

A G E N D A

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



METRO

MEETING: JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
DATE: April 12, 2007
TIME: 7:30 A.M.
PLACE: Council Chambers, Metro Regional Center

- | | | | |
|---------|-----|---|-----------------------|
| 7:30 AM | 1. | CALL TO ORDER AND DECLARATION OF A QUORUM | Rex Burkholder, Chair |
| 7:35 AM | 2. | INTRODUCTIONS | Rex Burkholder, Chair |
| 7:35 AM | 3. | CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS | |
| 7:40 AM | 4. | COMMENTS FROM THE CHAIR <ul style="list-style-type: none"> • Proposed April 26 Special JPACT : Regional Travel Options/Transportation Management Association Report; JPACT Membership Options for Cities and Transit Districts • Proposed May 10 JPACT: RTP Finance Assumptions | Rex Burkholder, Chair |
| | 5. | CONSENT AGENDA | |
| | 5.1 | * Consideration of JPACT minutes for March 1, 2007 | Rex Burkholder, Chair |
| | 6. | ACTION ITEMS | |
| 7:40 AM | 6.1 | * Resolution No. 07-3799, FOR THE PURPOSE OF ADOPTING THE FY 2008 UNIFIED PLANNING WORK PROGRAM (UPWP) – <u>ACTION REQUESTED: Approval</u> | Richard Brandman |
| 7:45 AM | 6.2 | * Resolution No. 07-3798, FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS – <u>ACTION REQUESTED: Approval</u> | Richard Brandman |
| 7:50 AM | 6.3 | * 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>ACTION REQUESTED: Approval</u> | Pam Peck |
| 7:55 AM | 6.4 | RTP Investment Solicitation Process: <u>ACTION REQUESTED: Approval</u> <ul style="list-style-type: none"> • Endorsement of screening criteria and process • Discussion of priority investment opportunities and needs for integrated state and regional mobility corridors strategy (Throughways and HCT) | Tom Kloster |
| 9:00 AM | 8. | ADJOURN | Rex Burkholder, Chair |

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

*For agenda and schedule information, call Paulette Copperstone at 503-797-1916. e-mail: copperstonep@Metro.dst.or.us
 To check on closure or cancellations during inclement weather please call 503-797-1700.*

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

Minutes

March 1, 2007 – Regular Meeting
Council Chamber – Metro Regional Center

MEMBERS PRESENT

Rex Burkholder, Chair	Metro Council
Rod Park, Vice Chair	Metro Council
Brian Newman	Metro Council
Sam Adams	City of Portland
Rob Drake	City of Beaverton, representing Cities of Washington County
Fred Hansen	TriMet
Dick Pederson	DEQ
Lynn Peterson	Clackamas County
Roy Rogers	Washington County
Maria Rojo de Steffey	Multnomah County
Jason Tell	ODOT
Paul Thalhofer	City of Troutdale, representing Cities of Multnomah County

AFFILIATION

MEMBERS EXCUSED

James Bernard	City of Milwaukie, representing Cities of Clackamas County
Royce Pollard	City of Vancouver
Steve Stuart	Clark County
Bill Wyatt	Port of Portland
Don Wagner	Washington DOT

AFFILIATION

ALTERNATES PRESENT

Shane Bemis	City of Gresham, representing Cities of Multnomah County
Donna Jordan	City of Lake Oswego, representing Cities of Clackamas County
Susie Lahsene	Port of Portland
Dean Lookingbill	SW Regional Transportation Council
Rian Windsheimer	ODOT – Region 1

AFFILIATION

GUESTS PRESENT

Ed Abrahamson	Multnomah County
Kenny Asher	City of Milwaukie
Edward L. Barnes	WDOT Commission
Roland Chlapowski	City of Portland
MJ Coe	Sullivan's Gulch Corridor Trail
Corky Collier	Columbia Corridor Association
Danielle Cowan	Wilsonville
Mary Cunningham	Office of Representative David Wu
Greg DiLoreto	Tualatin Valley Water District
Gregg Everhart	City of Portland
Marianne Fitzgerald	DEQ
Kathy Furstman	Cully Association
Ann Gardner	Schnitzer Steel

AFFILIATION

<u>GUESTS PRESENT</u> (cont.)	<u>AFFILIATION</u>
Elissa Gertler	Clackamas County
John Gillam	City of Portland
Kathryn Harrington	Metro Council
Bob Hillier	PDOT
Lee Johnson	Jet Delivers PFK
Nancy Kraushaar	City of Oregon City
Dan Lerch-Walters	Sullivan's Gulch Corridor Trail
Evan Manvel	BTA
Jim Naul	Union Pacific Railroad
Sharon Nasset	Citizen
Alice Norris	City of Oregon City
Lawrence Odell	Washington County
Jef Palin	City of Cornelius
Ron Papsdorf	City of Gresham
Brad Perkins	Sullivan's Gulch Corridor Trail
Duane Roberts	City of Tigard
Karen Schilling	Multnomah County
Jonathan Schlueter	Westside Economic Alliance
Paul Smith	City of Portland
Dick Sweynes	OTA
Tracy Whalen	ESCO Corp.
Terry Whisler	City of Cornelius

STAFF PRESENT

Richard Brandman, Andy Cotugno, Kim Ellis, Megan Gibb, Tom Kloster, Ted Leybold, Robin McArthur, Josh Naramore, Pam Peck, Amelia Porterfield, Amy Rose, Kathryn Sofich, Meganne Steele

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Burkholder declared a quorum and called the meeting to order at 7:37a.m.

2. INTRODUCTIONS

Chair Burkholder introduced Councilor Donna Jordan, City of Lake Oswego, alternate for Mayor James Bernard.

3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

Ms. Sharon Nasset, Citizen, thanked all of the representatives who spent time in numerous meetings about the Columbia River Crossing and said the last meeting was wonderful and that all sides won.

4. COMMENTS FROM THE CHAIR

Chair Burkholder announced that the JPACT Membership Options agenda item would be removed from the agenda and discussed at the next regular meeting.

5. CONSENT AGENDA

5.1 Consideration of JPACT Minutes for February 8 and 22, 2007

Motion #1	Vice Chair Park moved to approve the February 8 th and 22 nd meeting minutes.
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Councilor Lynn Peterson requested the February 22nd meeting minutes be amended to include her comments regarding the McLoughlin Boulevard project.

Vote on Motion #1	With Commissioner Peterson's amendment to the February 22 nd meeting minutes, the February 8 th and February 22 nd meeting minutes were approved.
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6. ACTION ITEMS

6.1 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)

Mr. Andy Cotugno, Planning Department Director, introduced Resolution No. 07-3755, which would endorse the policy direction and draft plan goals and objectives to guide development of the 2035 RTP and initiate Phase 3 of the RTP update. He directed the committee's attention to a memo (included as part of this meeting record) from Ms. Kim Ellis, which summarized discussion and consent items for consideration by the Metro Policy Advisory Committee (MPAC) and JPACT. Mr. Cotugno briefly reviewed the memo. He explained that MPAC confirmed the Metro Technical Advisory Committee's (MTAC) recommendation to approve Resolution No. 07-3755, but noted that TPAC did not approve the resolution. Instead, TPAC recommended accepting the provisional draft RTP Chapter 1 and said it should be used to guide development and analysis of the rest of the plan, subject to updating and refinement during the remainder of the process.

Motion #2 – Main Motion	Vice Chair Park moved, seconded by Mayor Paul Thalhoffer, to approve TPAC's recommendation to accept Chapter 1 and proceed to Phase 3.
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The Committee discussed the motion. Mayor Rob Drake asked if MPAC's recommendations would be included in the document. Staff said they would. Vice Chair Park explained that he endorsed TPAC's recommendation because he recognizes individuals around the region are nervous, as is the Metro Council. He said he knew the freight system and other issues would still need to be defined.

Commissioner Roy Rogers inquired about the timeline and urgency of adopting the resolution. Chair Burkholder reviewed the RTP schedule and noted that there is still a great deal of work to be done.

The Committee discussed Discussion Item #2, the Hierarchy of 2040 Design Types table. Mr. Cotugno explained MTAC's and TPAC's recommendations further. Mayor Rob Drake noted that at MPAC he moved to include main streets and town centers that are the only centers in a city be put in the primary land use component category.

Motion #3 – 1st Motion to Amend Main Motion:	Mayor Drake moved, seconded by Councilor Jordan, to add Main Streets and Town Centers to the primary land use category, if they serve as a jurisdiction's primary center.
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Councilor Brian Newman voiced his opposition to the motion stating that Metro is trying to make distinctions about categories on a regional level. He added that it is not good policy for a town center in Cornelius to have the same priority as downtown Portland. He stressed the importance of retaining distinctions so as not to drain resources from major centers.

Vote on Motion #3:	With five members voting in approval, six in opposition and one abstaining from the vote, the motion <u>failed</u> .
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The Committee discussed Discussion Item #3, whether or not to add new Objective and potential actions 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 responsible for different components.

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 facility or jurisdiction.
- Monitor transportation investments to ensure consistency with the definition or description.

The Committee discussed the proposed language. Mr. Cotugno explained that MPAC recommended not proceeding with the language in the draft because it is such a large undertaking and would affect many things that are currently under discussion. Councilor Newman asked who would direct this action. He expressed concern with having a draft RTP ready by August if this language were to be included. Mr. Cotugno agreed with Councilor Newman that it would add to staff's workload. Councilor Newman responded that the language would be acceptable if the words "Prior to adoption of the RTP..." were deleted. Commissioner Peterson stated her preference to include it in a work plan as part of the RTP.

Motion #4	Councilor Newman moved, seconded by Commissioner Peterson, to delete the language "Prior to adoption of the RTP."
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The Committee discussed the motion to amend. Commissioner Rogers said this action showed real leadership on behalf of JPACT. Commissioner Sam Adams stated for the record that he wanted JPACT to develop the criteria for the work to be done and then give JPACT an opportunity to agree or disagree with the basic criteria for classifications. Vice Chair Park inquired as to how staff would apply this to the entire transportation system. Mr. Cotugno

responded that staff would need to address the work in phases. Mr. Fred Hansen wanted to make sure that the action would be a priority but not a mandate.

<i>Vote on Motion #4</i>	With all members present voting aye, the motion passed.
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The Committee further discussed the main motion as amended. While he and ODOT would continue to work closely with staff, Mr. Jason Tell explained that he had been instructed to abstain from voting on any resolutions concerning the RTP pending the Oregon Transportation Commission's review of the final draft document.

<i>Vote on Motion #2 – Vote on the Main Motion as Amended:</i>	All those present voted aye except for Jason Tell who abstained from the vote. The vote was unanimous and the motion passed.
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Referring to the comment log, Commissioner Peterson acknowledged the amazing work done by the Metro staff in tracking and responding to each comment submitted.

6.2 Metropolitan Transportation Improvement Plan (MTIP) Final Cut List

Mr. Ted Leybold, Manager, appeared before the committee and presented Resolution No. 07-3773, For the Purpose of Allocating \$64.0 Million of Transportation Priorities Funding for the Years 2010 and 2011, Pending Air Quality Conformity Determination. He reviewed each of the handouts and directed the committee's attention to the Recommended Final Cut List.

<i>Motion #5 – Main Motion:</i>	Vice Chair Park moved, seconded by Mr. Bill Wyatt, to approve TPAC's Recommended Final Cut List.
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Commissioner Maria Rojo de Steffey distributed a memo (included as part of the meeting record) detailing Multnomah County's request for \$2 million for the Morrison Bridge in order to complete the rehabilitation of the roadway deck. She said this request was not included in the MTIP recommended list and asked JPACT members to take an equal percentage cut in each mode to fund this request because bridges are facilities of regional concern.

