopted.
2. That the FY2008 UPWP is consistent with the continuing, cooperative and comprehensive planning process and is given positive Intergovernmental Project Review action.
3. That Metro's Chief Operating Officer is authorized to apply for, accept and execute grants and agreements specified in the UPWP.
4. That staff shall update the UPWP budget figures, as necessary, to reflect the final Metro budget.

ADOPTED by the Metro Council this \_\_\_\_\_ day of April 2007.

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

Approved as to form:

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

## STAFF REPORT

### CONSIDERATION OF RESOLUTION NO. 07-3799 FOR THE PURPOSE OF ADOPTING THE FY2008 UNIFIED PLANNING WORK PROGRAM

---

Date: April 19, 2007

Presented by: Andrew C. Cotugno

## BACKGROUND

The FY2008 Unified Planning Work Program (UPWP) describes transportation planning activities to be carried out in the Portland-Vancouver metropolitan region during the fiscal year beginning July 1, 2007. Included in the document are federally funded studies to be conducted by Metro, Southwest Washington Regional Transportation Council (RTC), the cities of Damascus, Portland, and Wilsonville, Multnomah County, Washington County, TriMet, and Oregon Department of Transportation.

## ANALYSIS/INFORMATION

1. **Known Opposition** - No known opposition
2. **Legal Antecedents** - Federal transportation agencies (Federal Transit Administration [FTA] and Federal Highway Administration [FHWA]) require an adopted UPWP as a prerequisite for receiving federal funds according to Title 23 of the Code of Federal Regulations, Part 450 subpart c.
3. **Anticipated Effects** - Approval will mean that grants can be submitted and contracts executed so work can commence on July 1, 2007, in accordance established Metro priorities.
4. **Budget Impacts** - The UPWP matches the projects and studies reflected in the proposed Metro budget submitted by the Metro Chief Operating Officer to the Metro Council. The UPWP is subject to revision in the final Metro budget. This resolution also directs staff to update the UPWP budget figures, as necessary, to reflect the final Metro budget.

## RECOMMENDED ACTION

Approve Resolution No. 07-3799 which adopts the Unified Planning Work Program (UPWP) continuing the transportation planning work program for FY2008; and authorize submittal of grant applications to the appropriate funding agencies.

---

# **FY 2007-08**

# **Unified Planning Work Program**

## Transportation Planning in the Portland/Vancouver Metropolitan Area

Metro

City of Damascus

City of Portland

City of Wilsonville (SMART)

Clackamas County

Multnomah County

Washington County

TriMet

Oregon Department of Transportation

Southwest Washington Regional Transportation Council

[For Full Report Click Here](#)

Draft

March 22, 2007

JOINT RESOLUTION OF THE  
METRO COUNCIL  
AND  
OREGON DEPARTMENT OF TRANSPORTATION

FOR THE PURPOSE OF CERTIFYING THAT	)	RESOLUTION NO. 07-3798
THE PORTLAND METROPOLITAN AREA IS IN	)	
COMPLIANCE WITH FEDERAL	)	Introduced by Michael Jordan, COO in
TRANSPORTATION PLANNING	)	concurrence with Council President Bragdon
REQUIREMENTS	)	

WHEREAS, Substantial federal funding from the Federal Transit Administration and Federal Highway Administration is available to the Portland metropolitan area; and

WHEREAS, The Federal Transit Administration and Federal Highway Administration require that the planning process for the use of these funds complies with certain requirements as a prerequisite for receipt of such funds; and

WHEREAS, Satisfaction of the various requirements is documented in Exhibit A; now, therefore,

BE IT RESOLVED, that the transportation planning process for the Portland metropolitan area (Oregon portion) is in compliance with federal requirements as defined in Title 23 Code of Federal Regulations, Part 450, and Title 49 Code of Federal Regulations, Part 613.

ADOPTED by the Metro Council this \_\_\_\_\_ day of April 2007.

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

Approved as to form:

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

APPROVED by the Oregon Department of Transportation this \_\_\_\_\_ day of \_\_\_\_\_  
2007.

\_\_\_\_\_  
Craig Greenleaf  
Transportation Development Administrator

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONSIDERATION OF ) RESOLUTION NO. 07-3786  
THE REGIONAL TRAVEL OPTIONS )  
PROGRAM WORK PLAN AND FUNDING ) Introduced by Rex Burkholder  
SUBALLOCATIONS FOR FISCAL YEAR 07-08.

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation established funding levels for the Regional Travel Options Program in the 2006-2009 Metropolitan Transportation Improvement Program through the Transportation Priorities funding process; and

WHEREAS, the Metro Council approved a five-year strategic plan for the Regional Travel Options Program in January 2004 that established goals and objectives for the Regional Travel Options Program; and

WHEREAS, the Regional Travel Options Subcommittee of the Transportation Policy Alternatives Committee (TPAC) adopted proposed work plans and funding sub-allocations to Metro and TriMet for Regional Travel Options program activities in fiscal year 2007-2008 on February 8, 2007; and

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

BE IT RESOLVED that the Metro Council supports the Regional Travel Options Program fiscal year 2007-2008 work plans and funding sub-allocations.

ADOPTED by the Metro Council this 19th day of April, 2007

---

David Bragdon, Council President

## STAFF REPORT

FOR THE PURPOSE OF CONSIDERATION OF REGIONAL TRAVEL OPTIONS  
PROGRAM WORK PLANS AND FUNDING SUB-ALLOCATIONS FOR FISCAL YEAR  
2007-2008.

---

Date: February 15, 2007

Prepared by: Pam Peck

### BACKGROUND

The Regional Travel Options (RTO) Program implements regional policy to reduce reliance on the automobile and promote alternatives to driving for all trips. The program emphasizes all alternative modes of travel and all trip purposes, reflecting policies in the Regional Transportation Plan. The Metro Council approved a five-year strategic plan for the Regional Travel Options program in 2004 that established goals and objectives for the program.

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

The Metro Council and Joint Policy Advisory Committee on Transportation established funding levels for the Regional Travel Options Program in the 2006-2009 Metropolitan Transportation Improvement Program through the Transportation Priorities funding process. The Regional Travel Options Subcommittee of TPAC is charged with recommending detailed work plans and funding sub-allocations to partner agencies and organizations to support program implementation activities.

The subcommittee adopted the attached proposed work plan for fiscal year 2007-2008 at their February 8, 2007 meeting. The work plan continues implementation of the program's five-year strategic plan and includes recommendations for sub-allocation of program funds to Metro, TriMet, and area transportation management associations.

### ANALYSIS/INFORMATION

1. **Known Opposition:** None.
2. **Legal Antecedents:** None.
3. **Anticipated Effects:** Provides certainty on funding sub-allocations levels for RTO partner agencies and organizations.
4. **Budget Impacts:** The proposed budget includes \$55,000 in Metro funds to match federal grant funds for that will be used to support program administration, evaluation, and regional rideshare services.

### RECOMMENDED ACTION

The Chief Operating Officer recommends approval of Resolution 07-3786.

