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A G E N D A

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METRO

MEETING: JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

DATE: June 14, 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 | |
| 7:40 AM | 4. | COMMENTS FROM THE CHAIR | Rex Burkholder, Chair |
| | 5. | CONSENT AGENDA | Rex Burkholder, Chair |
| | | # Consideration of JPACT minutes for May 10, 2007 | |
| | | # Resolution No. 07-3818, FOR THE PURPOSE OF AMENDING THE FY 07-08 UNIFIED PLANNING WORK PROGRAM (UPWP) TO EXTEND THE SCHEDULE FOR THE RTP UPDATE. | |
| | 6. | INFORMATION ITEMS | |
| 7:45 AM | 6.1 | # Regional Freight and Goods Movement Plan | Deena Platman |
| 8:05 AM | 6.2 | # Investment Priorities Preview | Jason Tell
Phil Selinger/ Fred
Hansen |
| 8:25 AM | 6.3 | * RTP Follow-up discussion of Finance Choices and Issues
Roads, Streets, Highways, Bike/Ped Funding
July 12, JPACT: Transit funding | Andy Cotugno |
| 9:00 AM | 7. | ADJOURN | |
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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.

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

MINUTES

May 10, 2007
7:30 a.m. – 9 a.m.
Council Chamber

MEMBERS PRESENT

Rex Burkholder, Chair
Rod Park, Vice Chair
Brian Newman
Lynn Peterson
Paul Thalhofer
Rob Drake
Fred Hansen
Jason Tell
Dick Pederson
Don Wagner

AFFILIATION

Metro Council
Metro Council
Metro Council
Clackamas County Commissioner
City of Troutdale, representing Cities of Multnomah County
Beaverton, representing Cities of Washington County
TriMet
ODOT
DEQ
Washington DOT

MEMBERS EXCUSED

Maria Rojo de Steffey
Roy Rogers
Sam Adams
James Bernard
Bill Wyatt
Royce Pollard
Steve Stuart

AFFILIATION

Multnomah County Commissioner
Washington County Commissioner
City of Portland
City of Milwaukie, representing Cities of Clackamas County
Port of Portland
City of Vancouver
Clark County Commissioner

ALTERNATES PRESENT

Lonnie Roberts
Donna Jordan
Rian Windsheimer
Susie Lahsene
Dean Lookingbill

AFFILIATION

Multnomah County Commission
City of Lake Oswego, representing the Cities of Clackamas County
ODOT – Region 1
Port of Portland
SW Regional Transportation Council

GUESTS PRESENT

John Hartsock
Cam Gilmour
Randy Shannon
Elissa Gertler
Jim Redden
Jeff Hamm
John Rehm
Phil Selinger
Claire Potter
Jack Burkman
Steve Siegel
Dave Nordberg
Marianne Fitzgerald
Lainie Smith
Rex Wong
Walter Valenta
Jim Mayer
Shirley Craddick
Mike Mason
Mary Fetsch

AFFILIATION

Boring Fire District
Clackamas County
City of Damascus
Clackamas County
Portland Tribune
C-TRAN
Citizen of Portland
TriMet
TriMet
Washington Department of Transportation
Siegel Consulting
DEQ
DEQ
ODOT
Columbia River Crossing
Citizen of Portland
Oregonian
City of Gresham
ODOT
TriMet

<u>GUESTS PRESENT</u>	(cont.)	<u>AFFILIATION</u>
Aaron Deas		TriMet
Dave Simmons		Citizen of Tualatin
Tom Markgraf		Columbia River Crossing
Karen Schilling		Multnomah County
Lawrence Odell		Washington County
Jonathan David		City of Gresham
Jef Dalin		City of Cornelius
Thayer Rorabaugh		City of Vancouver
David Cusack		Clark County
Jack Hallin		Coalition for a Livable Future
Jim Wright		City of Damascus
Paul Smith		City of Portland
Roland Chlapowski		City of Portland
Danielle Cowan		City of Wilsonville
Nancy Kraushaar		City of Oregon City
Lidwien Rahman		ODOT

STAFF PRESENT

Andy Cotugno, Kim Ellis, Anthony Butzek, Josh Naramore, Kathryn Sofich, Amelia Porterfield, Tom Kloster, Ted Leybold, Deena Platman, Robin McArthur, Richard Brandman, Mark Turpel, Pat Emmerson, Pam Peck, Kathryn Harrington.

1. CALL TO ORDER, DECLARATION OF A QUORUM

Chair Rex Burkholder declared a quorum and called the meeting to order at 7:36 a.m.

2. INTRODUCTIONS

Chair Burkholder introduced Commissioner Lonnie Roberts, the Multnomah County alternate.

3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

There were no citizen communications on non-agenda items.

4. COMMENTS FROM THE CHAIR

There were no comments from Chair Burkholder

5. CONSENT AGENDA

Consideration of JPACT minutes for April 12, 2007 (revised)

Consideration of JPACT minutes for April 26, 2007

MOTION:

Commissioner Lynn Peterson, Clackamas County moved, Rob Drake, Mayor of Beaverton, seconded, to approve the minutes from April 12, 2007 (revised) and April 26, 2007.

VOTE:

The motion was unanimously approved.