<i>Motion #6 – 1st Motion to Amend Main Motion:</i>	Commissioner Rojo de Steffey moved, seconded by Mayor Paul Thalhoffer, to take an equal percentage cut from all projects to fund the Morrison Bridge project at \$2.0 million dollars.
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The Committee discussed the motion. With Washington County having \$80 million in unfunded needs, Commissioner Rogers stated that the request would be difficult to support. Mayor Thalhoffer added that the bridges over the Willamette River were regional facilities and that the region should pay for them.

<i>Motion #7 – 2nd Motion to Amend Main Motion:</i>	Mayor Drake moved, seconded by Mr. Tell, to transfer the \$123,000 under-appropriated funds from the Regional Transportation Options (RTO) program to Highway 217.
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Commissioner Sam Adams spoke to Commissioner Rojo de Steffey's motion, emphasizing the need for bridge funding.

Because some committee members expressed confusion regarding the Cully Boulevard Green Street Project, Commissioner Adams distributed a memo (included as part of the meeting record), which provided further details. He noted that the project is the highest ranked Green Street project in the region and clarified previous MTIP discussions regarding this project at JPACT. He added that the City has sought, found, and is using City funds to fund the project and pursuing additional System Development Charges (SDC) funds as part of the SDC renewal process.

The Committee discussed the issues further. Commissioner Rogers commented that he hoped at the end of this process JPACT would look at developing some guiding principles regarding projects being considered twice. Mr. Hansen agreed, noting that there needs to be an approach to how switched-out projects are evaluated.

Commissioner Peterson spoke about the McLoughlin Boulevard project, noting it is located in a regional center, the highest priority land use in the 2040 Growth Concept. She added that it would be difficult to postpone the project because it is time sensitive. Looking at the list, she noted many local projects are bubbling up to the regional level. She stated that JPACT should affirm that their goal would be to fund the entire transportation system and then identify the funding to achieve it.

Commissioner Adams and Mr. Tell briefly commented on the process.

<i>Vote on Motion #6:</i>	Three members voted aye and the rest of the members present voted nay. The motion failed to pass.
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<i>Vote on Motion #7:</i>	All members voted aye. The vote passed unanimously.
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<i>Vote on Motion #5 – Main Motion as Amended:</i>	With all members voting in approval, the main motion was approved as amended.
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7. INFORMATION ITEMS

7.1 Introduction to JPACT Membership Options for Cities – Information
Deferred.

8. ADJOURN

There being no further business, Chair Burkholder adjourned the regular meeting at 9:01 a.m.

Respectfully submitted,

Paulette Copperstone
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR MARCH 1, 2007

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

	ITEM	TOPIC	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
*	5.	Consent Agenda		Meeting Minutes from February 8, 2007 Meeting	030107j.01
*	5.	Consent Agenda		Meeting Minutes from February 22, 2007 Meeting	030107j.02
*	6.1	Memo	2/23/07	To JPACT and MPAC From: Kim Ellis Re: Consideration of RTP Items and Consent Items	030107j.03
**	6.1	Letter	2/28/07	To: David Bragdon From: Stuart E. Foster Re: RTP Update	030107j.04
**	6.2	Memo	2/27/07	To: Rex Burkholder/JPACT From: Maria Rojo de Steffey Re: MTIP Funding	030107j.05
**	6.2	Memo	No date	To: JPACT From: Sam Adams Re: Cully Boulevard Green Street Project	030107j.06
**	6.2	Letter	3/1/07	To: Rex Burkholder From: Jonathan Schlueter Re: MTIP Funding	030107j.07
*	6.2	Resolution	N/A	No. 07-3733, For the Purpose of Allocating \$64.0 Million of Transportation Priorities Funding for the Years 2010 and 2011, Pending Air Quality Conformity Determination	030107j.08
*	6.2	Information	2/22/07	TPAC Recommended Program – Narrowing Factors	030107j.09
*	6.2	Information	N/A	Transportation Priorities 2008-11 TPAC Recommended Final Cut List	030107j.10
**	6.2	Information	February 2007	Metropolitan Transportation Improvement Program (MTIP) Administration	030107j.11
**	7.1	Information	N/A	Regional Growth Trends and JPACT Bylaw Update Options	030107j.12

* Included in packet

**Distributed at meeting

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE
FY2008 UNIFIED PLANNING WORK
PROGRAM

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)
)

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

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

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Draft

March 22, 2007

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.

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.

Approved as to form:

David Bragdon, Council President

Daniel B. Cooper, Metro Attorney

APPROVED by the Oregon Department of Transportation this _____ day of _____
2007.

Craig Greenleaf
Transportation Development Administrator

Metro Self-Certification

1. Metropolitan Planning Organization Designation

Metro is the Metropolitan Planning Organization (MPO) designated by the Governor for the urbanized areas of Clackamas, Multnomah and Washington Counties.

Metro is a regional government with six directly elected district councilors and a regionally elected Council President. Local elected officials of general purpose governments are directly involved in the transportation planning/decision process through the Joint Policy Advisory Committee on Transportation (JPACT) (see membership roster). JPACT provides the “forum for cooperative decision-making by principal elected officials of general purpose governments” as required by USDOT and takes action on the Regional Transportation Plan (RTP), the Metropolitan Transportation Improvement Program (MTIP) and the Unified Planning Work Program (UPWP). The Metro Policy Advisory Committee (MPAC) deals with non-transportation-related matters and with the adoption and amendment to the Regional Transportation Plan (RTP). Specific roles and responsibilities of the committees are described on page 2.

2. Geographic Scope

Transportation planning in the Metro region includes the entire area within the Federal-Aid Urban Boundary (FAUB). Metro updated the FAUB and federal functional classification in January 2005 as recommended in Metro's 2004 Federal Review.

3. Agreements

- a. A Memorandum of Agreement between Metro and the Southwest Washington Regional Transportation Council (RTC) delineates areas of responsibility and coordination. Executed in April 2006, to be updated in April 2009.
- b. A Memorandum of Agreement between TriMet and Metro implementing the Transportation Equity Act for the 21st Century (TEA-21), executed August 2004, to be updated in August 2007.
- c. A Memorandum of Agreement between ODOT and Metro implementing the TEA-21, executed September 2004, to be updated in September 2007.
- d. Yearly agreements are executed between Metro and ODOT defining the terms and use of FHWA planning funds.
- e. Bi-State Coordination Committee Charter – Metro and eleven state and local agencies adopted resolutions approving a Bi-State Coordination Committee Charter in 2004. Some were adopted in late 2003 and the balance in 2004, which triggered the transition from the Bi-State Transportation Committee to the Bi-State Coordination Committee.
- f. A Memorandum of Understanding between Metro and the Department of Environmental Quality (DEQ) describing each agency's responsibilities and roles for air quality planning. Executed in July 2004, to be updated in July 2007.
- g. Memorandum of Understanding between Metro and Wilsonville outlining roles and responsibilities for implementing TEA-21 was executed June 2005 and will be updated in June 2008.

4. Responsibilities, Cooperation and Coordination

Metro uses a decision-making structure, which provides state, regional and local governments the opportunity to participate in the transportation and land use decisions of the organization. The two key committees are JPACT and MPAC. These committees receive recommendations from the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

JPACT

This committee is comprised of three Metro Councilors; nine local elected officials including two from Clark County, Washington, and appointed officials from ODOT, TriMet, the Port of Portland and DEQ. All transportation-related actions (including federal MPO actions) are recommended by JPACT to the Metro Council. The Metro Council can approve the recommendations or refer them back to JPACT with a specific concern for reconsideration. Final approval of each item, therefore, requires the concurrence of both bodies. As recommended by Metro's 2004 Federal Review, JPACT has designated a Finance Subcommittee to explore transportation funding and finance issues in detail, and make recommendations to the full committee.

JPACT will be undertaking a bylaw review also recommended in Metro's 2004 Federal Review.

Bi-State Coordination Committee

Based on a recommendation from the I-5 Transportation & Trade Partnership Strategic Plan, the Bi-State Transportation Committee became the Bi-State Coordination Committee in early 2004. The Bi-State Coordination Committee was chartered through resolutions approved by Metro, Multnomah County, the cities of Portland and Gresham, TriMet, ODOT, the Port of Portland, RTC, Clark County, C-Tran, Washington State Department of Transportation (WSDOT) and the Port of Vancouver. The Committee is charged with reviewing all issues of bi-state significance for transportation and land use. A 2003 Memorandum of Understanding (MOU) states that JPACT and the RTC Board "shall take no action on an issue of bi-state significance without first referring the issue to the Bi-State Coordination Committee for their consideration and recommendation."

MPAC

This committee was established by the Metro Charter to provide a vehicle for local government involvement in Metro's planning activities. It includes eleven local elected officials, three appointed officials representing special districts, TriMet, a representative of school districts, three citizens, two non-voting Metro Councilors, two Clark County, Washington representatives and a non-voting appointed official from the State of Oregon. Under the Metro Charter, this committee has responsibility for recommending to the Metro Council adoption of or amendment to any element of the Charter-required RTP.

The Regional Framework Plan was adopted on December 11, 1997 and addresses the following topics:

- Transportation
- Land use (including the Metro Urban Growth Boundary (UGB))
- Open space and parks
- Water supply and watershed management
- Natural hazards

- Coordination with Clark County, Washington
- Management and implementation

In accordance with this requirement, the transportation component of the Regional Framework Plan developed to meet federal transportation planning regulations, the Oregon Transportation Planning Rule and Metro Charter requirements that require a recommendation from both MPAC and JPACT. This ensures integration of transportation with land use and environmental concerns.

5. Metropolitan Transportation Planning Products

a. Unified Planning Work Program

JPACT, the Metro Council and the Southwest Washington RTC adopt the UPWP annually. It fully describes work projects planned for the Transportation Department during the fiscal year and is the basis for grant and funding applications. The UPWP also includes federally funded major projects being planned by member jurisdictions. These projects will be administered by Metro through intergovernmental agreements with ODOT and the sponsoring jurisdiction. As required by Metro's 2004 Federal Review CMS and RTP update tasks were expanded in the UPWP narratives. Also, Metro identified Environmental Justice tasks in the UPWP in Title VI/Environmental Justice and individual program narratives.

b. Regional Transportation Plan

The 2000 RTP was adopted in August 2000, culminating a two-phase, five-year effort to reorient the plan to Metro's 2040 Growth Concept. The updated plan contains a new emphasis on implementing key aspects of the 2040 land use plan with strategic transportation infrastructure improvements and programs. The plan is fully organized around these land use goals, with modal systems for motor vehicles, transit, freight, bicycles and pedestrians geared to serve the long-term needs called for in the 2040 plan.

The 2000 RTP also includes a new level of detail, prescribing a number of new performance measures and system design standards for the 25 cities and 3 counties in the Metro region to enact. These include: new requirements for local street connectivity; modal orientation in street design; 2040-based level-of-service policy for sizing roads; targets for combined alternative modes of travel; and, parking ratios for new developments. The plan contains nearly 900 individual projects totaling \$7.2 billion in system improvements, and a corresponding series of financing scenarios for funding these projects. It also calls for more than a dozen corridor studies to define specific projects for many of the major corridors where more analysis is needed to determine which improvements best respond to expected demand.

JPACT and the Metro Council approved the RTP 2004 Federal Update on December 11, 2003. The 2004 update was limited in scope, and does not attempt to revisit the requirements of the Oregon Transportation Planning Rule. The update included "housekeeping" amendments to reflect fine-tuning of the various modal system maps, as recommended by local cities and counties through transportation plans adopted since the last RTP update in August 2000. The 2004 RTP includes new policy text that establishes two tiers of industrial areas ("regionally significant" and "local") for the purpose of transportation planning and project funding.