**Metro Regional Travel Options Grants  
2007-2009**

<b>Grantee</b>	<b>Project</b>	<b>Award</b>	<b>Stipulations</b>
City of Portland Office of Transportation, Options Division/City of Milwaukie	SmartTrips Milwaukie individualized marketing to 3,400 households in Milwaukie (bounded by city boundary to the north, SE Stanley and SE 45th ave to the east, SE King and SE Harrison, Monroe, and Washington to the south and Hwy 99 to the west).	\$65,000	Need to do new pre and post survey specific to Milwaukie. Grant award includes \$15,000 to cover these costs.
Bicycle Transportation Alliance (BTA)	Bike Commute Challenge Expansion -- Expand program in Portland area by 50% through website improvements and expanded outreach to large employers.	\$40,000	Expand staff time for outreach at large worksites across the region. Grant award includes \$10,000 to cover these costs.
Portland State University Transportation and Parking Services	Long-term secure, enclosed bike parking structure located on the east end of campus at SW 4th and Jackson.	\$50,000	None
Westside Transportation Alliance	Carefree Commuter Challenge Expansion -- Expand outreach in Washington County focused on Beaverton, Hillsboro and Washington Square and support regional implementation of campaign by other TMAs.	\$40,000	None
Swan Island Transportation Management Association	North Portland Location Efficient Living Project -- Promote housing opportunities in North Portland to Swan Island employees and promote job opportunities on Swan Island to North Portland residents.	\$33,000	Conduct research to determine where Swan Island employees are living now and if they own or rent. Grant award includes \$8,000 to cover these costs.
City of Lake Oswego	Car Sharing in Downtown Lake Oswego Town Center feasibility study	\$5,000	Partial award of \$5,000 for feasibility study. Study must be conducted by an independent group.
Clackamas County, Department of Transportation and Development	Clackamas County Bike Map Update (project will completed with assistance from Metro DRC and in conjunction with 2007 Bike There! map update).	\$35,218	None
Westside Transportation Alliance	TDM Training for Employer Transportation Coordination and Professionals	\$60,000	Tentative award of \$60,000 conditioned on reformulation of proposal with input from DEQ, TriMet and area TMAs. RTO subcommittee to approve final award upon review of revised proposal.
Community Health Partnership	Healthy Active Lents -- Grant funds will support travel options outreach at Lents Farmers' Market and development of coupon book to encourage walking to local businesses.	\$10,000	Partial award of \$10,000 to be used for coupon book with tracking of effectiveness and outreach at farmers' market.
Gresham Regional Center, TMA	Gresham Transportation Options Fair -- In conjunction with the Teddy Bear Parade, a family event in downtown Gresham, grant funds will support bike helmet giveaways and installation of additional bike racks in downtown.	\$11,000	Partial award of \$11,000 to be used for bike helmet giveaways for youth and installation of bike racks in downtown Gresham.
<b>Totals</b>		<b>\$ 349,218</b>	

**DRAFT**

Regional Travel Options Program  
**FY 07/08 Workplan**

Adopted by the Regional Travel Options  
Subcommittee on Feb. 8, 2007



**METRO**

PEOPLE PLACES  
OPEN SPACES

## **Background**

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

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

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

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

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

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

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

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

### **Key program objectives for fiscal year 2007-2008**

- Implement year three of the Drive Less/Save More marketing campaign to raise awareness about travel options and the need to reduce single-person auto trip.
- Recommend a regional multi-year strategy for implementing individualized marketing projects to foster travel behavior change and support new infrastructure investments.
- Market rideshare services in target markets and provide incentives to increase levels of carpooling and vanpooling.
- Increase vanpool fleet from 17 to 40 vanpool groups to manage demand in congested corridors, reduce single-person auto trips, and provide access to jobs.
- Collect, analyze and report data for each RTO program to ensure that funds are invested in the most cost effective ways
- Restructure the program advisory committee structure to enhance regional coordination and decision-making related to demand management programs.

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

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

### **Goal 2. Environmental Health: The region's wildlife and people thrive in a healthy urban ecosystem.**

Objective 2.6 Residents' health is enhanced by exceptionally clean air and water.

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

### **Goal 3. Economic Vitality: Residents and businesses benefit from a strong and equitable regional economy.**

Objective 3.1 Land is available to meet the need for housing and employment.

RTO strategies support economic vitality by increasing the capacity of current transportation infrastructure by providing and promoting alternatives to driving alone. RTO strategies also reduce and manage the need for parking infrastructure allowing available land to be used for housing and employment, rather than parking.

Objective 3.3 Access to jobs, services, centers and industrial areas is efficient.

The RTO program works directly with employers to find the best travel options for their employees through TriMet's Employer Outreach Program and local transportation management associations (TMAs). Services provided through the RTO program, such as carpool matching, vanpools, and transit pass programs, provide efficient access to jobs while reducing demand on the transportation system.

Objective 3.4 Stable, affordable sources of energy, combined with energy conservation, position the region for sustained economic growth and stability.

The RTO program works to reduce drive-alone trips and vehicle miles of travel resulting in decreased dependency on and consumption of fossil fuels.

**Goal 4. Smart Government: Metro leads a fiscally sound, efficient and congruent system of governance where public services are funded appropriately and provided by the most suitable units of government.**

*Objective 4.1 Regional needs are supported by appropriate regional funding mechanisms.*

The RTO program provides coordination and oversight for transportation demand management projects and programs. Metro's RTO grant program provides funds for local projects that support regional objectives related to environmental health and economic vitality.

*Objective 4.3 Metro provides services that fit its distinct competency or regional scope.*

Metro provides services through the Regional Travel Options program that are regional in scope including: ride-matching services to support carpooling and vanpooling, vanpool program management, regional marketing campaigns, technical assistance to agencies and organizations implementing TDM projects and programs, and evaluation of programs that receive RTO funds.

Program partners are represented on the Regional Travel Options subcommittee of the Transportation Policy Alternatives Committee (TPAC). The subcommittee makes policy and funding recommendations related to transportation demand management and the RTO program to TPAC, JPACT and the Metro Council. The group also provides a forum for regional collaboration.

*Objective 4.4 There is no duplication of public services among jurisdictions*

The RTO program works to find cost-effective methods to deliver services and provides ongoing coordination to eliminate duplication of effort among jurisdictions.

---

\* The Metro Council developed a set of result-oriented goals and objectives, or outcomes, as an expression of its strategic intent for the region. The goals and objectives are available to view on Metro's web site at: [www.metro-region.org/article.cfm?ArticleID=14521](http://www.metro-region.org/article.cfm?ArticleID=14521).

## **Program administration**

This scope of work continues implementation of the Regional Travel Options 5-Year Strategic Plan and supports the program structure called for by the strategic plan including administration and management of RTO program functions by Metro.

The RTO program staff (.79 FTE) will:

- Chair and support RTO Subcommittee of TPAC, including logistics, scheduling and meeting summaries.
- Lead strategic planning for RTO Subcommittee and update of the strategic plan.
- RTO Subcommittee research and support on technical and financial issues.
- Develop and recommend options for restructuring the RTO subcommittee to support regional coordination of demand management programs and implementation of the Regional Transportation Plan Update.
- Create presentations about RTO program for Metro committees and regional partners.
- Administer contracts for RTO programs.
- Develop and submit FTA application for CMAQ grant funds and administer grants for RTO programs.
- Identify local matching funds sources for future years.
- Complete Business Energy Tax Credit (BETC) applications and identify local pass through partner.
- Develop the RTO program budget.
- Provide local transportation system plan support on achieving 2020 non-SOV targets.
- Provide staff support for demand management and parking components of the Regional Transportation Plan Update.
- Represent RTO program at Metro committees and jurisdictions and agency meetings.