6. INFORMATION ITEMS

Special Joint JPACT/ MPAC: May 24th 7:30 a.m. at Metro Regional Center Council Chambers

This meeting is planned to replace the regular MPAC for May 23rd and JPACT finance on May 24th. The agenda for this meeting will involve RTP and its land-use and development implications, and a discussion of finance issues.

Commissioner Lonnie Roberts, alternate for Multnomah County referenced a letter written by Commissioner Maria Rojo de Steffey to JPACT (included for the record). Commissioner Rojo de Steffey's letter presented Multnomah County's issues with the mobility corridors. More specifically her letter addressed the RTP's two tracks of mobility and community building by highlighting the fact that the Willamette river bridges are part of track two and included in the east Multnomah County allocation. Commissioner Rojo de Steffey suggested a category be created for Willamette river bridges as an element of track one. Chair Burkholder advised this issue be sent to TPAC for further discussion of integration.

6.1 RTP Schedule (Andy Cotugno)

On April 26th, Mr. Andy Cotugno appeared before the committee and presented a memo concerning the RTP schedule. The memo addressed the concerns raised about the RTP schedule, its workload, its adoption, the urgency of timing and the need for immediate action. More specifically, the memo provided the option of a schedule that shifts away from the current work timeline, resulting in sequential consideration of the federal RTP then the RTP to meet state requirements (included as part of the 4/26/2007 meeting record).

Mr. Cotugno presented JPACT with an update of the RTP schedule options (included as part of the meeting record). He explained the two RTP timeline schedule options and recognized that there are outstanding issues through local corridor plans that will need to be addressed as follow-up activities in either case. He also pointed out primary concerns with the RTP schedule deadline at the state and federal level, calling for an extended deadline to allow for more modeling iterations to better analyze, adjust and implement the results in the state RTP.

Mr. Cotugno also mentioned that Metro is currently pursuing legislation called "New Look." The results of this legislation will have effects on the future expansion of the urban growth boundary (UGB) and the RTP. However, Mr. Cotugno, drawing on the example of the City of Damascus, stated that it is not necessary to utilize staff resources and modeling exercises on potential RTP issues outside of the current UGB.

Chair Burkholder suggested including a firm June 2008 deadline. The deadline is supported by Metro Council, ODOT and local governments who will need to adjust their plans to be consistent with the RTP.

Susie Lahsene, Port of Portland, agreed to adopt the expanded schedule with a firm June 2008 deadline. In addition she inquired about a financing plan. Mr. Cotugno responded to Ms. Lahsene and explained that the RTP will have a broad financing strategy incorporated, as per the state requirement. Mr. Cotugno explained that the financing strategy and RTP are not mutually exclusive plans.

Chair Burkholder noted that the federal requirements will only enhance future communications to the public to secure funding by providing an outline of the foreseeable projects and illustrating how much money is required to implement such developments. He also said that it is key to meet a June 2008 deadline to prevent the delay of the MTIP process and to provide for other agencies to accordingly integrate their congruent plans.

Jason Tell, ODOT, reaffirmed the importance of completing the RTP in a timely manner to better solicit the Legislature, Congress and local levels for the needed money.

Fred Hansen, TriMet General Manager, preferred to stay on the current schedule; however he agreed with the recommendation.

MOTION:

TriMet General Manager Hansen moved, seconded by Rob Drake, Mayor of Beaverton to approve the expanded RTP schedule timeline with the condition of a firm June 2008 deadline.

VOTE: The motion passed unanimously.

6.2 TriMet Financial forecast (Fred Hansen)

TriMet General Manager Fred Hansen gave a Power Point presentation on TriMet's financial forecast. It was an overview of TriMet's budget, revenue and sources: federal funding, taxes, fares, etc., expenses: operational costs and material expenses, detail of program costs: Light Rail, LIFT, etc, and possible sources for new revenue for the regional transit provider (the presentation has been included for the record).

Mr. Hansen illustrated TriMet's need to expand revenue resources to provide for the increasing essential maintenance issues, debt servicing and modernity. He explained that TriMet has replacement needs that cannot be deferred any longer and additional expenses for expanding existing service programs, such as LIFT operations, Milwaukie Light Rail and the Columbia River Crossing; in addition to other potential streetcar projects to OMSI and Lake Oswego, and overall general bus service expansion.

6.3 ODOT financial forecast (Jason Tell)

Jason Tell, Region 1 ODOT Manager introduced and reviewed two handouts (included as part of the record) The handouts illustrated and described ODOT's revenue sources, and financial forecasts for RTP. Mr. Tell explained how the statistics on the handout show that the state of Oregon has significantly lower transportation related taxes, fees and surcharges in comparison to other states. Furthermore, the financial forecast for RTP revealed that an expanded revenue source is needed to implement future projects.

6.4 Financially Constrained RTP

Mr. Steve Siegel appeared before JPACT and presented the financial constraints of RTP (included as part of record). The scope of Mr. Siegel's presentation explained that the RTP revenue estimate is based from the federal definition of financially constrained RTP, provided a breakdown of the mod revenues and sources, explained projected budget and purchasing power over time. The presentation detailed that the current revenue resources need to be expanded to keep up with inflation, maintenance needs and the cost of modernization and new developments.

Commissioner Lynn Peterson, Clackamas County commented that the County is in a position where they will have zero match for their SDC fees once they lose the Timber receipts, and they are in the process of looking for a way to do a local revenue source match.