The 2004 update also provided an updated set of financially constrained projects. The total revenue base assumed in the 2004 RTP for the road system is approximately \$4.3 billion, with \$2.16 billion for freeways, highways and roads, \$1.67 billion for transit and the balance for planning, bike, pedestrian, transportation demand management, system management and other similar programs. In addition to the financially constrained system, the 2004 Federal Update identifies a larger set of projects and programs for the "Illustrative System," which is nearly double the scale and cost of the financially constrained system. The illustrative system represents the region's objective for implementing the Region 2040 Plan.

Finally, a new map has been added to Chapter 1 of the RTP that identifies the MPO Planning Boundary. This boundary defines the area that the RTP applies to for federal planning purposes. The boundary includes the area inside Metro's jurisdictional boundary, the 2003 UGB and the 2000 census defined urbanized area boundary for the Portland metropolitan region. FHWA and FTA approved the 2004 RTP and the associated air quality conformity determination on March 5, 2004.

Resolution Number 03-3380A adopted the RTP to meet federal requirements for long-range planning. FHWA approved Air Quality conformity determination on March 3, 2004. Metro adopted Resolution 04-1045A to meet state planning goals on July 8, 2004. The document was published with both the July 8 2004 adoption date and the March 5, 2004 federal approval date as required by Metro's 2004 Federal Review.

Work has begun on the 2008 RTP update. Tasks related to the update are outlined in the 2006-07 UPWP. As required by Metro's 2004 Federal Review the RTP update will address operating and maintenance costs paid by member jurisdictions.

c. Metropolitan Transportation Improvement Program

The MTIP was updated in Summer 2005 and incorporated into the 2004-07 State Transportation Improvement Program (STIP). The 2005 update includes projects or project phases with prior funding commitments and allocated \$50 million of Surface Transportation Program (STP) and Congestion Mitigation/Air Quality Program (CMAQ). The adopted MTIP features a program approved for three-years of projects and a fourth "out-year." The first year of projects are considered the priority year projects. Should any of these be delayed, projects of equivalent dollar value may be advanced from the second and third years of the program without processing formal Transportation Improvement Program (TIP) amendments. This flexibility was adopted in response to ISTEA (now TEA-21) planning requirements. The flexibility reduces the need for multiple amendments throughout the year. As recommended in Metro's 2004 Federal Review, the MTIP webpage was linked to ODOT's STIP page.

6. Planning Factors

Currently, Metro's planning process addresses the seven TEA-21 planning factors in all projects and policies. Table 1 below describes this relationship. The TEA-21 planning factors are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
2. Increase the safety and security of the transportation system for motorized and non-motorized users;

3. Increase the accessibility and mobility options available to people and for freight;
4. Protect and enhance the environment, promote energy conservation and improve quality of life;
5. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
6. Promote efficient management and operations; and
7. Emphasize the preservation of the existing transportation system.

In 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) added transportation security as a separate factor. Metro will address this factor in the current update to the Regional Transportation Plan, scheduled for completion in early 2008. Table 2 outlines Metro's response to the new SAFETEA-LU planning provisions.

Table 1: TEA-21 Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
1. Support Economic Vitality	<ul style="list-style-type: none"> • RTP policies linked to land use strategies that promote economic development. • Industrial areas and intermodal facilities identified in policies as "primary" areas of focus for planned improvements. • Comprehensive, multimodal freight improvements that link intermodal facilities to industry are detailed for 20-year plan period. • Highway LOS policy tailored to protect key freight corridors. • RTP recognizes need for freight linkages to destinations beyond the region by all modes. 	<ul style="list-style-type: none"> • All projects subject to consistency with RTP policies on economic development and promotion of "primary" land use element of 2040 development such as centers, industrial areas and intermodal facilities. • Special category for freight improvements calls out the unique importance for these projects. • All freight projects subject to funding criteria that promote industrial jobs and businesses in the "traded sector." 	<ul style="list-style-type: none"> • HCT plans designed to support continued development of regional centers and central city by increasing transit accessibility to these locations. • HCT improvements in major commute corridors lessen need for major capacity improvements in these locations, allowing for freight improvements in other corridors.

Table 1: TEA-21 Planning Factors (continued)

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
2. Increase Safety	<ul style="list-style-type: none"> • The RTP policies call out safety as a primary focus for improvements to the system. • Safety is identified as one of three implementation priorities for all modal systems (along with preservation of the system and implementation of the region's 2040-growth management strategy). 	<ul style="list-style-type: none"> • All projects ranked according to specific safety criteria. • Road modernization and reconstruction projects are scored according to relative accident incidence. • All projects must be consistent with regional street design guidelines that provide safe designs for all modes of travel. 	<ul style="list-style-type: none"> • Station area planning for proposed HCT improvements is primarily driven by pedestrian access and safety considerations.
3. Increase Accessibility	<ul style="list-style-type: none"> • The RTP policies are organized on the principle of providing accessibility to centers and employment areas with a balanced, multi-modal transportation system. • The policies also identify the need for freight mobility in key freight corridors and to provide freight access to industrial areas and intermodal facilities. 	<ul style="list-style-type: none"> • Measurable increases in accessibility to priority land use elements of the 2040-growth concept is a criterion for all projects. • The MTIP program places a heavy emphasis on non-auto modes in an effort to improve multi-modal accessibility in the region. 	<ul style="list-style-type: none"> • The planned HCT improvements in the region will provide increased accessibility to the most congested corridors and centers. • Planned HCT improvements provide mobility options to persons traditionally underserved by the transportation system.
4. Protect Environment and Quality of Life	<ul style="list-style-type: none"> • The RTP is constructed as a transportation strategy for implementing the region's 2040-growth concept. The growth concept is a long-term vision for retaining the region's livability through managed growth. • The RTP system has been "sized" to minimize the impact on the built and natural environment. • The region has developed an environmental street design guidebook to facilitate environmentally sound transportation improvements in sensitive areas, and to coordinate transportation project development with regional strategies to protect endangered species. • The RTP conforms to the Clean Air Act. 	<ul style="list-style-type: none"> • The MTIP conforms to the Clean Air Act. • The MTIP focuses on allocating funds for clean air (CMAQ), livability (Transportation Enhancement) and multi- and alternative modes (STIP). • Bridge projects in lieu of culverts have been funded through the MTIP to enhance endangered salmon and steelhead passage. • "Green Street" demonstration projects funded to employ new practices for mitigating the effects of storm water runoff. 	<ul style="list-style-type: none"> • Light rail improvements provide emission-free transportation alternatives to the automobile in some of the region's most congested corridors and centers. • HCT transportation alternatives enhance quality of life for residents by providing an alternative to auto travel in congested corridors and centers.

Table 1: TEA-21 Planning Factors (continued)

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
4. Protect Environment and Quality of Life (cont)	<ul style="list-style-type: none"> • Many new transit, bicycle, pedestrian and TDM projects have been added to the plan in recent updates to provide a more balanced multi-modal system that maintains livability. • RTP transit, bicycle, pedestrian and TDM projects planned for the next 20 years will complement the compact urban form envisioned in the 2040 growth concept by promoting an energy-efficient transportation system. • Metro coordinates its system level planning with resource agencies to identify and resolve key issues. 		
5. System Integration/Connectivity	<ul style="list-style-type: none"> • The RTP includes a functional classification system for all modes that establishes an integrated modal hierarchy. • The RTP policies and Functional Plan* include a street design element that integrates transportation modes in relation to land use for regional facilities. • The RTP policies and Functional Plan include connectivity provisions that will increase local and major street connectivity. • The RTP freight policies and projects address the intermodal connectivity needs at major freight terminals in the region. • The intermodal management system identifies key intermodal links in the region. 	<ul style="list-style-type: none"> • Projects funded through the MTIP must be consistent with regional street design guidelines. • Freight improvements are evaluated according to potential conflicts with other modes. 	<ul style="list-style-type: none"> • Planned HCT improvements are closely integrated with other modes, including pedestrian and bicycle access plans for station areas and park-and-ride and passenger drop-off facilities at major stations.

Table 1: TEA-21 Planning Factors (continued)

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
6. Efficient Management & Operations	<ul style="list-style-type: none"> • The RTP policy chapter includes specific system management policies aimed at promoting efficient system management and operation. • Proposed RTP projects include many system management improvements along regional corridors. • The RTP financial analysis includes a comprehensive summary of current and anticipated operations and maintenance costs. 	<ul style="list-style-type: none"> • Projects are scored according to relative cost effectiveness (measured as a factor of total project cost compared to measurable project benefits). • TDM projects are solicited in a special category to promote improvements or programs that reduce SOV pressure on congested corridors. • TSM/ITS projects are funded through the MTIP. 	<ul style="list-style-type: none"> • Proposed HCT improvements include redesigned feeder bus systems that take advantage of new HCT capacity and reduce the number of redundant transit lines.
7. System Preservation	<ul style="list-style-type: none"> • Proposed RTP projects include major roadway preservation projects. • The RTP financial analysis includes a comprehensive summary of current and anticipated operations and maintenance costs. 	<ul style="list-style-type: none"> • Reconstruction projects that provide long-term maintenance are identified as a funding priority. 	<ul style="list-style-type: none"> • The RTP financial plan includes the 20-year costs of HCT maintenance and operation for planned HCT systems.
8. Increase Security of Transportation System	<ul style="list-style-type: none"> • Will address in 2008 RTP update 		

* *Functional Plan = Urban Growth Management Functional Plan, an adopted regulation that requires local governments in Metro's jurisdiction to complete certain planning tasks.*

7. Public Involvement

Metro maintains a proactive public involvement process that provides complete information, timely public notice, and full public access to key decisions. Metro supports early and continuing involvement of the public in developing its policies, plans and programs. Public Involvement Plans are designed to both support the technical scope and objectives of Metro studies and programs while simultaneously providing for innovative, effective and inclusive opportunities for engagement. Every effort is made to employ broad and diverse methods, tools and activities to reach potentially impacted communities and other neighborhoods and to encourage the participation of low-income and minority citizens and organizations.

All Metro UPWP studies and projects that have a public involvement component require a Public Involvement Plan (PIP) that meets or exceeds adopted public involvement procedures. Included in individualized PIPs are strategies and methods to best involve a diverse citizenry. Some of these may include special public opinion survey mechanisms, translation of materials for non-English speaking members of the community, citizen working committees or advisory committee structures, special task forces, web instruments and a broad array of public information materials. Hearings, workshops, open houses, charrettes and other activities are also held as needed.

The MTIP relies on early program kick-off notification, inviting input on the development of criteria, project solicitation, project ranking and the recommended program. Workshops, informal and formal opportunities for input as well as a 45-day+ comment period are repetitive aspects of the MTIP process. By assessing census information, block analysis is conducted on areas surrounding each project being considered for funding to ensure that environmental justice principles are met and to identify where additional outreach might be beneficial.

TPAC includes six citizen positions that are geographically and interest area diverse and filled through an open, advertised application and interview process. TPAC makes recommendations to JPACT and the Metro Council. Metro Council adopted Metro's Transportation Public Involvement Policy on June 10, 2004 by Resolution Number 04-3450.

Title VI – In June 2005, Metro completed and submitted its Title VI Plan to the FTA and FHWA. This plan is now being implemented through updates to Metro's RTP and MTIP, and through corridor planning activities in the region.

Environmental Justice – The intent of environmental justice (EJ) practices is to ensure that the needs of minority and disadvantaged populations are considered and that the relative benefits/impacts of individual projects on local communities are thoroughly assessed and vetted. Metro continues to expand and explore environmental justice efforts that provide early access to and consideration of planning and project development activities. Metro's EJ program is organized to communicate and seek input on project proposals and to carry those efforts into the analysis, community review and decision-making processes. In addition, Metro recently established an agency diversity action team. The team is responsible for identifying opportunities to collaboratively develop and implement sustainable diversity initiatives across and throughout the agency. Metro's diversity efforts are most evident in three areas: Contracts and Purchasing, Community Outreach, and Recruitment and Retention.