### **Key milestones for FY 07/08**

- Dec 07 – RTO strategic plan and 08/09 work program and budget reviewed and adopted by RTO subcommittee
- Feb 08 – RTO strategic plan and 08/09 work programs and budgets reviewed and adopted by TPAC, JPACT and the Metro Council
- June 08 – Submit BETC applications for FY 08/09 projects.

### **Deliverables**

- FY 07/08 budget
- RTO subcommittee meeting summaries
- Updated strategic plan
- Quarterly progress reports

## **Collaborative Marketing Program**

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

Metro's scope of work will focus on coordination of marketing activities carried out by all RTO partners to maximize the program's reach and effectiveness. The program will leverage the state's investment in the Drive Less/Save More marketing campaign by conducting outreach at neighborhood and community events to provide campaign and local travel options information to the public, implementing earned media strategies to promote RTO projects and programs, and managing consultant contracts related to campaign implementation in partnership with ODOT.

A regional walking guide to promote walking for local trips was developed in FY 06/07 with support for printing from Kaiser Permanente. The guide will be distributed through local walking events and may be used as an incentive prize at community events in FY 07/08. Metro RTO staff will support distribution of the walking guide to program partners, earned media activities, and project evaluation. Metro RTO staff also will provide project oversight and implement marketing strategies for the regional Bike There! map, and will support coordination with regional partners around bike map development.

Metro will work with the RTO subcommittee and program stakeholders to develop and recommend a multi-year strategy for individualized marketing projects in the Portland metropolitan region. Funds for individualized marketing projects were allocated through the Transportation Priorities process in 2005 and will be available in FY 08/09. The strategy will support implementation of the Regional Transportation Plan and assist the region in meeting modal targets. The strategy will include recommended target market areas, project implementation and evaluation methodology, and a schedule and budget.

The RTO program staff (1.75 FTE), augmented by contracted professional services, will carry out the following tasks:

- Support marketing working group for effective coordination and partner communication.
- Support implementation of the Drive Less/Save More campaign through management of consultant contracts and coordination of marketing activities conducted by RTO partners.
- Develop RTO collateral materials consistent with the Drive Less/Save More campaign, including fact sheets, brochures, web pages, and other collateral materials.

- Conduct outreach for the Drive Less/Save More campaign at key community events, including fairs, festivals and farmers markets, to provide information about travel options.
- Support distribution of a regional walking guide and track project results.
- Develop regional calendar of events and coordinate presence of RTO partners.
- Provide oversight for Metro's regional Bike There! map product, implement map marketing strategies, and support collaborative with local and regional partners related to development of bike maps.
- Develop and recommend a multi-year strategy for individualized marketing projects. Forward recommendations to the RTO subcommittee, TPAC, JPACT and the Metro Council.

#### **Key milestones for FY 07-08**

- July-Sept 07 -- Outreach at neighborhood and community events.
- Nov 07 – Recommend multi-year strategy for individualized marketing projects to the RTO subcommittee.
- Dec 07 – Recommend multi-year strategy for individualized marketing projects to the TPAC, JPACT and Metro Council.
- March 08 – Events calendar completed
- May to June 08 -- Outreach at neighborhood and community events.

#### **Deliverables**

- RTO collateral materials
- Regional calendar of events
- Individualized marketing strategy
- Quarterly progress reports

## **Regional Rideshare - Vanpool Program**

This program markets carpooling and vanpooling to employers, provides web-based ride-matching services through CarpoolMatchNW.org, and provides vanpool incentives and services.

This scope of work continues implementation of a rideshare marketing strategy developed in cooperation with project stakeholders in FY 06/07. RTO staff will work with project partners at the local and regional level to market rideshare resources to employers in areas that have the best potential for increased levels of carpooling and vanpooling. The marketing strategy includes promotions that provide incentives to members of the public who participate in a carpool or vanpool three or more days per week.

Services available to employers through the RTO program include assistance identifying groups of employees that could form carpools or vanpools; collateral materials that promote the benefits of ridesharing; presentations to employee groups; financial incentives for vanpool groups; and informational tables at employee events. In addition, the RTO will work with partners in Clark Co., Washington and Columbia Co., Oregon to increase awareness of available rideshare services among residents of these areas who commute into the Portland metropolitan area.

Metro RTO staff provides customer service and administrative support for project management CarpoolMatchNW.org. The RTO program contracts with the city of Portland for web site hosting and maintenance. In FY 07/08 RTO staff will continue to work with partner organizations in Oregon and Washington to develop options for a bi-state database and online ride-matching system to support increased levels of carpooling and vanpooling.

This scope of work includes continued implementation of the vanpool pilot program strategy adopted by the RTO subcommittee in December 2006. The strategy seeks to grow the vanpool fleet from 17 to 65 vanpool groups over two years and is supported by funds from ODOT, the city of Vancouver/Clark Co., Washington, and the RTO program. The program will target markets identified in the *Rideshare Program Market Research and Implementation Plan* study completed in 2005.

Metro RTO program staff will manage lease contracts with vendors selected through a Request for Proposals process to provide vanpool services. Vendors provide vehicles for vanpool groups through a lease agreement, as well as driver screening and training. Financial incentives of up to 50% of the vehicle lease cost are available to vanpool groups. Vanpools must travel at least 20-miles roundtrip (or through a heavily congested corridor) three or more days per week to be eligible for financial incentives.

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

- Implement vanpool pilot projects in target markets in collaboration with local partners, including TMAs, with the goal of starting 23 new vanpool groups.

- Manage contracts and lease agreements with private sector vanpool vendors.
- Promote carpooling, vanpooling, and rideshare services, such as CarpoolMatchNW.org, in targeted markets.
- Develop collateral materials including fact sheets, brochures, web pages, testimonials, and other collateral.
- Provide customer service via phone and email for CarpoolMatchNW.org.
- Provide administrative support for the CarpoolMatchNW.org database.
- Provide project management for CarpoolMatchNW and work with the city of Portland to maintain the system until a bi-state or statewide service is available.
- Continue participation in development of statewide ridematching system; determine timeline for migrating the regional system to the statewide system.
- Refine targets for services and outreach.
- Track and report on program performance.
- Support rideshare working group of RTO Subcommittee for effective coordination and partner communication.

**Key milestones for FY 07-08**

- Dec 07 – Recommend options for providing online ride-matching services and creating a statewide and/or bi-state ride-matching database.

**Deliverables**

- Regional rideshare services collateral materials
- Quarterly progress reports

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

The TMA Program operates under the policy direction as provided in Metro Resolutions No.98-2676 and No.02-3183. TMAs are important private/public partnership tools that can be used effectively in the Central City, Regional Centers, Industrial Areas, and some Town Centers. TMAs provide important leadership in Region 2040 centers that catalyzes economic and community development, as well as development of travel options services and resources for property owners, businesses and employers.

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

RTO program staff (.3 FTE) will work with the TMAs to:

- Provide technical assistance for TMA project planning, implementation and evaluation activities.
- Develop work plans for each TMA that support the unique character of each area and recognize that each area is at a different level of development and has a unique mix of transportation infrastructure.
- Develop and manage TMA funding agreements.
- Coordinate quarterly meetings of TMA directors.
- Track TMA performance toward meeting outreach and performance targets.
- Provide progress reports to the RTO subcommittee.