Mr. Andy Cotugno commented that staff will be ready with a financially constrained RTP once additional factors have been considered, such as revenue, expenses and funding sources on the state, region and local levels. The RTP will need to provide not only a reasonable set of project goals, but also an equally appropriate set of reasonable revenue resources to match the plan.

6.5 Financial Issues and Choices – Discussion and work program for the next 6 months (Andy Cotugno)

Postponed for next meeting.

7.0 ADJORN

There being no further business, Chair Burkholder adjourned the special meeting at 9:10am

Respectfully submitted,
Jazzmin Reece
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR MAY 10, 2007

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

ITEM	TOPIC	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
	Agenda	5/10/07	Meeting Agenda	051007j.01
5	Consent Agenda	4/12/07	Revised Minutes	051007j.02
5	Consent Agenda	4/26/07	Minutes	051007j.03
6.1	Memo	05/03/07	RTP Finance Plan	051007j.04
6.1	Memo	5/8/2007	RTP Update Schedule Options	051007j.05
6.1	Chart	04/27/07	2007-08 RTP Update Options	051007j.06
6.1	Chart	05/07	Five Year RTP Timeline – Expanded Schedule	051007j.07
6.2	Presentation	5/10/07	Power Point presentation: TriMet Financials	051007j.08
6.3	Chart	06/06	ODOT Total Automobile-Related Taxes	051007j.09
6.3	Brochure	12/06	ODOT “Oregon’s Transportation Challenge: Funding in a new world”	051007j.10
6.4	Presentation	5/10/07	Power Point presentation: Financially Constrained RTP	051007j.11

METRO COUNCIL/COMMITTEE AGENDA PLACEMENT FORM

1	Number of proposed legislation: (check one, if not legislation, check "other") <input checked="" type="checkbox"/> RESOLUTION <input type="checkbox"/> ORDINANCE <input type="checkbox"/> OTHER 07-3818	2	Action required: (check one) <input type="checkbox"/> adoption of ordinance <input checked="" type="checkbox"/> adoption of resolution <input type="checkbox"/> informational item only <input type="checkbox"/> committee review and approval only
3	Title of proposed legislation (as it reads on resolution/ordinance, <i>do not abbreviate</i>) <u>OR</u> title of report: FOR THE PURPOSE OF AMENDING THE FY2007-08 UNIFIED PLANNING WORK PROGRAM		
4	Drafted by: Andy Cotugno/ Barbara Moog	5	Council date requested: June 14, 2007
6	Initiating Department: Planning	7	Staff time needed to present: fifteen (15) minutes
8	Presenter(s): Andy Cotugno	9	Executive session: (check one) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

10	Necessary materials checklist*: <input checked="" type="checkbox"/> resolution/ordinance (required) <input checked="" type="checkbox"/> labeled exhibits to legislation (if any) <input checked="" type="checkbox"/> staff report (required) <input type="checkbox"/> labeled attachments to report (if any)	<p><i>*NOTE: legislation is not complete without all necessary materials</i></p>
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DEPARTMENT HEAD REVIEW AND REQUIRED SIGNATURES	
11	Department Head (Program) <i>Alexander</i>
12	Chief Financial Officer: (budget impact) <i>Man... + ... 6/1/07 See note on review</i>
13	Contracts Officer: (contracts) <i>MA</i>
14	Metro Attorney: (ordinances, major contracts)

MANAGEMENT APPROVAL AND REQUIRED SIGNATURE			
15	Chief Operating Officer:	16	Date:

COMMITTEE/COUNCIL ASSIGNMENT DISPOSITION			
17	Committee assignment:	18	Committee meeting date:
19	Council first reading:	20	Council consideration/2nd reading:

COUNCIL PRESIDENT AND COUNCILOR SIGNATURES			
21	Initiating (Councilor/Chair):	22	Date:
23	Council President:	24	Date:

COMMENTS:

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE)
FY2007-08 UNIFIED PLANNING WORK)
PROGRAM)

RESOLUTION NO. 07-3818

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

WHEREAS, the FY2007-08 Unified Planning Work Program (UPWP), describes all federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY2008; and

WHEREAS, since adoption of the FY2007-08 UPWP, Council and JPACT have expanded the Regional Transportation Plan (RTP) work program that was included in the FY2007-08 UPWP, and the schedule for completing activities under the expanded RTP work program requires extension;

WHEREAS, Planning staff and resources have been reallocated to offset the increased expenses from the expanded RTP work program; and

WHEREAS, revised FY2007-08 UPWP narratives and a revised UPWP Funding Summary are attached hereto as Exhibit A; now therefore

BE IT RESOLVED, that the Metro Council hereby approves and authorizes the following FY2007-08 UPWP Amendment:

1. Expanding the FY2007-08 RTP work program to include additional activities and products;
2. Extending the schedule for completing activities under the expanded RTP work program; and
3. Amending the UPWP Funding Summary and related program narratives to reflect the reallocation of staff and resources.

ADOPTED by the Metro Council this _____ day of June 2007.