8. Disadvantaged Business Enterprise

A revised Disadvantaged Business Enterprise (DBE) program was adopted by the Metro Council in June 1997 (Ordinance No. 97-692A).

Metro's DBE program was reviewed and submitted to FTA in August 1999 and is awaiting formal approval. Metro currently piggybacks on ODOT's DBE program.

9. Americans with Disabilities Act

The Americans with Disabilities Act (ADA) Joint Complementary Paratransit Plan was adopted by the TriMet Board in December 1991 and was certified as compatible with the RTP by Metro Council in January 1992. The plan was phased in over five years and TriMet has been in compliance since January 1997. Metro approved the 1997 plan as in conformance with the RTP. FTA audited and approved the plan in summer 1999.

10. Lobbying

Annually Metro certifies compliance with 49 CFR 20 through the FTA TEAM system.

Table 2: Metro's Response to New SAFETEA-LU Provisions

<i>SAFETEA-LU Provision for all MPO's</i>	<i>Metro Response</i>
<i>Consult/Coordinate with planning officials responsible for planned growth, economic development, environmental protection, airport operations, and freight movement</i>	<p>Metro's transportation planning and land-use planning functions are within the same department and coordinate internally.</p> <ul style="list-style-type: none">• Metro consults MPAC on land-use activities.• Metro is a member of Regional Partners for Economic Development and endorsed the Consolidated Economic Development Strategy (CEDS).• Metro has implemented a fish and wildlife habit protection program through regulations, property acquisition, education and incentives.• Metro has a standing committee to coordinate with public agencies with environmental protection responsibility.• The Port of Portland manages the airport and is represented on both TPAC and JPACT. <p>Metro is developing a freight master plan and is forming a freight advisory committee</p>
<i>Promote consistency between transportation improvements and State and local planned growth and economic development</i>	<p>Metro transportation and land-use planning is subject to approval by the Oregon Department of Land Conservation and Development.</p>

Table 2: Metro's Response to New SAFETEA-LU Provisions (continued)

<i>Give safety and security due emphasis as separate planning factors</i>	Metro will address security and safety as individual factors in the current update to the RTP schedule for completion in 2008. Additionally, Metro staffs the Regional Emergency Management Group (REMG). The group brings together local emergency managers to plan responses to security concerns and natural hazards.
<i>Discuss in the transportation plan potential environmental mitigation activities to be developed in consultation with Federal, State, and tribal wildlife, land management, and regulatory agencies</i>	Will be incorporated into the 2008 update to RTP.
<i>Consult with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation in development of the transportation plan</i>	Will be incorporated into the 2008 update to RTP.
<i>Include operation and management strategies to address congestion, safety, and mobility in the transportation plan</i>	Metro has established a Regional Transportation Options Committee as a subcommittee of TPAC to address demand management. The TransPort Committee is a subcommittee of TPAC to address ITS and operations.
<i>Develop a participation plan in consultation with interested parties that provides reasonable opportunities for all parties to comment on transportation plan</i>	Metro has public involvement policy for regional transportation planning and funding activities to support and encourage board-based public participation in development and review of Metro's transportation plans. The Transportation Planning Public Involvement Policy was last updated in June 2004.
<i>Employ visualization techniques to describe plan and make information available (including transportation plans) to the public in electronically accessible format such as on the Web.</i>	On a regular basis, Metro employs visualization techniques. Examples include: <ul style="list-style-type: none"> • RTP document is available on Metro's website • RTP flyers • MTIP document is available on Metro's website • GIS maps to illustrate planning activities Video simulation of light rail on the Portland Mall and I-205 Corridor
<i>Update the plan at least every 4 years in non-attainment and maintenance areas, 5 years in attainment areas</i>	Initial RTP update completed by will be completed by March 2008.
<i>Update the TIP at least every 4 years, include 4 years of projects and strategies in the TIP</i>	Initiated MTIP and STIP update for August 2007
<i>SAFETEA-LU includes a new requirement for a "locally developed, coordinated public transit/human services transportation plan" to be eligible for formula funding under three FTA grant programs (5310,5316,5317) It is not clear yet who will be responsible for these plans.</i>	Metro participates on the Special Transportation Fund Advisory Committee and Regional Transportation Coordinating Council of the Elderly and Disabled Transportation Plan. A coordinated human services and public transportation plan is under development by those committees and will be integrated into the 2008 RTP update.

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 Councilor Rex Burkholder
SUBALLOCATIONS FOR FISCAL YEAR 07-08.)	JPACT Chair

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 funding sub-allocations (Exhibit A) and work plans (Exhibit B).

ADOPTED by the Metro Council this _____ day of _____, 2007

David Bragdon, Council President

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

RESOLUTION NO. 07-3786
Exhibit A

Grantee	Project	Award	Stipulations
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 Coordinators 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.
Totals		\$ 349,218	

RESOLUTION NO. 07-3786
EXHIBIT 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.

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*:

Project	Sponsoring organization	Grant amount	Scope
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
	Total:	\$349,218	

* 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
Total grant revenue	\$1,641,535

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
Total other sources	\$1,351,838

Total revenues	\$2,993,373
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07-08 RTO Expenses	FTA Grant	Match/Metro	BETC*	Match/Local	Clark Co CTR	ODOT	Total
Program administration							
Metro FTE (.790)	88,832	10,168					99,000
Materials and services (dues, travel, training)	7,178	822					8,000
Total program administration	96,010	10,990					107,000
Collaborative marketing							
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			
Oregon Department Energy (\$54,000 received in FY 07)	0			0			
Total collaboration marketing	568,841	17,514	4,786	42,863		1,000,000	1,634,004
RTO Grant Program							
2007-2009 grants plus FTE	250,000			28,614			278,614
<i>Metro FTE (.3)</i>	38,584	4,416					43,000
Total grant program	288,584	4,416		28,614			321,614
Transportation Management Assoc (TMA) Program							
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
Total TMA program	263,584	4,416		25,752			293,752
Regional Rideshare Program							
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
Total regional rideshare program	249,000	0	12,323		100,000	82,500	443,823
Evaluation							
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
Total evaluation and tracking	175,516	17,664	0				193,180
Program total	1,641,535	55,000	17,109	97,229	100,000	1,082,500	2,993,373

*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.

STAFF REPORT

RESOLUTION NO. 07-3786, 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 (Exhibit B to Resolution No. 07-3786) 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 (Exhibit A to Resolution No. 07-3786) 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 No. 07-3786.

Materials following this page were distributed at the meeting.

M E M O R A N D U M
600 NORTHEAST GRAND AVENUE PORTLAND, OREGON 97232 2736
TEL 503 797 1700 FAX 503 797 1794



DATE: April 5, 2007
TO: JPACT and MPAC
FROM: Kim Ellis, Principal Transportation Planner
SUBJECT: 2035 RTP: Phase 3 Investment Solicitation and System Analysis Process

Purpose

The purpose of your upcoming meeting is to provide direction on the proposed RTP investment solicitation and system analysis elements of the RTP update process. The agenda item will be organized into two parts:

- Discussion of overall timeline, investment solicitation approach, draft screening criteria and system analysis elements of the process.
- Interactive dot exercise and discussion of priority throughway and high capacity transit investment opportunities and needs to inform development of an integrated state and regional mobility investment strategy for the RTP.

Action Requested

JPACT and MPAC are requested to review the proposed approach and screening criteria included in this packet of materials. At each meeting, JPACT and MPAC will be requested to:

- Endorse the proposed investment solicitation approach and screening criteria to be applied to “Community Building” investments. With JPACT and MPAC endorsement, this work is proposed to be initiated on April 18.
- Direction on system analysis approach and timeline to evaluate the pool of RTP investments identified during the solicitation process.
- Identify and discuss priority throughway and high capacity transit investment opportunities and needs for the region to focus on for the RTP planning period. The exercise includes placing dots on a map and filling out a simple worksheet. A worksheet for the exercise is included in **Attachment 1**. The purpose of the exercise is to gain a sense of priorities for the “state and regional mobility corridors” and provide Metro staff with direction for moving forward into the solicitation process and system analysis. “Community building” investment priorities are proposed to be identified locally through the local government coordinating committees. This exercise would also inform that work.

Background and Context

The Regional Transportation Plan is a key tool for implementing the Region 2040 vision as expressed by the 2040 Fundamentals. In August, the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) endorsed a 2040 outcomes-based process to guide RTP-related research and policy development and focused outreach activities. The outcomes-based approach relies on the 2040 Fundamentals as an expression of what the citizens of this region value to provide focus for what the RTP will address and monitor over time. At the recommendation of MPAC and JPACT, the provisional draft policy framework (Chapter 1) was accepted by the Metro Council on March 15, 2007. This action formally initiated Phase 3 of the RTP update process.

TPAC and MTAC discussed the proposed approach and timeline for Phase 3 on April 2 and 4, respectively. Refinements to the “Community Building” screening criteria were identified to respond to concerns raised by both committees. MPAC and JPACT materials reflect these refinements.

In addition, TPAC and MTAC raised concerns with the overall timeline for conducting the system analysis. The current schedule is driven by federal mandates to complete this update before the current RTP expires on March 6, 2008. Staff is investigating the implications of adding more time to Phase 3 to conduct the system analysis and will bring forward a recommendation for MPAC and JPACT to consider.

April to September 2007 Activities (Phase 3)

Attachment 2 shows several interrelated activities that will be conducted during Phase 3 of the RTP update:

1. **RTP Investment Pool Solicitation.** The purpose of the RTP Investment Solicitation is to create a pool of regional projects and program investments that best meet the goals and objectives for the regional transportation system. Two complementary tracks are proposed for the investment solicitation process that includes an integrated “State and Regional Mobility Investment Strategy” that will be complemented by an integrated “Community Building Investment Strategy.” **Attachment 3** to this memo summarizes the elements of the two investment strategy tracks.
 - **Track 1: “State and Regional Mobility Investment Strategy”** – At the April meeting, MPAC and JPACT members will be asked to identify and discuss priority throughway and high capacity transit investment opportunities and needs for the region to focus on during the next 30 years. The exercise includes placing dots on a map and filling out a simple worksheet. The purpose of the exercise is to gain a sense of priorities for the “state and regional mobility corridors” and provide Metro staff with direction for moving forward into the investment solicitation and system analysis activities. Metro staff, in consultation with other agency land use and transportation staff and members of the Freight Task Force, will identify an integrated investment strategy for the state and regional mobility corridors for purposes of the RTP system analysis. **Attachment 4** describes the proposed process in more detail.
 - **Track 2: “Community Building Investment Strategy”** – Eligible project sponsors are requested to coordinate the identification of priority “community building” investments locally, through the local government coordinating committees and in consultation with their respective land use and trail planners. An investment solicitation packet is under development and will be provided to project sponsors on April 18, formally initiating the solicitation process. Investment nominations and specific project/program information are requested to be submitted by June 8, 2007. The pool of “Community Building” investments will be screened by project sponsors using the screening criteria summarized in **Attachment 5**. The screening criteria will be used to provide a general assessment of which investments best support the overall policy direction of the RTP.

Each track will result in the identification of a pool of eligible investment candidates that leverage the 2040 Growth Concept and draft RTP policy framework. The pool of investments will be evaluated during the system analysis to occur from June through August. Results from the system analysis will inform identification of project and program investments to be recommended in the 2035 RTP and refinements to the RTP policy framework.