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

- Oct 07 – TMA directors meeting held
- Jan 08 – TMA directors meeting held
- April 08 – TMA directors meeting held
- May 08 – TMA funding agreements for FY 06-07 executed
- June 08 – TMA directors meeting held

### **Deliverables**

- TMA agreements
- Quarterly progress reports

## Regional Travel Options Grant Program

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

In FY 07/08 the program will administer the following grants awarded by the RTO subcommittee for 2007-2009\*:

<b>Project</b>	<b>Sponsoring organization</b>	<b>Grant amount</b>	<b>Scope</b>
Bike Commute Challenge program expansion	Bicycle Transportation Alliance (BTA)	\$40,000	Regional
Carefree Commuter Challenge Expansion	Westside Transportation Alliance (WTA)	\$40,000	Regional with Washington Co. focus
Employer Transportation Coordinator Training Program	Westside Transportation Alliance (WTA)	\$60,000	Local Washington Co.
Bike parking structure, enclosed and secure	Portland State University (PSU) Transportation and Parking Services	\$50,000	Local City of Portland
Healthy Active Lents walking project	Community Health Partnership	\$10,000	Local City of Portland
North Portland Location-Efficient-Living Project	Swan Island TMA	\$33,000	Local City of Portland
Gresham Transportation Options Fair	Gresham Regional Center TMA	\$11,000	Local City of Gresham
Clackamas County Bike Map Update	Clackamas County	\$35,218	Local Clackamas Co.
Carsharing study	City of Lake Oswego	\$5,000	Local City of Lake Oswego
SmartTrips Milwaukie individualized marketing project	Cities of Portland and Milwaukie	\$65,000	Local City of Milwaukie
	<b>Total:</b>	<b>\$349,218</b>	

\* Grants for 07-09 total \$349,218. \$100,000 of grant funds are available in FY 06-07; the balance is available in FY 07-08.

RTO program staff (.3 FTE) will carry out the following tasks to support the grant program:

- Provide technical assistance to grantees related to project management, implementation, and evaluation.
- Administer grant funding agreements.
- Provide progress reports to the RTO subcommittee.

**Key milestones for FY 07-08**

- Each project will submit quarterly progress reports to Metro as outlined in the grant agreement.

**Deliverables**

- Quarterly progress reports

## **Evaluation Program**

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

RTO program staff will be responsible for ongoing and consistent data collection and tracking. An evaluation working group formed in FY 06/07 will recommend a framework for evaluating RTO programs to the RTO subcommittee in April 2007. The framework will include proposed evaluation measures for all RTO funded programs, a schedule for evaluation reporting, and recommend roles and responsibilities for the various agencies and organizations involved in collecting and analyzing program data.

This scope of work assumes that Metro RTO program staff will have primary responsibility for data analysis and evaluation, and that Metro's Travel Research and Modeling staff and Data Resource Center staff will assist with the development of new data tracking tools. In addition, the scope assumes that a public awareness survey will be developed and fielded to establish baseline information about awareness of RTO messages and programs. The scope of work will be amended to implement the evaluation framework adopted by the RTO subcommittee.

The Metro staff (1.109 FTE) will:

- Conduct on going data collection and tracking for all RTO funded programs.
- Implement evaluation framework adopted by the RTO subcommittee.
- Develop and field a regional public awareness survey to establish baseline information about public awareness of travel options messages, as well as awareness of and satisfaction with RTO programs.
- Create a central database for the RTO program that can be used in conjunction with other regional travel behavior data to monitor each program component.
- Develop a set of prediction factors that would be used to select RTO programs for implementation based on cost-effectiveness and ability to achieve desired program impacts.

### **Key milestones for FY 07-08**

- Milestone dates to be determined based on evaluation framework adopted by the RTO subcommittee in April 2007.

### **Deliverables**

- Program effectiveness prediction factors.
- Central database completed.

## Budget

---

### 07-08 RTO Revenue

#### FFY 07 MTIP categories

RTO Program	\$883,000
TriMet Employer Program	\$195,000
TriMet Regional Evaluation	\$100,000
Carryover CMAQ (FFY 06 MTIP)	\$463,535
<b>Total grant revenue</b>	<b>\$1,641,535</b>

#### Other program revenue sources

ODOT DLSM marketing funds	\$1,000,000
ODOT Vanpool development funds	\$82,500
Clark Co. Vanpool funds	\$100,000
BETC (expected to be received in 07-08)	\$17,109
Metro excise tax funds	\$55,000
Local match (partners)	\$97,229
<b>Total other sources</b>	<b>\$1,351,838</b>

**Total revenues** **\$2,993,373**

<b>07-08 RTO Expenses</b>	<b>FTA Grant</b>	<b>Match/Metro</b>	<b>BETC*</b>	<b>Match/Local</b>	<b>Clark Co CTR</b>	<b>ODOT</b>	<b>Total</b>
<b>Program administration</b>							
Metro FTE (.790)	88,832	10,168					99,000
Materials and services (dues, travel, training)	7,178	822					8,000
<b>Total program administration</b>	<b>96,010</b>	<b>10,990</b>					<b>107,000</b>
<b>Collaborative marketing</b>							
Drive Less/Save More Marketing Campaign						1,000,000	1,000,000
Metro FTE (1.75 FTE)	142,352	16,293					158,645
Materials and services (printing, collateral, contracted services)	52,489	1,221	4,786				58,496
TriMet Employer Program	374,000			42,863			416,863
SMART TDM Program (\$60,500 for FY 08 received in FY 07)	0			0			0
Oregon Department Energy (\$54,000 received in FY 07)	0			0			0
<b>Total collaboration marketing</b>	<b>568,841</b>	<b>17,514</b>	<b>4,786</b>	<b>42,863</b>		<b>1,000,000</b>	<b>1,634,004</b>
<b>RTO Grant Program</b>							
2007-2009 grants plus FTE	250,000			28,614			278,614
<i>Metro FTE (.3)</i>	38,584	4,416					43,000
<b>Total grant program</b>	<b>288,584</b>	<b>4,416</b>		<b>28,614</b>			<b>321,614</b>
<b>Transportation Management Assoc (TMA) Program</b>							
Existing TMAs (6)	150,000			17,168			167,168
TMA start-ups (1 at year one subsidy)	75,000			8,584			83,584
<i>Metro FTE (.3)</i>	38,584	4,416					43,000
<b>Total TMA program</b>	<b>263,584</b>	<b>4,416</b>		<b>25,752</b>			<b>293,752</b>
<b>Regional Rideshare Program</b>							
Vanpool incentives (50% of lease costs, does not require match)	69,000	0			50,050	75,000	194,050
Metro FTE vanpool operations (.5 FTE requires 20% match)	22,800	0	5,000		28,500		56,300
Metro FTE rideshare marketing (1 FTE, does not require match)	57,074	0	7,323				64,397
Materials and services (marketing, does not require match)	70,126	0			21,450	7,500	99,076
CarpoolMatch NW (maintenance)	30,000	0					30,000
<b>Total regional rideshare program</b>	<b>249,000</b>	<b>0</b>	<b>12,323</b>		<b>100,000</b>	<b>82,500</b>	<b>443,823</b>
<b>Evaluation</b>							
Metro FTE (.950 RTO, .144 DRC, .015 TRMS = 1.109 total FTE)	107,461	9,875					117,336
Materials and services (contracted professional services)	68,055	7,789					75,844
<b>Total evaluation and tracking</b>	<b>175,516</b>	<b>17,664</b>	<b>0</b>				<b>193,180</b>
<b>Program total</b>	<b>1,641,535</b>	<b>55,000</b>	<b>17,109</b>	<b>97,229</b>	<b>100,000</b>	<b>1,082,500</b>	<b>2,993,373</b>

\*Business Energy Tax Credit revenue is pending acceptance of application by ODOE. \$11,565 will be applied to Federal match requirements, the balance will be used as program funds.