David Bragdon, Council President

Approved as to form:

Daniel B. Cooper, Metro Attorney

REGIONAL TRANSPORTATION PLAN

The Regional Transportation Plan (RTP) is the long-term vision for the transportation system in the Portland metropolitan region. The RTP establishes the policy framework to guide the design, management and governance of all major transportation investments, and is a statement of positive future outcomes that reflect public opinion and support the things the residents of the region most value. The RTP is updated regularly to ensure compliance with state and federal regulations, and to reflect changing demographic, financial, travel and economic trends and any subsequent changes in the region's transportation needs. The 2004 RTP established necessary updates to the projects and policies to ensure continued compliance with federal regulations. The current update to the RTP reflects the continued evolution of regional transportation planning from a primarily project-driven endeavor to one that is framed by the larger set of outcomes that affect people's everyday lives and the quality of life in this region. Local transportation plans in the region must conform to the RTP under provisions of the Oregon Transportation Planning Rule (TPR). Metro provides ongoing technical and policy support for local transportation planning activities. The RTP program provides support to land use planning activities in the region, including urban growth boundary expansion area planning and the New Look planning process, to ensure adequate coordination of land use and transportation planning and implementation efforts. The RTP Program also coordinates with special needs transportation planning efforts and corridor studies conducted in cooperation with the state, transit providers and local jurisdictions for highways, roads and transit. Recommendations from these studies are amended into the RTP as appropriate.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The RTP responds to both state and federal mandates, but also carries out a broad range of regional planning objectives for implementing the 2040 Growth Concept. The following are mandates for the upcoming fiscal year:

RTP Update: An update began in Fall 2005, with completion of federal requirements anticipated in late 2007, prior to the March 5, 2008 lapse date for the current RTP, and completion of a "state" element that responds to Oregon's Transportation Planning Rule by June 2008. Amendments identified in local and regional corridor planning efforts will be incorporated as well as a new horizon year of 2035 for project planning and systems analysis. It also will reestablish conformity with air quality regulations, and all other planning factors called out in federal regulations and in corrective actions identified in the 2004 federal triennial review that have not already been addressed through separate actions.

The update will address planning provisions in the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) and 2006 amendments to the Oregon TPR and Oregon Transportation Plan. This update will include development of a new financially constrained transportation system that will become the basis for future funding allocations through the Transportation Priorities process and amendments to the Metropolitan Transportation Improvement Program and State Transportation Improvement Program. A Regional Freight and Goods Movement Plan is also being developed as part of the RTP update. Recommendations from this planning effort will be integrated in the 2035 RTP. To the extent possible, this update will also implement policies recommended by the "New Look" planning process to better implement and achieve the 2040 Growth Concept vision for the Portland metropolitan region. New Look recommendations developed after adoption of the 2035 RTP will be addressed through future updates to the RTP.

Local Transportation System Plan (TSP) Support: Metro will continue to work closely with local jurisdictions during the next fiscal year to ensure regional policies and projects are enacted through local plans. This work element will include the following activities:

- Professional support for technical analysis and modeling required as part of local plan updates;
- Professional support at the local level to assist in development of local policies, programs and regulations that implement the RTP;
- Written and spoken testimony in support of proposed amendments to local plans; and
- Provide public information and formal presentations to local government committees, commissions and elected bodies as well as interested citizen, civic and business groups on the RTP.

Management Systems: The federally mandated Congestion Management Process (CMP) was first incorporated into the RTP as part of the 2000 update, and the CMP will be expanded as part of the current update to incorporate new recommendations from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The updated RTP will implement a CMP Roadmap that responds to federal corrective actions identified during the 2004 triennial review. Key activities for FY2007-08 will implement processes that incorporate CMP information into planning activities, continue system monitoring based upon management-system performance measures, complete local project review for consistency with the CMP and ongoing data collection, and input to keep the CMP current. As part of the CMP work program, Metro will also facilitate a steering group of key CMP partners, including Portland State University, Oregon Department of Transportation (ODOT), TriMet and other major transportation providers. On-going implementation of the CMP also occurs through the Metropolitan Transportation Improvement Program (MTIP)

Regional Transportation and Information: An "annual report" on transportation will be prepared detailing RTP goals and performance of the regional transportation system in achieving those goals and associated key objectives. The report will list information and data commonly requested by the public and media, including supporting text and graphics. Data collected as part of the CMP will also be incorporated into this report. The report will include a user-friendly, public-release version that will be electronically accessible on the web as well as a Technical Appendix. This objective will be completed in coordination with the 2040 Performance Indicators project.

Public Involvement: Metro will continue to provide an ongoing presence with local citizen, civic and business groups and other stakeholders interested in the RTP as well as public agencies involved in local plan updates. The adopted public participation plan for the RTP update includes a number of best practices for effective involvement of stakeholders throughout the process. To ensure ongoing and effective engagement during the current RTP update in FY2007-08, a number of targeted outreach activities will be utilized:

- Ongoing public involvement efforts will include an integrated electronic web site, including survey instruments and other online forums to ensure easy access to information about key milestones and decision points, reports and documents and other relevant process and planning issues.
- Ongoing presentations and speaking engagements with neighborhood, business and community groups to inform stakeholders about the RTP update process and opportunities for input.
- A 30-day comment period is planned in October-November 2007 to provide an opportunity for public input on a discussion draft 2035 RTP that addresses federal requirements. A 30-day comment period is planned for the Air Quality Conformity Determination report in January 2008. A 45-day comment period is planned in May-June 2008 to provide an opportunity for public input on a second discussion draft 2035 RTP that addresses both state and federal requirements. Opportunities for comment will be provided through Metro's website, at public hearings and by mail, email and fax.
- Opportunities for comment will be provided through Metro's website, at public hearings and by mail, email and fax.
- Consultation on environmental mitigation activities identified in the RTP update will occur with the Collaborative Environmental and Transportation Agreement for Streamlining (CETAS), a committee comprised of ODOT and ten state and federal transportation, natural resource, cultural resource, and land-use planning agencies. The agencies include Oregon's Department of Land Conservation and Development (DLCD), EPA, FHWA, National Marine Fisheries Service (NMFS), Oregon Department of Environmental Quality (ODEQ), Oregon Department of Fish and Wildlife (ODFW), Oregon State Historic Preservation Office, Oregon Division of State Lands (ODSL), Army Corps of Engineers, and U.S. Fish and Wildlife Service (USFWS).

Special Needs Transportation and Transit Planning: Metro will assist public, non-profit organizations and local jurisdictions that provide public transit service in development of their short-medium- and long-range transit plans, including:

- Assist transit operators in meeting service requirements mandated by the Americans with Disabilities Act (ADA), Title VI the Civil Rights Act and other federal requirements.

I. TRANSPORTATION PLANNING**REGIONAL TRANSPORTATION PLAN**

- Provide guidance to transit operators and local jurisdictions regarding potential federal, state and local funding sources.
- Assist transit providers in implementation of the Tri-County Elderly and Disabled (E&D) Transportation Plan and related elements of the RTP.
- Coordinate right-of-way management issues with the other agency and local jurisdiction members of the Willamette Shoreline Consortium.

STAKEHOLDERS

- Metro Council
- Regional partner agencies and members of the public
- Metro Committee for Citizen Involvement (MCCI)
- Transportation Policy Alternatives Committee (TPAC)
- Metro Technical Advisory Committee (MTAC)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Metro Policy Advisory Committee (MPAC)
- Regional Transportation Council (RTC) of metropolitan Clark County, Washington
- Adjacent planning organizations, including Mid-Willamette Area Commission on Transportation (MWACT) and Northwest Area Commission on Transportation (NWACT)
- Area transit providers, including TriMet, South Metro Area Rapid Transit (SMART) and C-TRAN
- Port districts, including Port of Portland and Port of Vancouver
- FHWA
- FTA
- ODOT
- OTC
- DLCD
- Collaborative Environmental and Transportation Agreement for Streamlining (CETAS) Committee
- Willamette Shoreline Consortium
- Metro Regional Freight Technical Advisory Committee
- Metro Regional Freight Task Force
- Organizations serving minority, elderly, disabled and non-English speaking residents needs

OBJECTIVES

- Develop regular RTP updates or amendments to reflect changing conditions, including demographic and economic trends, new regulations and study results and to maintain consistency between state, regional and local plans. (ONGOING)
- Expand the web presence of the RTP to include a public forum and implementation tools. This will be conducted jointly by Metro staff and Consultant. (ONGOING)
- Coordinate and provide technical assistance in local transportation system plan development and adoption to implement RTP policies and requirements. (ONGOING)
- Continue to coordinate regional corridor refinement plans identified within the RTP with ODOT's Corridor Studies and amend corridor study recommendations into RTP. (ONGOING)
- Maintain project and financial plan database consistent with changes in population and employment forecasts, travel-demand projections for people and goods, cost (including operations and maintenance) and revenue estimates and amendments to local comprehensive plans. (ONGOING)
- Participation in meetings of the Special Transportation Fund Advisory Committee and development of the Regional Transportation Coordinating Council of the Elderly and Disabled Transportation Plan as a SAFETEA-LU compliant, coordinated human services and public transportation plan integrated into the 2035 RTP update. (ONGOING)

I. TRANSPORTATION PLANNING**REGIONAL TRANSPORTATION PLAN**

- Continue to work with the Special Transportation Fund Advisory Committee to advise TriMet as the governing body on the use of State of Oregon Special Transportation Formula and Discretionary Funds. (ONGOING)
- Assist TriMet, Ride Connection and other paratransit providers in developing and implementing productivity improvements. (ONGOING)
- Coordinate a CMP steering group to oversee CMP program development and incorporation of CMP data into the RTP process. (ONGOING)
- Management of consultant team in accordance with the defined work program, budget and schedule for the 2035 RTP. (FIRST THROUGH FOURTH QUARTERS OF 2007-08)
- Analyze transportation funding trends and options to update *financially constrained* revenue forecast and develop recommended finance strategy. This work will be conducted by Consultant. (FIRST THROUGH FOURTH QUARTERS)
- Discuss environmental mitigation activities in the RTP update and consult with CETAS representatives, including land use management, natural resources, environmental protection, conservation, and historic preservation as required by SAFETEA-LU. (SECOND QUARTER)
- Plan for and facilitate 30-day comment period for affected stakeholders and the general public to provide input on a discussion draft 2035 RTP that addresses federal requirements. This will be conducted jointly by Metro staff and Consultant. (FIRST AND SECOND QUARTERS)
- Plan for and facilitate 45-day comment period for affected stakeholders and the general public to provide input on a discussion draft 2035 RTP that addresses state and federal requirements. This will be conducted jointly by Metro staff and Consultant. (FOURTH QUARTER)
- Plan for and facilitate a 30-day comment period for the 2035 RTP Air Quality Conformity Determination report. (THIRD AND FOURTH QUARTERS)
- Consult with Oregon Transportation Commission, Department of Land Conservation and Development Commission, Federal Highway Administration and Federal Transit Administration to certify 2035 RTP meets applicable federal and state planning provisions and mandates. (THIRD AND FOURTH QUARTER)
- Work with local governments to implement 2035 RTP policies and requirements. (FOURTH QUARTER)