2. **RTP Performance Measures.** This part of the work program will focus on refining the “potential” performance measures identified in the draft policy framework that will be used for RTP systems analysis. This work will occur in the April-June period.
3. **RTP Investment Strategy.** This part of the work program will focus on development of a revenue forecast and conducting an analysis of investment strategies needed to implement the 2035 RTP. Two levels of investment will be developed for the 2035 RTP. The first level, the *2035 RTP Financially Constrained System*, will represent the most critical transportation investments for the plan period.¹ The second level, the *2035 RTP Illustrative System*, will represent additional priority investments that would be considered for funding if new or expanded revenue sources are secured. Refinements to the investment strategy tracks will be identified to address key findings from the system analysis and to reconcile priority investments with the amount of revenue anticipated to be available for the plan period. Strategies will also be identified to address the anticipated funding gap for the RTP Illustrative System.²
4. **Focused public outreach.** This part of the work program will focus on convening technical and policy workshops and meetings with Metro advisory committees, informational presentations to business and community groups and web-based public outreach.

Recommendations from the Phase 3 activities will be forwarded to the larger New Look process for consideration. In addition, refinements to the RTP investment strategy and the provisional draft policy framework will be identified to respond to the results of the RTP System Analysis. The refinements and recommendations will then be used to develop a discussion draft Regional Transportation Plan for public review in October 2007.

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

¹ The 2035 Financially Constrained System will be the basis for findings of consistency with federal metropolitan transportation planning factors, the Clean Air Act and other planning provisions identified in SAFETEA-LU.

² The 2035 Illustrative System will be the basis for findings of consistency with statewide planning goals and the Oregon Transportation Plan and Oregon Transportation Planning Rule.



High Capacity Transit (HCT) Investment Priorities

Purpose: Identify priority investment opportunities and needs in the region to help develop an integrated state and regional mobility investment strategy for the RTP that will be complemented by an integrated community building investment strategy.

Instructions: Place a dot on the map to locate your first, second, and third priority investment needs or opportunities. On this worksheet, identify the location for each priority and briefly summarize your reasons. ***Please turn your sheet in at the end of the meeting.***

Priority	Location	Reasons
1		
1		
1		
2		
2		
2		
3		
3		
3		

NAME: _____



State and Regional Throughway Investment Priorities

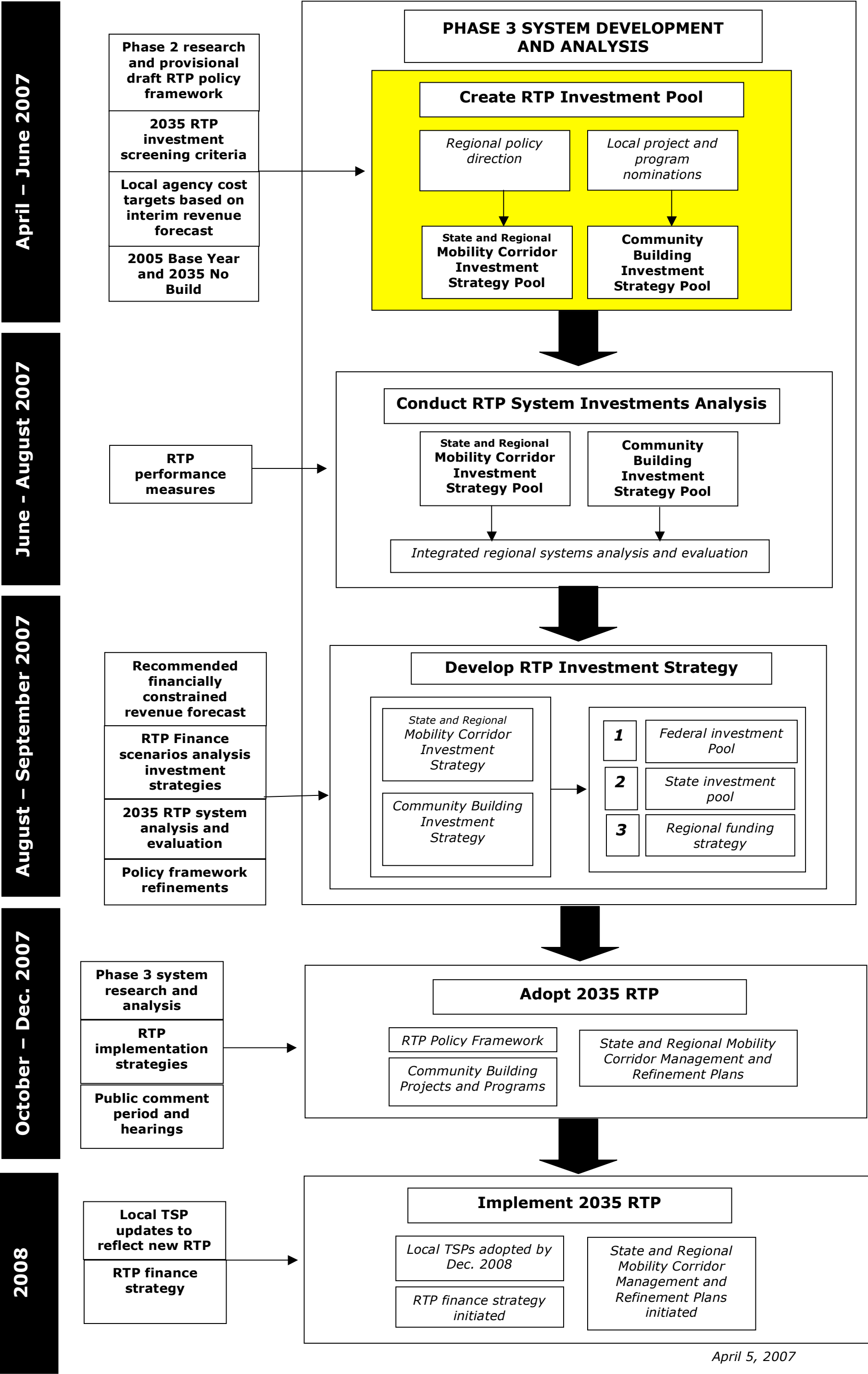
Purpose: Identify priority investment opportunities and needs in the region to help develop an integrated state and regional mobility investment strategy for the RTP that will be complemented by an integrated community building investment strategy.

Instructions: Place a dot on the map to locate your first, second, and third priority investment needs or opportunities. On this worksheet, identify the location for each priority and briefly summarize your reasons. ***Please turn your sheet in at the end of the meeting.***

Priority	Location	Reasons
1		
1		
1		
2		
2		
2		
3		
3		
3		

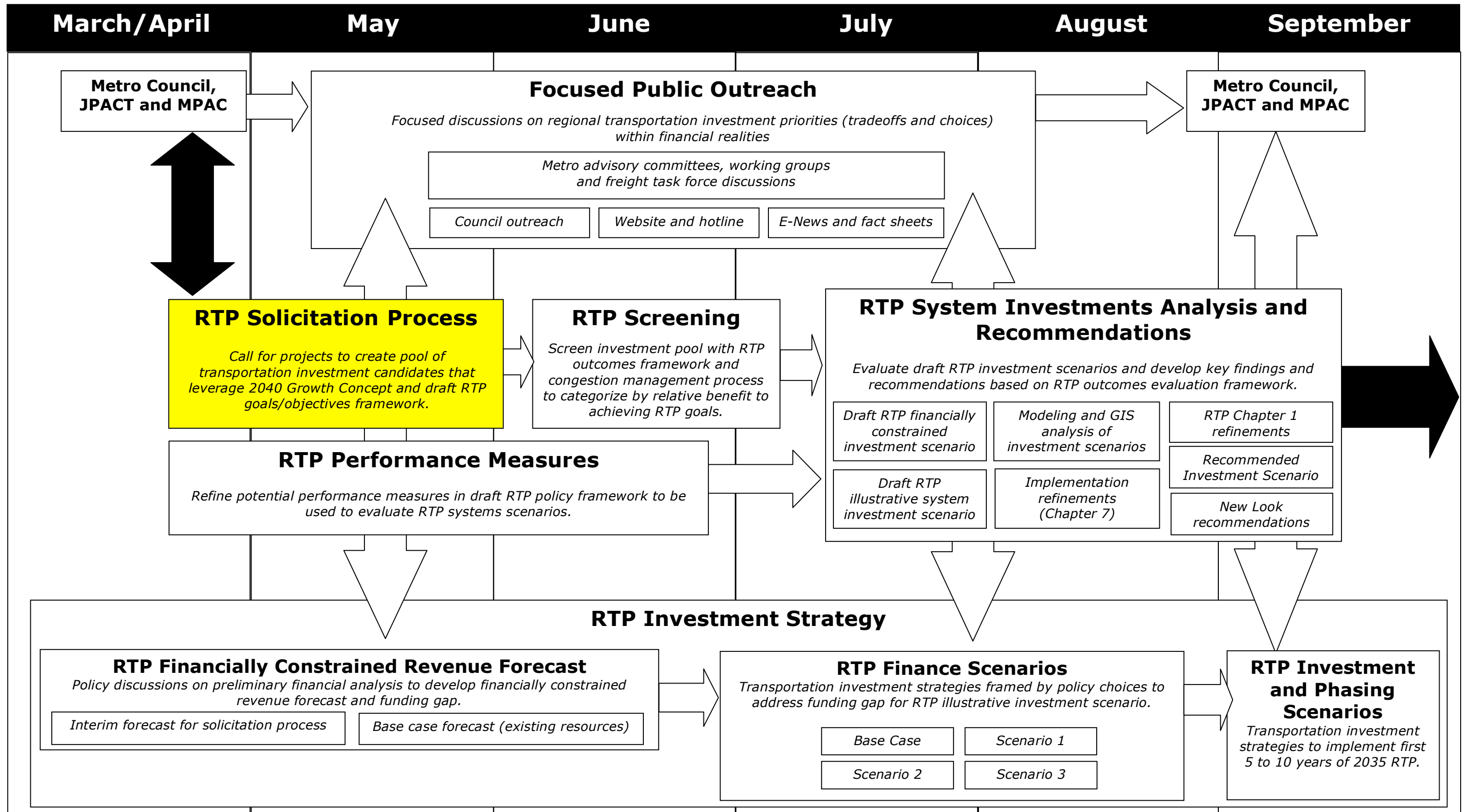
NAME: _____

2035 RTP UPDATE NEXT STEPS



2035 RTP Update: A New Look at Transportation

Phase 3: System Development and Analysis (March – September 2007)





2035 Regional Transportation Plan Investment Strategy

State and Regional Mobility Investment Strategy <i>Investments that support reliable interstate, intrastate and intra-regional people and goods movement.</i>	<p>Regional Highway Mobility Investments These investments address state and regional mobility corridors identified in the RTP with strategic, multi-modal corridor investments and management strategies. These routes have the function of connecting major 2040 Growth Concept activity centers, industrial areas and intermodal facilities within the region and serve as the primary interstate and intrastate connections for travel to other parts of the state, California, Pacific Northwest and Canada.</p> <p>Regional Transit Mobility Investments These investments address state and regional mobility corridors identified in the congestion management program (e.g., the RTP high capacity transit network) with strategic, multi-modal corridor investments and management strategies. The HCT routes have the function of connecting the 2040 Growth Concept central city, regional centers and passenger intermodal facilities within the region.</p> <p>Regional Trails Investments These investments implement the Regional Greenspaces Master Plan through strategic investments in regional trails with a transportation function to serve longer-distance bicycle connections to and between the central city, regional centers, town centers, industrial areas and passenger intermodal facilities, regionally significant parks and greenspaces, the Willamette Greenway and other regionally significant habitat areas, fish and wildlife corridors, trails and greenways in Oregon and the state of Washington.</p>
Community Building Investment Strategy <i>Investments that leverage 2040 land uses and improve community access and mobility.</i>	<p>Centers and Main Streets Investments These investments support multi-modal travel needs to, from and within high 2040 mixed-use areas. This program targets: the central city, regional and town centers, main streets, station communities and passenger intermodal facilities.</p> <p>Industrial Areas and Employment Areas Investments These investments implement the regional freight and goods movement concept, supporting freight mobility to, from and within the region and access to industrial areas and freight intermodal facilities in the 2040 Growth Concept. This program targets: industrial areas, freight intermodal facilities and employment areas.</p> <p>2040 Corridors Investments These investments implement the regional bike, pedestrian, arterial street and regional transit network concepts where appropriate through strategic multi-modal corridor investments and management strategies. This program targets the 2040 Corridors design-type, which provides important access connections to and between centers, main streets, employment areas, industrial areas, intermodal facilities and the regional throughway system.</p> <p>Environmental Enhancement and Mitigation Investments These investments address environmental enhancement and mitigation projects, including diesel retrofit projects, culvert replacements that benefit endangered salmon and steelhead passage and implementation of green street demonstration projects that advance the development of environmentally sustainable transportation design.</p>