**TriMet Financials**  
**TPAC Presentation**

March 30, 2007



Finance & Administration

---

---

---

---

---

---

---

---

**How TriMet Stacks Up**  
(compared to 13 peer agencies)

- First in rides per resident
- First in service hours per resident
- First in rides per service hour
- First in weekend ridership
- Second in total ridership



Finance & Administration

---

---

---

---

---

---

---

---

**TriMet's Financial Situation Today**

- Low cash reserves/working capital
- Large service commitments (Commuter Rail, Green Line, LIFT, peak hour MAX)
- Core capital maintenance and replacement needs
- Projections of healthy payroll tax growth

**New Payroll Tax Committed to FY14**

**Plus Competing Demands on the Horizon:**

- Milwaukie LRT
- Columbia River Crossing
- Streetcar to Lake Oswego
- Eastside Streetcar



Finance & Administration

---

---

---

---

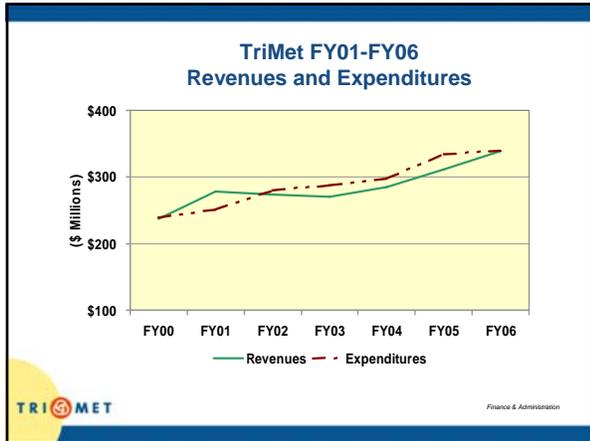
---

---

---

---






---

---

---

---

---

---

---

---

---

---

- ### TriMet's Service Commitments (prior to recession)
- Services added:
- Airport MAX
  - Portland Streetcar to PSU
  - Interstate MAX
  - LIFT Service
- Managed through:
- Productivity Improvements and Reduced Overhead (PIP) (\$21M CE reduction)
  - Extended useful life of capital equipment, (PIP)
  - Increased fares for inflation. Extraordinary fare increases to offset high diesel fuel prices.
  - Deferred capital
  - Reduced low performing bus service. Reallocated hours to high performing lines
  - Reduced working capital
- TRI MET Finance & Administration

---

---

---

---

---

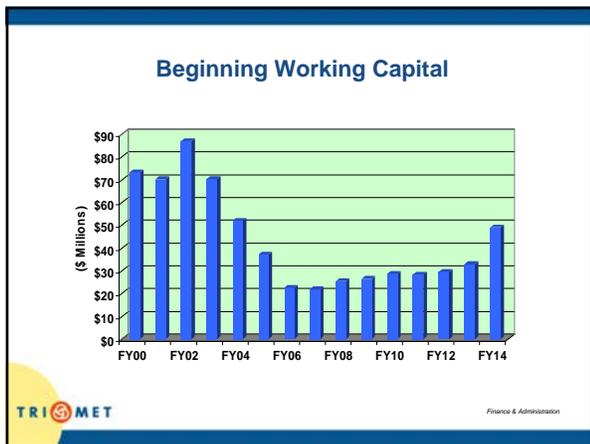
---

---

---

---

---




---

---

---

---

---

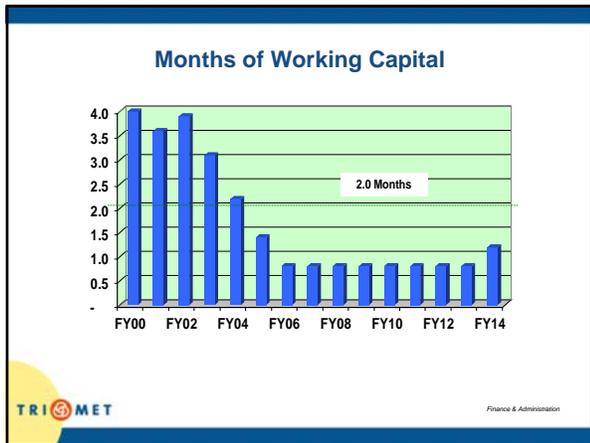
---

---

---

---

---




---

---

---

---

---

---

---

---

---

---

---

---

### TriMet's Financial Forecast

Growth in operating revenues from passenger fares, payroll tax base, federal and all other sources to generate \$23M per year.

- Additional debt to replace aging bus fleet (18-19 year old buses)
- Additional debt to replace 30-year old communications system
- Deferred capital
- Additional peak hour MAX service
- Normal inflation on materials, services, wages.

TRIMET Finance & Administration

---

---

---

---

---

---

---

---

---

---

---

---

### TriMet's New Payroll Tax Revenues

Rate increases to pay for net operating costs and debt service for TriMet's capital contribution:

- Commuter Rail
- I-205/Portland Mall MAX Light Rail
- Portland Streetcar Extensions to Riverplace, Gibbs, Lowell
- LIFT service growth

TRIMET Finance & Administration

---

---

---

---

---

---

---

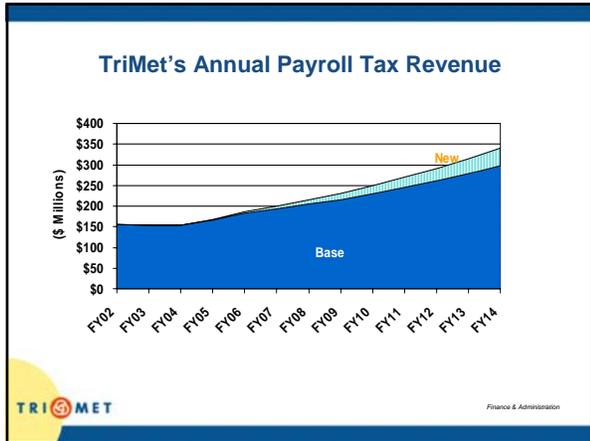
---

---

---

---

---




---

---

---

---

---

---

---

---

---

---

---

---

**With modest working capital, need to watch revenue and expenditure variances carefully and adjust immediately to meet commitments to Commuter Rail, Green Line and LIFT service.**

**TRIMET** Finance & Administration

---

---

---

---

---

---

---

---

---

---

---

---

### TriMet LIFT Operations

- A door-to-door paratransit ride on LIFT costs 11 times what it costs on fixed route. \$24.95 on LIFT and \$2.22 on fixed route.
- TriMet carries 10 million elderly and disabled rides on fixed route each year and 1 million on LIFT.
- 2001-2006 CPI adjusted LIFT costs have grown 10% per year.
- Demographic trends indicate that growth in demand will only increase.
  - 2006: 10% of population over age 65
  - 2030: 20% of population over age 65
- Most importantly, need to attract elderly and people with disabilities to fixed route.

Implications for the regional transit system are: If LIFT ridership growth is 6% per year through FY14 instead of the 4.5% assumed in the forecast, that is an additional \$6 million a year in operating costs that are not in the forecast.