PRODUCTS/DELIVERABLES

- Documentation of RTP Outcomes-Based Evaluation Framework by Consultant. (FIRST QUARTER)
- Documentation of RTP Systems needs analysis results and recommended refinements to RTP policies, projects, programs, and performance measures as needed to respond to environmental impacts, system performance and desired outcomes. (FIRST QUARTER)
- Documentation of stakeholder meetings and other ongoing outreach by Consultant. (FIRST QUARTER)
- Draft and final RTP *financially constrained* revenue forecast and finance Strategy by Consultant. (FIRST AND SECOND QUARTERS; FOURTH QUARTER)
- Discussion draft 2035 RTP that meets state and federal planning mandates, includes an updated financially constrained system of project and program investments, recommended RTP finance strategies and local government requirements and strategies for implementation. (SECOND THROUGH FOURTH QUARTERS)
- Public comment summary of comments received and recommended refinements to discussion draft RTP. (SECOND AND FOURTH QUARTERS)
- Documentation of Air Quality Conformity Determination of 2035 RTP and consultation with FHWA, FTA and other agencies on an air quality conformity determination. (SECOND AND THIRD QUARTERS)
- Federal, state and regional findings for 2035 RTP to demonstrate consistency with applicable federal, state and regional planning provisions and mandates. (SECOND AND THIRD QUARTERS)
- Public comment summary of comments received and recommended refinements to Air Quality Conformity Determination and RTP. (THIRD AND FOURTH QUARTERS)

I. TRANSPORTATION PLANNING**REGIONAL TRANSPORTATION PLAN**

- "Annual report" highlighting key transportation information and trends. (THIRD QUARTER)
- Updated RTP project and program database. (FOURTH QUARTER)
- Final 2035 RTP publication and fact sheets, (FOURTH QUARTER)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

During the current fiscal year the following accomplishments were made:

- Prepared progress reports.
- Prepared quarterly reports.
- Managed consultant team and work program, budget and schedule for 2035 RTP update process.
- Responded to information requests from citizens and organizations and made presentations to business and community groups.
- Coordination with regional corridor planning efforts, New Look planning process and development of a Regional Freight Plan.
- Identified concentrations of low-income, minority, elderly and non-English speaking residents in the region to target public involvement activities.
- Conducted research and prepared a series of nine reports on current regional transportation system conditions and land use, demographic, environmental, safety, security and financial trends to identify implications for the movement of people and goods in the region.
- Prepared preliminary financial fact base report documenting road and transit capital, operations, maintenance and preservation costs and anticipated revenues to inform development of updated financially constrained forecast. The analysis responds to federal corrective actions identified during the 2004 triennial review.
- Prepared policy framework in consultation with Metro Advisory Committees to guide RTP project and program investments solicitation, evaluation and prioritization.
- Solicited input on transportation needs, issues and public priorities for transportation investments through an on-line questionnaire on the project website and postcards, a workshop with bicycle and pedestrian planning professionals, a series of five stakeholder workshops, a scientific public opinion survey and focus groups. Two workshops focused on low-income, minority, elderly and non-English speaking residents in the region.
- Prepared summary report to document public involvement activities conducted to date and key findings.
- Worked with ODOT to link the 2035 RTP update planning process with the requirements of the National Environmental Policy Act (NEPA). Discussed environmental mitigation activities in the RTP update as required by SAFETEA-LU.

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 632,040	PL	\$ 553,988
Interfund Transfers	\$ 255,483	STP/ODOT Match	\$ 109,597
Materials & Services	\$ 232,057	ODOT Support	\$ 77,054
Consultant	\$112,500	Section 5303	\$ 197,843
Printing/Supplies	\$42,000	TriMet	\$ 64,114
Postage	\$28,000	Metro	\$ 120,404
Ads & Legal Notices	\$20,000		
Miscellaneous	\$29,557		
Computer	\$ 3,420		
TOTAL	\$ 1,123,000	TOTAL	\$ 1,123,000

Full-Time Equivalent Staffing

Regular Full-Time FTE	6.85
TOTAL	6.85

GREEN STREETS PROGRAM

The Green Streets program began in FY2000-01 to address the growing conflict between good transportation design, planned urbanization in developing areas and the need to protect streams and wildlife corridors from urban impacts. Key elements of the program include:

- A regional database of culverts on the regional transportation system with rankings according to their relative impacts on fish passage;
- Stream crossing guidelines for new streets that reflect tradeoffs between stream protection and an efficient, connected street system; and
- The Green Streets Handbook, which establishes "best practice" design solutions for managing storm runoff from streets.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The Green Streets program was initiated in response to the federal Endangered Special Act listing of salmon and steelhead in the late 1990s. The listing affects the Metro region because of spawning habitat that exists within the urban area, and because the region straddles the Columbia and Willamette River migratory routes that encompass most of the Pacific Northwest. The response from Metro is to:

- Continue to expand and update the regional database of culverts, stream and wildlife resources;
- Continue to update ranking information for culverts on relative fish blockage that can be used to allocate regional funding for retrofit projects;
- Continue Green Streets design principles and projects through Metro's Metropolitan Transportation Improvement Program (MTIP), including demonstration projects for street retrofits and culvert replacements on the regional transportation system;
- Sponsor future Green Streets workshops that spotlight successful projects in the region;
- Promote Green Streets principles among practicing professionals and interested citizens involved in local project development;
- Promote stream crossing guidelines in local transportation plans that address tradeoffs between stream protection and an efficient, multi-modal transportation system;
- Periodically update the *Green Streets* handbook to reflect recent trends and new science on best management practices for managing urban storm water runoff on public streets; and
- Continue public outreach and education to promote Green Streets design principles and projects.

STAKEHOLDERS

- Metro Council
- Regional partner agencies and members of the public
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Federal Environmental Protection Agency (EPA)
- Transportation Policy Alternatives Committee (TPAC)
- Metro Technical Advisory Committee (MTAC)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Metro Policy Advisory Committee (MPAC)
- Environmental Community

OBJECTIVES

- Evaluate SAFETEA-LU implications for the Green Streets program and incorporate needed program refinements into the 2035 Regional Transportation Plan (RTP) and next printing of the *Green Streets* handbook. (JUNE 2008)

I. TRANSPORTATION PLANNING**GREEN STREETS PROGRAM**

- Continue to distribute the *Green Streets* handbook to local officials and interested citizens. (ONGOING)
- Implement Green Street design principles through the MTIP process. (ONGOING)
- Identify and fund needed culvert retrofits on the regional system through the MTIP process. (ONGOING)
- Conduct outreach and training activities to promote the Green Streets program. (ONGOING)

PRODUCTS/DELIVERABLES

- Develop an expanded online presence for the Green Streets program on Metro's web site. (JUNE 2008)
- Work with TPAC and Water Resources Policy Advisory Committee (WRPAC) to develop a long-term action plan for culvert retrofits and forward final recommendations as a part of the RTP update. (SEPTEMBER 2007)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

The Green Streets project builds upon the 1996-97 Regional Street Design project and complements the RTP program. Like the *Creating Livable Streets* handbook from the street design project, the Green Streets program helps guide future transportation improvements in the region to support the 2040 Growth Concept, sustainable environmental practices for stormwater management and the Oregon Salmon Recovery Plan.

During FY2006-07 Metro added engineering staff resources to assist in better implementing the Green Streets design principles and project recommendations through the MTIP program and local programs. The expanded program continues to include distribution of the *Green Streets* handbook, education and outreach to promote the program and local design support for project planning that incorporates the design principles.

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 19,557	STP/ODOT Match	\$ 37,686
Interfund Transfers	\$ 10,237	Metro	\$ 4,314
Materials & Services	\$ 12,206		
Printing/Supplies	\$10,000		
Postage	\$1,000		
Miscellaneous	\$1,206		
TOTAL	\$ 42,000	TOTAL	\$ 42,000

<u>Full-Time Equivalent Staffing</u>	
Regular Full-Time FTE	0.24
TOTAL	0.24

Pages 8 – 9 of the FY2007-08 UPWP have not been amended.

2040 PERFORMANCE INDICATORS

The 2040 Performance Indicators program is the ongoing effort to track and evaluate Metro's regional land use and transportation policies, especially the 2040 Growth Concept. The program tracks a series of outcome measurements and produces periodic "how are we doing" updates for policy makers and the general public. The 2035 Regional Transportation Plan (RTP) update builds on this program through its "outcome based" policy construct.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

Metro is required both by state law (ORS 197.301) and Title 9 of Metro's Urban Growth Management Functional Plan to complete performance measures. These measures are intended to gauge progress towards Metro's 2040 Growth Concept while still addressing concerns such as housing affordability, acres of parks per capita and other measures. The requirements also mention corrective actions where the Metro Council finds issues in need of addressing. Possible corrective actions could be explored in those areas where targets and actual performance diverge. This work effort would measure progress in achieving better communities including safe, stable neighborhoods, the ability to get from here to there, access to nature, clean air and water, resources for the future, and a strong regional economy.

In cooperation with the Data Resource Center, the first 2040 performance measures were completed in 2002. These measures included those mandated by the state and were related primarily to factors assessing the region's Urban Growth Boundary (UGB). FY2006-07 work included further refinement of outcome measures and development of an ongoing monitoring and data-collection system, including expanded monitoring of congestion measures as part of Metro's Congestion Management Process (CMP). A semi-annual publication will be developed in support of major projects and key decision points to help the region to better understand how we have done. Metro will be able to update public interests and concerns with how our region should manage growth. Annual publications on transportation measures will be issued as part of the CMP program.