April 2, 2007

DISCUSSION DRAFT: 4/2/07**Statewide and Regional Mobility Investment Strategy**

Background: The RTP provides a framework to plan, design, build and manage an integrated transportation system to support our community, environmental and economic development goals. As such, it needs to support the movement of people and goods to, through and around the region. That system includes:

- Investments to support community building
- Investments to support state and regional mobility

The process for generating community building investments is relatively well defined with local government coordinating committees taking a large role. That process generally focuses on identifying roadway, bike, pedestrian, and transit investments that address identified transportation needs and support the central city, regional and town centers, main streets, station communities, inter-modal facilities and industrial and employment areas. Many of these investments have already been identified in local comprehensive and concept plans as part of implementing the Region 2040 Growth Concept.

In previous RTP updates, the process for identifying investments that support reliable interstate, intrastate and intraregional movement of people and goods along the major mobility corridors was less defined.

Purpose: The purpose of this strategy is to highlight and prioritize statewide and regional mobility corridor investments and system management strategies for inclusion in the RTP.

Strategy:

- 1) Create a composite “Statewide and Regional Mobility Corridors” map that draws from the current RTP motor vehicle, public transportation, freight systems and regional congestion management system map that reflects the draft RTP policy direction. This hybrid map will be the starting point for workshop discussions.
- 2) Freight Task Force, JPACT, MPAC participate in a mapping exercise to highlight priority throughway and high capacity transit investment opportunities and needs. The information provided through this exercise will be used to develop an integrated regional and state mobility investment strategy for the RTP. Key goals of the strategy will be to improve reliability of the movement of people and freight in, to and through the region, promote mobility and multi-modal access to and between the central city, regional centers, inter-modal facilities and industrial areas. (Map exercise: March 28 – April 12).

- 3) Maps and current mobility trends provide the basis for an interdisciplinary workshop(s) co-hosted by ODOT, TriMet and Metro to assess each of the state and regional mobility corridors to identify: (1) mobility function, (2) needs and deficiencies (including immediacy of issue), (3) possible solutions and approximate costs for investments. (Workshop(s) to be held late-April)
- 4) Identifying a Pool of Projects: Purpose of workshop(s) is to identify a pool of projects, programs and investment corridors for statewide and regional mobility. Workshop participants will not prioritize those projects/programs/investment areas. Workshop products include:
 - Identify gaps and deficiencies in transportation system (Congestion Management System, High Capacity Transit, Freight)
 - Where possible, identify specific projects, integrated corridor management plan and investment strategies needed to meet state and regional mobility corridor needs.
 - Where more study is needed, identify general investment strategies and outline key issues (consistent with the Oregon Transportation Plan “Major Improvement Policy”) for corridor refinement planning to be specified in Chapter 7 of the updated RTP. ”
 - Recommend mobility corridor analysis assumptions for RTP modeling.
 - Workshop(s) are not the forum to resolve statewide system issues including tolling/pricing, relative economic efficiencies of choices, utility of special treatments.
- 5) Workshop products will be made available to the coordinating committees, TriMet, Port of Portland and ODOT/OTC to consider as part of their project submittals (April – May)
- 6) Prioritization: Partners in the region will be asked to recommend statewide and regional mobility investment priorities through the Freight Task Force, MPAC and TPAC. JPACT and the Metro Council will be responsible for selecting priorities for the “Community Building” investments-for inclusion in the “Financially Constrained”, “Illustrative” and “Refinement” Sections (Chapter 7) of the RTP. ODOT will be responsible for selecting priorities on the State highway system for inclusion in the “Financially Constrained”, “Illustrative” and “Refinement” Sections of the RTP for approval by JPACT and the Metro Council. The ultimate goal is to align RTP priority investments with existing and projected revenue streams.

Chapter 7 will identify refinement priorities including how to phase system work (e.g. system-wide tolling/pricing) relative to specific corridor studies.

DISCUSSION DRAFT *RTP Solicitation Process* **Screening Criteria for Community Building Investments**

The pool of “Community Building” investments will be screened by project sponsors using the screening criteria. The screening will be used to provide a general assessment of which investments best support the overall policy direction of the RTP.

GOAL 1: Efficient Urban Form

Investment or program addresses one or both of the following objectives:

- Reinforces compact urban form and optimization of public investments, by leveraging growth in, and access to, 2040 centers, industrial areas, intermodal facilities, corridors, station communities and employment areas
- Provides access to and within the central city, regional centers, industrial areas and intermodal facilities

High: High scoring investments:

- Address a system gap or deficiency to reinforce growth in, and improve access to or within, the central city, regional centers, industrial areas, and/or intermodal facilities

Medium: Medium-scoring investments:

- Address a system gap or deficiency to reinforce growth in, and improve access to or within, any town center, station community, main street, 2040 corridor or employment area

Low: Low-scoring investments:

- Address a system gap or deficiency to reinforce growth in, and improve access to or within, any other parts of the region

GOAL 2: Sustain Economic Competitiveness and Prosperity

Investment or program addresses one or both of the following objectives:

- Improves reliability of market area access to 2040 centers, industrial areas, intermodal facilities and employment areas
- Maintains travel time reliability on the regional freight network and provides access to industrial areas
- Ensures efficient freight and passenger connections between intermodal facilities and destinations in, beyond, and through the region
- Supports the creation and retention of jobs

High: High scoring investments:

- Improve reliability on the regional freight network AND provides access from labor markets and trade areas to the central city, regional centers, industrial areas, and/or intermodal facilities

Medium: Medium-scoring investments:

- Improve access from labor markets and trade areas and reliability by serving or connecting to central city, regional centers, industrial areas or intermodal facilities

Low: Low-scoring investments:

- Improve access from labor markets and trade areas and reliability by serving or connecting to or within town centers, main streets, station communities, 2040 corridors or employment areas

GOAL 3: Transportation Choices

Investment or program addresses one or both of the following objectives:

- Expands transportation choices for people to reduce drive alone trips
- Provides equity by removing physical, economic and cultural barriers limiting access to the transportation system
- Provides choices for goods movement in, to and through the region

High: High scoring investments:

- Complete physical system gap to improve transit, bicycle and/or pedestrian access AND provides connections between modes; OR
- Remove an economic or cultural barrier that prevents access to the transportation system

Medium: Medium-scoring investments:

- Address system deficiency that limits transit, bicycle or pedestrian access OR provides connections between modes

Low: Low-scoring investments:

- Removes other physical, economic or cultural barriers that limit access to the transportation system

GOAL 4: Reliable Movement of People and Goods

Investment or program addresses one or both of the following objectives:

- Improves multimodal system connectivity to enhance mobility, accessibility, safety, system efficiency and interconnection between modes
- Maintains reasonable travel time reliability along state and regional mobility corridors

High: High scoring investments:

- Improve reliability by completing a system gap or deficiency on an arterial within a state and regional mobility corridor; OR
- Improve reliability by providing system or demand management on an arterial within a state and regional mobility corridor

Medium: Medium-scoring investments:

- Improve reliability by addressing a system gap or deficiency on an arterial outside of a state and regional mobility corridor; OR
- Improve reliability by providing system or demand management on an arterial outside of a state and regional mobility corridor

Low: Low-scoring investments:

- Address system gap, deficiency and/or provides system or demand management on other parts of the transportation system

GOAL 5: Safety and Security

Investment or program addresses the following objective:

- Improves safety or security for all modes of travel.

High: High scoring investments:

- Address recurring safety-related deficiency on an arterial located within a state and regional mobility corridor

Medium: Medium-scoring investments:

- Address recurring safety-related deficiency on an arterial located outside of a state and regional mobility corridor

Low: Low-scoring investments:

- Address recurring safety-related deficiency on other parts of the regional transportation system

GOAL 6: Human Health and the Environment

Investment or program addresses one or both of the following objectives:

- Protects, restores and/or enhances the natural environment
- Provides air quality benefit(s)
- Provides opportunities for physical activity

High: High scoring investments address 4 or more of the following:

- ☐ Provides new or expanded opportunities for physical activity
- ☐ Reduces vehicle noise
- ☐ Reduces vehicle emissions by implementing Transportation Control Measures (TCMs) in State Implementation Plan)
- ☐ Reduces stormwater runoff and improves water quality through green street design
- ☐ Improves fish or wildlife habitat or removes a blockage or constraint limiting fish or wildlife passage in a habitat conservation area and/or wildlife corridor
- ☐ Reduces transportation-related energy consumption or supports efficient trip-making.

Medium: Medium-scoring investments address 3 of the above.

Low: Low-scoring investments address 2 of above.

M E M O R A N D U M

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1797 | FAX 503 797 1949



METRO

DATE: April 10, 2007

TO: JPACT and MPAC

FROM: Deena Platman, Senior Transportation Planner

SUBJECT: Regional Freight and Goods Movement Task Force – Comments on Freight System Investment Priorities and Solicitation Process

Purpose

This memorandum provides a recap of the Regional Freight and Goods Movement Task Force input on priorities investments for the regional freight transportation system and on the proposed 2035 RTP investment solicitation process.

Background

- A plan for the regional freight transportation system is being developed as part of the 2035 Regional Transportation Plan (RTP) Update. An outcomes-based approach is being applied to the development of the Regional Freight and Goods Movement Action Plan (RFGM Action Plan), consistent with the approach for updating the long-range regional transportation plan.
- The Regional Freight and Goods Movement Task Force was appointed by Metro Council to advise in the development of the RFGM Action Plan. The task force is comprised of both private and public stakeholders with an interest in the region's multimodal freight transportation system. Attachment A lists the members of the task force and their affiliation.
- The task force meets monthly through Fall 2007, with ad hoc subcommittee meetings on focused specific tasks. To date, the task force has provided valuable input on desired outcomes, RTP policy framework development, freight system needs, and investment priorities.

Investment Priorities Summary

At the March 28th Regional Freight and Goods Movement Task Force meeting, task force members began to identify priorities to improve the region's multimodal freight system. General summary of priorities include:

- The core throughway system bottlenecks to improve truck mobility in and through the region – hotspots of note include the Columbia River Crossing influence area and the I-5/I-405 Loop;

- The throughway interchanges that provide access to major industrial areas, particularly I-5/Marine Drive, I-5/Columbia Blvd serving Columbia Corridor and Rivergate industrial areas, I-205/Hwy 212 serving Clackamas and Milwaukie industrial areas, and I-205/Airport Way serving Portland International Airport and east Columbia Corridor industrial area;
- Improving primary arterial connections to current and emerging industrial areas, through improvement to existing facilities such as Tualatin-Sherwood Road or new connections like the 99W Connector or I-84 to US 26 Connector;
- Looking beyond the truck network to address critical needs for marine and freight rail transportation that include completion of the Columbia River channel deepening and upgrading rail yard and mainline infrastructure.