**TRIMET** Finance & Administration

---

---

---

---

---

---

---

---

---

---

---

---

## How Can The Region Help?

- Sustain MTIP investments in on-street transit and pedestrian improvements that reduce reliance on LIFT and increase the attractiveness of fixed route transit (72% of stops connected to sidewalks.)
- Require access improvements of new urban and suburban development projects.
- Promote active and diverse urban centers and main streets that are effectively served by transit.
- Continue regional operating and capital support for projects (ex. MTIP, Portland, ODOT, State, Washington County, Clackamas County, municipal payroll tax).



Finance & Administration

---

---

---

---

---

---

---

---

**Metro**  
**2008-2011 Metropolitan Transportation Improvement Plan (MTIP)**  
**Air Quality Conformity Plan**  
**March 20, 2007**  
**DRAFT**

**Background**

The Metro region is proposing the following procedures to conduct an air quality conformity analysis of the Fiscal Year 2008-2011 Metropolitan Transportation Improvement Plan (MTIP). This air quality conformity plan is intended to follow the requirements set forth in Oregon Administrative Rules, Chapter 340, Division 252 (OAR 340-252 "Transportation Conformity"), which, in turn, is intended to implement the Federal Clean Air Act (42 U.S.C 7401 and 23 U.S.C 109j, as amended). These conformity determinations must be periodically updated and the proposed air quality conformity determination of the 2008-2011 MTIP is meant to comply with these updating requirements.

The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council are scheduled to adopt a resolution for the FY08-FY011 MTIP, including the results of the air quality analysis, in August 2007, following a 30 day technical and public review period. JPACT and the Metro Council, in concert, are the Metropolitan Planning Organization for the greater Portland, Oregon metropolitan area including 25 cities and portions of three counties. The conformity determination will then be submitted to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) mid-August (see attached schedule). After consultation with the US Environmental Protection Agency, the region will be notified by FHWA and FTA as to whether the MTIP conformity determination is approved which would allow the transportation improvements included in the MTIP, to proceed.

This Metro air quality conformity plan is being submitted to the interagency consultation partners for comments and to seek consensus. Both federal and state law require interagency consultation. State law requires that the Transportation Policy Advisory Committee (TPAC) be the interagency consultation body for the Metro area. In order to meet federal requirements, representatives of the following agencies coordinate for interagency consultation:

- Federal Highway Administration, Oregon Division
- Federal Transit Administration, Region X
- US Environmental Protection Agency, Region X
- Oregon Department of Transportation
- Oregon Department of Environmental Quality
- TriMet
- Metro

Early notification of the procedures and schedule will assist in the interagency consultation requirements of OAR 340-252-0060. The procedures may be revised as Metro proceeds with the analysis. If changes are sought, there will be notification of interagency consultation partners about such changes, and, if needed, additional consultation and opportunity for comment will be provided.

### **Air Quality Regulatory Status of the Metro area**

As of March 2007, the Metro area is a maintenance area for carbon monoxide (CO), meaning that while the region meets federal CO standards, it must continue to monitor CO levels through a air quality conformity determination comparing forecast levels of air quality assuming proposed transportation investments with motor vehicle emission budgets, or maximum allowed levels of the pollutant from the on road and transit elements of the region's transportation system. In 2006, the EPA approved a new CO State Implementation Plan (SIP) finding new CO motor vehicle emission budgets adequate for transportation conformity purposes in the Second Portland Area Carbon Monoxide Maintenance Plan.

Another possible air pollutant of concern within the Metro region is ground level ozone, which is comprised of volatile organic compounds, or VOC, (also known as hydrocarbons) and oxides of Nitrogen (NOx) that are emitted from a variety of sources, including on-road motor vehicles and some transit vehicles. In June 2005, the EPA revoked the 1 hour ozone standard and an 8 hour ozone standard was promulgated. For the Metro area, this meant that the maintenance status for the 1 hour ozone standard to which the Metro area previously had to demonstrate air quality conformity was no longer required. Further, the Metro area was in attainment with the 8 hour ozone standard. Accordingly, for the 2005 conformity determination, only CO was formally assessed.

A very recent court case, South Coast Air Quality Management District v. EPA, has indicated that: "*Because one-hour conformity determinations constitute "controls", under section 172)e), they remain "applicable requirements" that must be retained.*" However, further actions, judicial and otherwise, are pending. That is, a final legal ruling has not yet been concluded. As a result, the air quality conformity determination for the 2008-2011 MTIP will include only CO air quality conformity determination. A separate analysis of VOC and NOx will be conducted and reported by Metro to the interagency consultation members. Should judicial review be completed during the period prior to the air quality conformity determination report provided for 30 day public and technical review, the ozone element would be added if needed.

### **Air Quality Forecasting Overview**

Assessing air quality from surface transportation sources is achieved by first running Metro's travel demand computer model that uses forecasts of households and jobs as well as the characteristics of the future transportation system. The results of the transportation model are then used in an air quality computer model to estimate the amount of air pollutants that would be generated under these conditions, comparing these amounts to maximums set for the surface, on-road transportation system. More specific information about these models and assumptions are listed below.

### **Travel Demand Model Specifications**

The Metro travel demand model (Agnes) will be used in the MTIP conformity process. The specifications for this model are documented in the report *Technical Specifications-March 1998 Travel Demand Model*.

The generation of person trips, the distribution patterns of the trips, the mode selection, and the time of day profile will be forecasted using the above Metro model. The vehicle

trips from this model will be assigned to the conformity networks to determine speeds and VMT.

### **Project Listing**

A listing of all projects included in the financially constrained system of the Regional Transportation Plan will be provided in the air quality conformity determination report along with their status with regard to:

- a. whether the project was an input to the travel forecasting model;
- b. the earliest year the project was forecast to be operational.

### **Exempt Projects**

The air quality conformity determination report will identify exempt projects in the MTIP.

### **Demographics**

The following demographic data will be used in the transportation model:

- a. Population/Housing: Census data was used to validate the 2000 population and housing data. Population forecasts to the year 2025 were approved by JPACT and the Metro Council as part of the 2004 Federal Update to the Regional Transportation Plan, after review and comment by local government technical staffs.
- b. Employment: Oregon Employment Department ES-202 was used for the 2000 employment base and further detailed by Metro estimates of self-employed. Employment forecasts to the year 2025 were approved by JPACT and the Metro Council as part of the 2004 Federal Update to the Regional Transportation Plan, after review and comment by local government technical staff.
- c. Socio-economics: Metro uses socio-economic data issued by the Census Bureau from the 2000 Census, including household size, incomes, age and head of household. In addition, the population, housing and job forecasts use data from the State of Oregon concerning birth and death rates as well as forecasts from Global Insight that was used in the regional economic forecast.

**Validation year:** The base year for the Metro transportation model (Agnes) is the year 2000. The model was last validated for that base year in 2003.

**RTP Horizon:** 2025 based on the 2004 Federal Update of the RTP.

**MTIP years:** FY 2008-2011

### **Transportation Networks**

The Metro year 2005 transportation network will be the base year network from which all future year networks are developed. The 2005 network includes the highway and transit system as of January 2005.

Future transportation networks include completion of all regionally significant projects and other projects that can be modeled, as included in the MTIP and the Financially Constrained System of the 2004 Federal Update to the Regional Transportation Plan. Future year networks will also include a transit system from the TriMet *Transit Investment Plan* (2004), which is consistent with the Metro RTP, 2004 Federal Update.