Attachment B provides a compilation of comments provided by participants at the March 28th, 2007 meeting of the task force.

Regional Freight and Goods Movement Task Force

Additional Comments from Project Subcommittee

April 10, 2007

General observations on the RTP solicitation process from the group:

- The RTP process is an important policy and investment-setting tool and as such should be of great interest to the business community. The challenge is that it is hard to participate in this process – the phases are unfolding and evolving very quickly and hard to track. Metro needs to find ways that clearly defines what's at stake, the decisions and choices to be made and how the business community can be productively involved.
- Metro should focus on how to communicate the general approach being used to develop the RTP investment strategy to the larger community – especially the business community. Whatever priorities that come out of the RTP should be understandable, and something that local officials can easily communicate to the business community and the public
- Clarify the distinction between screening criteria and performance criteria.
- Reinforce the system concept through the solicitation and evaluation process – that local and state facilities need to operate on a complementary manner for example....
- Explain how the revenue forecasts will be allocated across the two tracks. Perhaps ODOT revenue, should be discussed in light of a number of “local” arterial streets that would fit into the “community building” track, versus their mobility routes on the state and interstate system. Like wise, local jurisdictions should be encouraged to focus local “community building” investments in a way that helps move local circulation trips off mobility corridors. The solicitation process should be designed to encourage collaboration between agencies to encourage local system investments and mobility corridor improvements that are complementary.

Subcommittee Attendees: Anne Gardner, Tom Dechenne, Cam Gilmour, Sorin Garber, Lidwien Rahman, Robin McArthur (chair), Tom Kloster, Anthony Butzek

Regional Freight and Goods Movement Task Force
Freight System Investment Priorities – Summary of Task Force Meeting Comments

Following is a compilation of the Freight System Investment Priorities exercise worksheets, conducted at the March 28th meeting of the Regional Freight and Goods Movement Task Force.

Red = 1st tier priority Blue = 2nd tier priority Yellow = 3rd tier priority

I-5		
I-5 corridor	Major truck traffic for container movement from Tacoma & long beach to Portland metro	Red
Separate freight lanes on I-5 through Portland	50% of truck movement are straight through -- keep that portion moving	Blue
I-5 (Columbia to Wilsonville)	Safety/congestion	Yellow
I-5 North		
Columbia River Crossing		Red
Columbia River Crossing	All the obvious ones	Red
Columbia River Crossing	Major bottleneck on I-5	Red
Columbia River Crossing	Remove bottleneck to freeway and river commerce	Red
Columbia River Crossing	N/S freight movement on West Coast & in region -NEW BRIDGE	Red
Columbia River Crossing	Existing bridges do not have auxiliary lanes for interchanges	Blue
Columbia River Crossing	North/south Freight movement into, out of, and through the region --> mobility and port access	Red
Columbia River Crossing	Crossing	Red
Columbia River crossing	7+ hours of congestion per day	Red
Columbia River Crossing		Red
Columbia River Crossing		Red
Columbia River Crossing	Major tie up of I-5 flow through	Red
Columbia River Crossing	Affects travel time for local, regional, and interstate commerce and commuters	Red
Columbia River Crossing/Marine Dr interchange	Key gateway to region and port very high levels of delay and peak spreading	Red
Columbia River Crossing: New I-5 bridge (Fremont style bridge)	New bridge across Columbia add Max	Red
Delta Park on I-5 southbound (2 Bottleneck is a critical impediment to freight movement on I-5 lanes to 3)		Red
Delta Park to Lombard	Remove bottleneck on I-5	Red
I-5	Four lanes - must be six	Red
I-5 (bridge to delta park)		Red
I-5 (Hwy 26 to CRC)	Delays & increased demand	Red
I-5 north resolution	Address congestion of interstate corridor	Blue
Columbia Blvd / I-5 interchange	Need a functional improvement link from Columbia to I-5	Blue

Attachment B

I-5/Columbia Blvd interchange	Could it be anymore complicated?	Blue
I-5/Columbia Blvd interchange	Improved interchange	Blue
I-5/Columbia Blvd interchange	New Delta Park widening will create a merge entrance onto I-5 south from Columbia vs. the current state of a new lane. This will create more merging issues for trucks	Yellow
I-5/Marine Drive interchange	Heavy truck traffic poor design	Yellow
I-5/Marine Drive interchange	Improved interchange	Red
I-5/Marine Drive interchange	Most important freight interchange in region	Red
I-5/Marine Drive interchange	Bad design of stop light at connector	Red
I-5/Marine Drive interchange		Blue
I-5/Marine Drive interchange	Redesigned for truck traffic and merge speeds to I-5 N	Blue
I-5/Marine Drive interchange	Improve flow of freight to POP, PDX, N. Portland Industrial area	Red
I-5/Marine Drive interchange		Red
I-5/I-405 Loop		
Hwy 26 Eastbound (tunnel to I-405)		Blue
Hwy 26/I-405 connector	Jams up where ramp from Barbur Blvd feeds into the interchange	Blue
Hwy 26/I-405 connector	Major congestion point	Red
I-405 loop		Red
I-405 loop		Red
I-405/Hwy 26 interchange	Major congestion point	Blue
I-405/I-5 interchange	Ease congestion	Yellow
I-405/US 26 interchange	Ease congestion	Blue
I-405: Connection to N Williams and N Portland	Interchange & flow issue with Fremont	Yellow
I-405: Vista Ridge tunnel		Yellow
I-5 Rose Quarter	Major bottleneck that affects many freight moves	Red
I-5 Rose Quarter	Lane reduction creates a bottle neck	Red
I-5/I-405 on Marquam Bridge	Too much jockeying in a busy spot on southbound I-5	Yellow
I-5/I-84 interchange		Red
I-5/I-84 interchange	Ease congestion	Yellow
I-5/I-84 interchange	Redesign & enlarge	Yellow
I-5/I-84 interchange	Bottleneck removal to improve flow	Blue
I-5/I-84 interchange	Capacity and reliability issue	Yellow
I-5/I-84 interchange	Major mess in the middle of town	Red
I-5/I-84 interchange	Top 10 most congested intersection in US	Red
I-5/I-84 interchange	Maintain off peak reliability	Red
I-5/I-84 interchange		Blue
I-5/I-84 interchange	Most congested interchange in the state	Red
I-5/I-84 interchange		Blue
I-5/I-84 interchange		Red
I-5/I-84 interchange	Core congestion point for trucks & commerce	Red

Attachment B

I-5/I-84 interchange	Congestion/safety	Red
I-5/I-405 Loop, particularly I-5/I-84	Affects travel time for local, regional, and interstate commerce and commuters	Red
I-5/I-84 interchange	Major tie up of I-5 flow through	Red
I-5 South		
I-5 south (Hwy 217 to Boone Bridge) including I-205 interchange	Congestion - disrepair	Red
I-5 South at Wilsonville	Gateway to region from S. Oregon and California	Red
I-5 south corridor	Address need to enhance options for moving freight in through and beyond corridor	Blue
I-5/I-205 interchange in Wilsonville	Major existing bottleneck - system link. Relatively low cost to add capacity.	Red
I-205		
I-205 (I-5 to I-205 bridge)	Needs more lanes and/or toll	Blue
I-205 (I-5 to Vancouver)	Open more lanes -- expand bypass around Portland	Blue
I-205 north	Major route to PDX	Red
I-205 North		
I-205 (I-5 to I-84)	Second most heavily traveled interstate in metropolitan region. One third of region is commerce/employment located in the corridor.	Red
I-205/Airport Way interchange	Affects just in time delivery. Controlled growth slowing ability to move goods	Blue
I-205/Airport Way interchange	Improve interchange to accommodate growing trips - commuter- that will impact freight	Yellow
I-205/Airport Way interchange	Key bottleneck affecting airport (passenger & freight)	Blue
I-205/Airport Way interchange	N bound access to I-205 from Airport Way	Blue
I-205/Airport Way interchange	Airport Way is too jammed up for I-205 northbound with little outlet for freight and cars to get to I-205 or I-84	Blue
I-205 at Airport Way	It's a big fat mess	Red
I-205/I-84 interchange	Congestion onto I-205	Blue
I-205/I-84 interchange	Bottleneck	Blue
I-205/I-84 interchange and Glen Jackson bridge	Industrial growth east of I-205	Yellow
I-205/Sandy Blvd interchange	Very difficult for Northbound I-205 exiting	Yellow
I-205: Glen Jackson Bridge	Expand interstate & interchanges	Blue
Northbound I-205 access from PDX		Blue
I-205 South		
I-205 (I-84 to Sunnyside Blvd)		Yellow
I-205 (Oregon city to I-5)	Delays, increased demand and disrepair	Blue
I-205 (Scholls to Abernathy Bridge)	Maintain off peak reliability	Blue
I-205 N from West Linn	West Linn Bridge	Yellow

Attachment B

I-205 Oregon City bridge	Too much activity within a small area -- very dangerous	Blue
I-205/Hwy 212 interchange	Lot of truck traffic coming on and off this connector	Red
I-205/Hwy 212 interchange	12% truck volume and second busiest (congested) interchange on the system.	Blue
I-205/Hwy 212 interchange	Great impairing of freight movement from Clackamas industrial distribution area	Red
Johnson Creek Blvd/I-205 interchange	Current bottleneck at rush hour, serves Johnson Creek Ind. Area	Yellow
I-205/Hwy 213 (Park Place)	Critical link to Oregon City Regional Center and future planned growth of Oregon City.	Blue
I-205 S	Bottleneck for freight flows into & through region -- commuters to Washington County	Yellow
I-205/Hwy 26 connector	Congestion/safety	Red
I-205/I-5 interchange	Interchange creates a bottleneck	Blue
I-84		
257th and I-84	Needs major interchange at I-84	Red
257th/Hwy 26 interchange	Safety	Blue
I-84 (122nd to I-5)	Widen 84 and open more lanes (from 6 to 8)	Red
I-84 corridor	Congested corridor	Blue
I-84/207th/Fairview Pkwy interchange	This could be a major N/S route to I-84	Red
I-84/Hwy 26 connector	Congestion/safety	Red
Improve connections to Hwy 26 eastbound	Need better way to access eastern Oregon	Blue
I-84/I-205 interchange	Junction acts as a bottleneck	Blue
I-84/I-205 interchange	Needs more lanes and/or congestion pricing	Blue
I-84/I-205 interchange	This also gets too jammed up at certain times of day	Blue
I-84/I-5 interchange		Red
I-84/I-5 interchange capacity	Huge hold-up for two major connection points. Not built for future capacity	Red
US 26 West		
Hwy 26/Cornell Rd interchange	Basically Hwy 26 from Cornelius Pass Rd to Portland CBD. Jammed up all the time	Blue
Improved Glencoe /Hwy 26 interchange	Facilitate truck freight access to Hillsboro, Forest Grove and Cornelius	Yellow
US 26	Major future plug	Yellow
US 26/Shute Rd interchange	Major industrial development may swamp interchange	Blue
Widen Hwy 26 to Cornelius	Improve access to Hillsboro industrial area	Red
Hwy 217		
Hwy 217	Open more lanes (4 to 6)	Blue
Hwy 217	Industrial growth on Westside & congestion	Red
Hwy 217		Yellow
Hwy 217		Blue
Hwy 217 (Allen/Denny Weave)	Best small scale investment to improve Hwy 217 flows to Washington County	Yellow
Hwy 217 alternate pathway/capacity	Capacity	Red

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Hwy 217 southbound (Beaverton to Hall Blvd)		Red
Hwy 217/US 26 interchange	Major intersection of major throughways	Red
I-5/99W Connector		
Hwy 99/I-5 interchange		Yellow
I-5/ 99w connector	Address need for through truck traffic by-pass for Tualatin & Sherwood i.e. E/W connector from 99w to I-5	Red
I-5/Hwy 99 interchange	Important for Westside freight - agriculture and industry	Red
I-5/Hwy 99 interchange	Need truck freight route through Tualatin/Wilsonville	Yellow
I-5/Hwy 99w connector		Blue
I-5/Hwy 99W interchange	Improved flows to South Washington County, lower congestion for Tualatin, access to coast	Yellow
I-84/US 26 Connector		
257th connector	Connects I-84 to Hwy 26	Red
Fwy connection to Hwy 26 Eastbound	Access to Mt. Hood and Eastern Oregon	Blue
US 30		
Hwy 30	Safety -- Many accidents	Yellow
Hwy 30		Blue
Hwy 30 Bypass		Yellow
I-405/Yeon	Safety	Yellow
St. Helens Rd		Blue
Hwy 212 - Sunrise Corridor		
Hwy 212 at 172nd	This area - Hwy 212 from I-5 to Damascus needs to be funded. The primary reason: Metro brought in 16000 acres in 2003. Jobs and housing is planned to occur with <u>LIMITED</u> road infrastructure. (Sunnyside is a good start, but need MAJOR arterial enhancement.)	Yellow
82nd/Hwy 212 interchange	Huge bottleneck for what should be the major industrial area in SE	Red
Hwy 212 at 135th	This area - Hwy 212 from I-5 to Damascus needs to be funded. The primary reason: Metro brought in 16000 acres in 2003. Jobs and housing is planned to occur with <u>LIMITED</u> road infrastructure. (Sunnyside is a good start, but need MAJOR arterial enhancement.)	Yellow
Local connectors in Clackamas Ind. Area	Near term improvements that will ease congestion at Hwy 212/I-205 interchange.	Yellow
Sunrise Corridor	Needs major parkway from I-205 to Damascus	Blue
Sunrise Corridor (Oregon city to Sandy)	Delays, increased demand and local traffic	Blue
Sunrise Project	Serve through traffic to Hwy 26 and Hwy 97 + serve Clackamas industrial area	Blue
Sunrise Unit 1	Access to Clackamas County Industrial property	Blue
Hwy 212 - 172nd to US 26 (Sunrise Pkwy)	Essential arterial and link needed for Damascus to grow as planned.	Blue

Attachment B

Hwy 212 (I-205 to 172nd)	Currently operating at LOS F west of 122nd. Clackamas Industrial area employs 25,000 with 900 businesses	Red
Hwy 212 (West of Hwy 224)	This area - Hwy 212 from I-5 to Damascus needs to be funded. The primary reason: Metro brought in 16000 acres in 2003. Jobs and housing is planned to occur with <u>LIMITED</u> road infrastructure. (Sunnyside is a good start, but need MAJOR arterial enhancement.)	Yellow
Cornelius Pass Rd		
Cornelius Pass Rd	Need truck freight connector between Hwy 26 & Hwy 30	Yellow
Cornelius Pass Rd	Needs to be wider. Truck freight should be encouraged to take this route to ease congestion on US 26.	Blue
Cornelius Pass Rd	Widen to 4 or 5 Lanes	Yellow
Cornelius pass Rd improvements in WACO and MUCO	Lots of trucks us this between Hwy 26 and Hwy 30 it is unsafe	Yellow
Hwy 30 to Hwy 26 Cornelius pass	Safety	Yellow
Sellwood Bridge		
Sellwood Bridge	Four lanes	Blue
Sellwood Bridge	Remove it or relocate it or do it right	Yellow
Sellwood Bridge	No good alternate routes within reasonable distance	Blue
New crossing (Willamette River) in SE Portland	Need to address congestion in SE quadrant (region)	Blue
Sellwood Bridge		Yellow
Westside Bypass		
Westside bypass	Delays, increased demand and local traffic	Blue
Westside bypass	Need to connect Hwy 26 to the west and south	Blue
Westside bypass	Widening 217 won't fix problem. South Wilsonville to Hillsboro?	Blue
Westside bypass (Roy Rogers Rd and Scholl's Ferry)	Non existent but vital for future of the region	Yellow
Westside bypass Hwy 26 and I-5	Westside great circular road to avoid Portland	Yellow
Central Eastside Industrial Area		
SE industrial district E of MLK/Grand		Blue
Clackamas Industrial Area		
Local connectors in Clackamas Ind. Area	Near term improvements that will ease congestion at Hwy 212/I-205 interchange.	Yellow
Columbia Corridor - Rivergate		
238th extension from I-84	Needs to go north to Marine Dr	Red
257th Troutdale	Development of Reynolds/Troutdale Airport site	Red
92nd/Columbia Blvd interchange	Improved access to PDX, Cascade station development	Yellow
Airport Way	Serves the airport	Red
Airport Way E of 122nd		Yellow

Attachment B

Access to PDX	Address congestion on Hwy 26 and I-205 impacts access to PDX especially for just in time deliveries	Blue
Columbia Blvd	Intersection issues	Yellow
Columbia Blvd	Narrow, congested corridor	Yellow
Columbia Blvd (I-5 to 33rd)	Heavy industrial area with lots of truck traffic businesses depend on good truck traffic flow	Red
Columbia Blvd to I-205 via Lombard		Yellow
N Lombard		Yellow
N Lombard truck route	Freight movement	Blue
St Johns	Diversion of trucks from city streets	Blue
St Johns Bridge to Lombard	Flyover from Columbia Blvd east of MLK to Lombard then to I-205	Yellow
St. Johns Bridge to Ivanhoe	Improved access to TC other Rivergate facilities	Yellow
St. Johns Bridge to Ivanhoe		Yellow
New crossing from US 30 to Rivergate	Improve freight mobility in N/NW/NE (Portland) quadrant	Blue
St Johns Truck Strategy	Improve freight access and neighborhood safety	Yellow
Columbia Blvd, create high and wide route	Improve freight access and neighborhood livability	Yellow
West Hayden Island	Improved road, rail and marine access to West Hayden Island	Yellow
Northwest Industrial Area		
Overcrossing of NW Balboa (rail track)	Improve rail safety and maintain access for industrial businesses	Yellow
Oregon City/Beavercreek		
Oregon City/Canby: improved road structure and surface	Encourage light industrial growth in this area	Yellow
Springwater-Damascus		
172nd Ave - Sunnyside - 190th/Foster Rd	Key future employment area brought into UGB in 2002	Yellow
Damascus	Major improvements in and around	Yellow
Hogan Rd (242nd): south of Powell Blvd	Needs major road work to serve any area to the north	Yellow
Hwy 224 at Damascus		Blue
Hwy 26 to Springwater Industrial	Interchange	Yellow
Sunset Corridor		
Tualatin Valley Hwy (8)	Freight route from west Wash. Co to I-5	Blue
Hillsboro Airport	Consider for freight carriers	Blue
Improved farm to market routes in Washington County	Need to be able to get agricultural products from rural to and through urban areas	Yellow
New Westside great circular road	Connector between I-5 and Hwy 26	Red
Tigard Hall Blvd (timing of signals all through Tigard)	Getting through Tigard is a nightmare from 217 to King City	Blue

Tualatin-Wilsonville		
Access to Tualatin industrial district	Address increasing traffic congestion on Tualatin Sherwood Rd and I-5	Red
I-5 at SW Tualatin Sherwood Rd / Nyberg Rd	Heavy industrial area need to ensure access to this connector	Red
I-5/Durham Rd	Too much activity for the current set up	Yellow
Land for Truck stop (South Metro area)	Only 1 existing truck stop facility in entire area -- need more	Blue
Tualatin - Sherwood Rd		Yellow
Tualatin - Sherwood Rd	Congestion	Blue
Tualatin connection to 99W and Sherwood	Regional corridor with poor connection to I-5	Blue
Marine		
Lower Columbia River channel deepening	Complete channel project	Blue
Willamette River	Deepening	Yellow
Rail		
Barnes rail yard	Need a bypass track so rail traffic passing through Barnes yard is not delayed by congestion in the rail yards.	Red
Port of Vancouver Rail Improvements	Not within metro funding area but regionally significant	Yellow
Port of Vancouver rail project at UP/BNSF	Removes chokepoint to BNSF E/W & N/S and UP N/S bottleneck	Blue
Rail Bridge over Columbia	Improve river traffic and rail mobility	Red
Rail moving east	From port to points east major lane	Red
Rail through Beaverton	Need for way to stack freight trains for easy access to long haul lines	Yellow
Railroad bridge across Columbia	Double track	Yellow
Ramsey rail yard	Need more and longer tracks for staging railcars destined for industries located at Rivergate	Red
Regional rail service	Regional rail service - timeliness and capacity	Yellow
Rivergate rail	Need more and longer tracks for staging railcars destined for industries located at Rivergate	Red
UP rail crossing of Columbia River	Improve rail and barge service	Yellow
A connections in the Southeast quadrant at East Portland between UP's Brooklyn and Graham Lines. (Below I-84/I-5 Interchange)	Currently northbound trains on the former SP mainline cannot turn onto the Graham Line and must proceed north through the Albina Yard to the Kenton Line, and vice versa for trains going south toward the Willamette Valley.	Red
Consolidate the UP's Albina and Brooklyn Intermodal Facilities at one site. Need for Intermodal Waste Transfer Facility	Currently both Intermodal Facilities can't handle the current and future Intermodal Growth for this region. Albina Intermodal Facility space is needed for expanding Albina Manifest Yard (Carloads) to handle current and future carload growth. Portland does not have a good method for rail loading and transporting waste-to-waste site. Need a site that waste can handle unit trains. An ideal Intermodal Facility site would be one that could handle both Intermodal and Waste movements.	Red

Attachment B

Revised Crossovers and Higher turnout Speeds at North Portland.	Trains moving between the BNSF mainline and Union Pacific line at North Portland tie up the mainline until the move is completed. The improvements increase speeds thereby reducing mainline blockage time.	Red
Complete double track of the Kenton Main Line. A second main track and increase track speeds between North Portland, Peninsula Junction, and Hemlock on UP's Kenton Line.	This project would permit more trains to meet and pass each other in this area. Would allow for future growth of grain, soda ash, and potash moving through the Portland for export.	Blue
Northeast 11th Grade Separation.	Coupled with the above Kenton Main Line Project, will allow UPRR to stage trains near the Port of Portland.	Blue
Expanded Capacity and Longer Tracks at Barnes and Rivergate Yards.	The Barnes and Rivergate Yards are at capacity and can't handle the projected growth for the Rivergate Industrial Complex (Terminals 4 & 5)	Blue
Columbia Blvd. Over crossing	Helps keep vehicular traffic moving while freeing up freight trains movements.	Yellow
NE Cully Grade Separations.	Would allow UPRR to stage trains near the Port of Portland.	Yellow
Increase Track speeds across the moveable river spans. (Columbia River/Hayden Island)	The purpose of this improvement is to increase train speeds to more quickly clear the mainline in the area of the Columbia River and Oregon slough.	Yellow
Regional - Other		
Connection for freight to coast (besides Hwy 26)	Keep metro area connected to developing coastal areas	Blue
Development area for DC's with excellent interstate access	Encourage POP marketing to develop DC activities & grow that section (jobs)	Yellow
Division St to Hwy 26		Yellow
I-5: Exit 271 - Woodburn	Safety and huge truck access to farmlands	Red
Sauvie Island bridge	Bridge need to be capable of handling heavy truck freight	Blue
Study opportunities to move freight off trucks to rail water and air	Need to consider multi-modal opportunities to reduce dependence on trucks & Hwys for freight movement	Yellow