**Air Quality Model Assumptions**

The following provides information on the Metro transportation network model and the EPA approved MOBILE6.2 air quality emissions model that will be used in the emissions analysis. Metro will use the following inputs for the MOBILE6.2. computer model to complete the MTIP conformity analysis:

	<b>Parameter</b>	<b>Details</b>	<b>Data Source</b>
a.	Emission Model Version:	MOBILE6.2	EPA
b.	Emission Model Runs:	See Analysis Years table, above	EPA, DEQ
c.	Time Periods:	Seven - 2200hrs-0559; 0600-0659;0700-0859; 0900-1359; 1400-1459, 1800-1859 (PM shoulder); 1500-1759 and 1900-2159.	
d.	Pollutants Reported:	CO	
e.	Vehicle Class:	As per MOBILE6.2	EPA
f.	Functional Class:	MOBILE6.2 default (freeways, arterials, local and ramp)	
g.	Temperatures:	Minimum and Maximum temperatures for January	OR DEQ
h.	VMT mix:	MOBILE6.2 default	
i.	Speed:	3-65 MPH	
j.	Vehicle Registration:	All runs using 2004 fleet, except for trips originating in Washington State which are provided through the SW Clean Air Agency.	OR DEQ / ODOT DMV
k.	I/M Program:	Assumes On-Board Diagnostic	OR DEQ
l.	Reid Vapor Pressure:	Winter - 13.6psi	OR DEQ

**Conformity Criteria**

Conformity will be based on the requirements of OAR 340-252-0190 (Criteria and Procedures: Motor Vehicle Emissions Budget). Specifically, 252-0190 (b)(A) states that for each analysis year, the emission analysis must demonstrate that the emissions from the Action scenario is less than or equal to the motor vehicle emissions budget(s) established for the last year of the maintenance plan, and for any other years for which the maintenance plan establishes motor vehicle emission budgets. In addition, the regional emissions analysis must be performed for the last year of the transportation plan's forecast period.

**Motor Vehicle Emission Budgets and Analysis Years**

Based on the Second Portland Area Carbon Monoxide Maintenance Plan, as found adequate for transportation conformity purposes by the EPA on February 15, 2005, the following are the motor vehicle emission budgets to be used in the analysis.

Motor Vehicle Emission Budgets for Carbon Monoxide

**2005** – 1,238,575 lbs. per winter day

**2010** – 1,033,578 lbs. per winter day

**2017** – 1,181,341 lbs. per winter day  
**2025** – same as 2017

Based on these required emission budget years, the requirements in OAR 340-252-0190 and data availability, the following are the years in which the Metro transportation model will be run and MOBILE6.2 software for this conformity determination.

<b>Analysis Years</b>	<b>2010</b>	<b>2015</b>	<b>2017</b>	<b>2020</b>	<b>2025</b>
<b>Tasks</b>	- Full Transportation Model run - Trip Assignments - MOBILE6.2	- Interpolate vehicle trips - Trip Assignments - MOBILE6.2	- Interpolate emissions between 2015 and 2025	- Interpolate emissions between 2015 and 2025	- Full Transportation Model run - Trip Assignments - MOBILE6.2
<b>Transportation Network</b>	2010	2015	No unique network	No unique network	2025

**Transportation Control Measures**

The Second Portland Area CO Maintenance Plan approved by the EPA includes several TCM which must be shown to be addressed. These TCM include the following:

1. Transit Service Increase: Regional transit service revenue hours (weighted by capacity) shall be increased 1.0% per year. The increase shall be assessed on the basis of a 5 year rolling average of actual hours for assessments conducted between 2006 and 2017. Assessments made for the period through 2008 shall include the 2004 opening of Interstate MAX.
  
2. Bicycle Paths: Jurisdictions and government agencies shall program a minimum total of 28 miles of bikeways or trails within the Portland metropolitan area between the years 2006 through 2017. Bikeways shall be consistent with state and regional bikeway standards. A cumulative average of 5 miles of bikeways or trails per biennium must be funded from all sources in each Metropolitan Transportation Improvement Program (MTIP). Facilities subject to this TCM must be in addition to those required for expansion or reconstruction projects under ORS 366.514.
  
3. Pedestrian Paths: Jurisdictions and government agencies shall program at least nine miles of pedestrian paths in mixed use centers between the years 2006 through 2017, including the funding of a cumulative average of 1½ miles in each biennium from all sources in each MTIP. Facilities subject to this TCM must be in addition to those required for expansion or reconstruction projects under ORS 366.514. except where such expansion or reconstruction is located within a mixed-use center.

The air quality conformity determination for the 2008-2011 MTIP will include an analysis of whether these TCM have been addressed.

**Air Quality Conformity Determination Schedule  
for the Adoption of the  
2008-2011 Metropolitan Transportation Improvement Plan**  
March 2006

The following is the proposed schedule for air quality analysis, public and technical review and approval of the air quality conformity determination for the upcoming 2008-2011 Metropolitan Transportation Improvement Plan (MTIP). This schedule was developed to receive provide for public and local technical review, Environmental Protection Agency review and Federal Highway Administration and Federal Transit Administration approval by September 2007.

- |                         |   |
|-------------------------|---|
| <b>Mar 12, 2007</b>     | Interagency consultation on detailed 2008-11 MTIP air quality conformity determination assumptions, methods, etc.   |
| <b>Mar 15, 2007</b>     | Metro Council action on 2008-11 MTIP - pending air quality analysis.  |
| <b>Mar 30, 2007</b>     | TPAC introduction to upcoming 2008-11 MTIP air quality analysis.  |
| <b>Mar/Apr 15, 2007</b> | Local governments provide locally funded project information.   |
| <b>May 1, 2007</b>      | Air quality conformity determination emission analysis begins.  |
| <b>June 15, 2007</b>    | Air quality conformity modeling and draft report complete. 30-day public review period begins of complete air quality conformity analysis, including emission results. Analysis also sent to TPAC members, federal air quality partners (EPA, FHWA, FTA). |
| <b>July 16, 2008</b>    | 30-day public review of 2008-11 MTIP with air quality conformity analysis ends.   |
| <b>Jul 16-20, 2007</b>  | Federal interagency consultation concerning air quality analysis results, recommendations.  |
| <b>Jul 27, 2007</b>     | TPAC: Consultation on air quality analysis results, recommendations.  |
| <b>Aug 9, 2007</b>      | JPACT: Recommend adoption of the air quality conformity determination and 2008-11 MTIP.   |
| <b>Aug 16, 2007</b>     | Metro Council: Adopt air quality conformity determination and 2008-11 MTIP.   |
| <b>Aug 17, 2007</b>     | Submit to USDOT for conformity determination.   |
| <b>October 1, 2007</b>  | Conformity determination approval from FHWA/FTA.  |

\* \* \* \* \*

**Meeting Summary**  
**March 12, 2007**

Air Quality Interagency Consultation  
for  
Metro's Proposed 2008-2011 MTIP

The meeting was convened at approximately 1:30pm in room 370A, Metro, 600 NE Grand Avenue.

**Attendance:** Ned Conroy, FTA (via telephone conference call), Wayne Elson, EPA (via telephone conference call); Michelle Eraut, FHWA; Dave Goodwin, ODOT; Ted Leybold, Metro; Josh Naramore, Metro; Dave Nordberg, DEQ; Marina Orlando, ODOT; Akin Owosekun, ODOT; Vaughn Rademeyer, ODOT; Phil Sellinger, TriMet; Mark Turpel, Metro and Dick Walker, Metro.

Ned Conroy, FTA was connected via telephone conference call, and Wayne Elson, EPA, was called, but only voice mail was received. A message was left with Mr. Elson to call Mark Turpel's cell phone and he would be connected. (Mr. Elson did call back and was connected later in the meeting). Self-introductions were made and a sign-in sheet passed around to document attendance and representation.

**Meeting Purpose, MTIP, RTP Overview.** Mark Turpel provided a brief summary of the meeting purpose – to discuss data, assumptions and issues concerning air quality and Metro's proposed 2008-2011 MTIP. Ted Leybold provided a summary of Metro's MTIP process, reviewing the proposed schedule. In addition, he distributed copies of the draft schedule for air quality conformity for a joint 2035 RTP and 2008-2011 MTIP to be completed by March 2008 (attached).

Conclusions: For the summer 2007 MTIP conformity determination schedule, it was recommended that the final approval date be changed from September 17, 2007 to October 1, 2007 in order to help ensure consistency with the federal fiscal year.

Regarding the spring 2008 RTP and MTIP conformity, it was agreed that given the March 2008 RTP conformity determination deadline, Metro should provide the draft RTP and MTIP conformity determination report to FHWA, FTA and EPA as early possible, even though final action would not have been taken by the Metro Council. This would provide review time for the FHWA and FTA and time to confer with EPA. If the USDOT found the report satisfactory and upon timely receipt of documentation of formal action by the Metro Council, the USDOT could approve a conformity determination by the March 5, 2008 deadline.

**Transportation and Air Quality Model Overview.** Dick Walker provided summary of the Metro transportation model and how the MOBILE6.2 air quality model is run. A question was raised concerning base year and forecast year and it was confirmed that the

air quality analysis would use the same years as the 2004 RTP – namely a 2025 forecast horizon with a year 2000 base.

**Air Quality Regulatory Status.** Mark Turpel reviewed the region’s air quality regulatory status, noting that a recent court case indicated that 1 hour ozone standards and conformity determinations were still required. He further indicated that all indications seemed to be that there were further negotiations and judicial actions that could occur, so the final outcome of whether ozone conformity determinations were still needed was yet to be determined. He indicated that it was proposed that a separate ozone analysis be done, comparing the older 1 hour standards, but that this would be a stand alone analysis, not a formal part of the carbon monoxide (CO) determination.

Conclusion: The group recommended that an ozone analysis be included in the MTIP conformity, starting with a year 2010 analysis/budget year and that a statement accompany the analysis stating the regulatory uncertainty and that in order to provide the ozone information and an opportunity for public and agency comment, the ozone analysis should be included in the MTIP conformity determination report. Further, the Analysis Years table on page 5 of the draft Air Quality Conformity Determination Plan should be revised to include a year 2020 (to be interpolated from 2015 and 2025 runs) and the transportation network to be used in the analysis year noted.

**Air Quality Model Assumptions.** Dick Walker and Mark Turpel reviewed the proposed air quality model assumptions to be used in the conformity determination and as listed in the draft Air Quality Conformity Compliance Plan. Issues discussed included fleet year assumption and how to address the Newberg/Dundee Bypass project.

Conclusions: Wayne Elson recommended that, generally, the latest fleet information should be used in the model. However, he agreed that the group’s suggested approach to use the existing fleet data from the last MTIP conformity for the summer 2007 MTIP conformity determination and use updated fleet data for the 2035 RTP conformity and MTIP re-conformity determination spring 2008. In addition, it was noted that for parameter “j” on page 4 of the Air Quality Conformity Determination Plan, that under the Details section, this should be revised to read: “~~1999 fleet for 2000 run, a~~All other runs using 2004 fleet...”

Further, Dick Walker indicated that modeling the Newberg/Dundee Bypass (which is at the periphery of the Metro transportation model and the model network was not detailed in Yamhill County where the project was mostly located) with confidence was problematic. It was further noted that the project was not projected to be built within the 2025 time horizon. Accordingly, the interagency consultation group concluded that including the Bypass in the modeling was a concern. Akin Owosekun volunteered to further check with ODOT representatives about this issue. (On March 19, Mr. Owosekun called Mark Turpel and indicated that he had further checked with others at ODOT and that they concluded that Region 2, ODOT, would be responsible for addressing air quality and the Newberg/Dundee Project). Finally, it was recommended that the MTIP

conformity determination report include a statement about the Newberg/Dundee Bypass project and why it was not included in the analysis.

**Metro Annual Air Quality Review.** Mark Turpel reviewed the draft document. He summarized the vmt/capita data, noting that the transportation control measure trigger had been activated – as the vmt/capita rate had increased more than 5% from the year 2000 level. He noted that the reporting geography had changed and that additional analysis would be conducted to try and assess whether the increase was likely or, if there was some data inconsistency.

Conclusions. The group indicated that additional vmt/capita analysis should be done and recommended that the air quality review or other future reports include estimates of greenhouse gas and other pollutants as may be available from runs of the MOBILE6.2 model or the forthcoming MOVES air quality model. It was also noted that EPA was continuing work on looking at possible new ozone standards, ones that could be more restrictive than earlier standards. In addition, it was suggested that the release date of the new air quality model, MOVES, be researched.

There being no further topics of discussion, the meeting was concluded.



**METRO**

DATE: March 23, 2007  
TO: TPAC  
FROM: Ron Weinman and Jon Makler  
SUBJECT: Report from TPAC's ITS Study Group

\*\*\*\*\*

**Background:**

At its December 5, 2006 meeting, TPAC dispatched a small “study group” to examine the question of how best to address the fact that while TransPort is effective with regard to ITS implementation, there is a void related to developing a regional ITS policy and strategy. On January 31, the study group met, with representatives of TPAC (Weinman, Selinger, Back, McCaffrey) and Transport (Bill Kloos, PDOT; Dennis Mitchell, ODOT; Jon Makler, Metro). This brief progress report represents the group's consensus on an approach to near-, mid-, and long-term responsibilities.

**Finding:**

There is a need for a planning/policy group to serve as an intermediate step between TPAC and TransPort. The group would be oriented toward Transportation System Management and Operations (TSMO) policy, which encompasses ITS. TransPort would remain the venue for coordinating the implementation of ITS.

The new group would have the following oversight responsibilities

- Development of the RTP's system management policies and measures
- Development of a regional strategy plan for system management and ITS
- Development of an investment plan (re: CIP) for regional ITS investments
- Ongoing evaluation of system management and ITS strategy effectiveness

In addition, the new group would serve as a conduit between TPAC and TransPort. On one hand, this includes helping TransPort advocate for financial and policy support of ITS investments at TPAC. On the other hand, this includes helping TPAC provide implementation guidance to TransPort.

**Meetings & Memberships:**

This group should meet quarterly or more frequently as needed. There should be twelve members representing:

- Washington, Multnomah and Clackamas Counties
- Cities of each County (like TPAC) plus City of Beaverton, Gresham and Portland

- ODOT, TriMet, Metro, Portland State University
- Liaison from TransPort, TPAC, and RTO
- Liaison representing RTC/WSDOT/C-Tran

**Next Steps:**

The study group sees the need for immediate engagement with the RTP. As an interim solution, an ad-hoc version of the new group should continue to meet as needed (probably monthly) to provide input for the development of the RTP's system management elements. The ad-hoc group will also work on the creation of a charter (re: bylaws) for its eventual formalization. The timeline for that is related to the sub-allocation of MTIP funds, which will need to be done by the start of Federal Fiscal Year 2010 and on the basis of the to-be-developed regional TSMO/ITS strategy plan.