STAKEHOLDERS

- Metro Council
- Regional partner agencies and members of the public
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Federal Environmental Protection Agency (EPA)
- Transportation Policy Alternatives Committee (TPAC)
- Metro Technical Advisory Committee (MTAC)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Metro Policy Advisory Committee (MPAC)

OBJECTIVES

- Ensure a broad and complete understanding of how the region is doing. (ONGOING)
- Meet federal CMP requirements. (ONGOING)
- Develop a sustainable system for monitoring and updating performance measure data as part of the CMP. (ONGOING)

PRODUCTS/DELIVERABLES

- Create an annual update on transportation performance and periodic updates on other measures. (THIRD QUARTER)

I. TRANSPORTATION PLANNING**2040 PERFORMANCE INDICATORS****ACCOMPLISHMENTS OF THIS PROGRAM TO DATE**

In 2006-07, Metro completed development of a CMP "roadmap" in response to federal requirements, and began to integrate the roadmap elements into the RTP update. Because the RTP update was underway, summary documents were not published during the current fiscal year.

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 43,307	PL	\$ 14,514
Interfund Transfers	\$ 17,869	STP/ODOT Match	\$ 26,211
Materials & Services	\$ 456	ODOT Support	\$ 15,232
Computer	\$ 1,368	Section 5303	\$ 3,477
		TriMet	\$ 520
		Metro	\$ 3,046
TOTAL	\$ 63,000	TOTAL	\$ 63,000
<u>Full-Time Equivalent Staffing</u>			
Regular Full-Time FTE	0.395		
TOTAL	0.395		

Pages 12 – 13 of the FY2007-08 UPWP have not been amended.

URBAN GROWTH BOUNDARY EXPANSION AREA PLANNING

Metro is responsible for periodic legislative updates to the metropolitan Urban Growth Boundary (UGB). The UGB encompasses 25 cities and the urban portions of Multnomah, Clackamas and Washington counties. In addition to the updates, Metro also considers smaller requests from individual applicants to amend the UGB. In both cases, the Metro Code requires analysis of the proposed potential impacts on the regional transportation system. This work is generally conducted within Metro, or involves Metro review of private contractor work. Because transportation is often a driving force behind or against a particular boundary proposal, the transportation analysis is a critical step in amending the UGB.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

Metro Council directed transportation support for UGB planning activities include:

- Developing and refining regional transportation networks for affected areas for the purpose of transportation demand modeling and analysis;
- Conducting transportation demand modeling and analysis of affected areas, and preparing summaries of potential impacts of urbanization in potential expansion areas on regional transportation;
- Identifying improvements to the regional transportation system needed to serve potential UGB expansion areas; and
- Coordinating necessary updates to the Regional Transportation Plan (RTP) and Metropolitan Transportation Improvement Program (MTIP), as needed, to implement UGB decisions.

STAKEHOLDERS

- Metro Council
- Regional partner agencies and members of the public
- Transportation Policy Alternatives Committee (TPAC)
- Metro Technical Advisory Committee (MTAC)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Metro Policy Advisory Committee (MPAC)
- Oregon Department of Transportation (ODOT)
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Metro area neighboring cities

OBJECTIVES

- Provide general support and coordination with UGB planning activities. (ONGOING)
- Coordination between the 2035 RTP update and UGB planning activities ensuring work efficiencies and project consistency between efforts. (ONGOING)
- Complete development and analysis of transportation scenarios for Metro's "New Look" update to the 2040 Growth Concept. (FIRST AND SECOND QUARTER)

PRODUCTS/DELIVERABLES

- Documentation of transportation element of UGB planning activities and analysis. (ONGOING)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

Metro has conducted numerous periodic reviews of the UGB, most since the 2040 Growth Concept was adopted in 1996. In each case, some degree of transportation analysis was completed as part of fully addressing applicable state administrative rules and Metro Code requirements. The most recent review occurred as part of expanding the UGB to include the Damascus area in Clackamas County. In this example the transportation analysis was conducted as part of a concurrent update

I. TRANSPORTATION PLANNING**URBAN GROWTH BOUNDARY EXPANSION AREA PLANNING**

to the RTP update. Because of the cost and complexity of completing transportation analyses, Metro attempts to coordinate RTP updates with UGB amendments to the degree possible.

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ TBD	Metro	\$ TBD
Interfund Transfers	\$ TBD		
Materials & Services	\$ TBD		
TOTAL	\$ TBD	TOTAL	\$ TBD
<u>Full-Time Equivalent Staffing</u>			
Regular Full-Time FTE	TBD		
TOTAL	TBD		

NEW LOOK @ 2040 – TRANSPORTATION SUPPORT

Metro completed the Region 2040 plan nearly a decade ago in an effort to frame a long-term vision for urban growth in the region. The 2040 plan subsequently shaped every aspect of planning in the metropolitan region, from Metro's regional policies to local zoning codes.

In 2006, the region initiated a "New Look" effort to update the 2040 Growth Concept. During the next year, Metro will complete this update to the plan that revisits critical 2040 provisions, and updates regional growth policy accordingly. Like the 2040 plan, the New Look will establish a long-term blueprint for urban growth in the region that shapes Urban Growth Boundary (UGB) decisions and all other planning activities that follow.

To support this activity, Metro will conduct an extensive transportation analysis that evaluates the relative merits of different transportation scenarios, and helps identify key transportation improvements needed to serve as the backbone of the future transportation system. This work is anticipated to begin in Spring 2007 and will also shape the concurrent update to the Regional Transportation Plan (RTP).

MANDATES, AUTHORIZATIONS, CONSTRAINTS

In 2005, the Metro Council formally delayed a planned update to the RTP in order to focus staff resources and public attention on the "New Look" planning activities. The project includes:

- Developing conceptual future transportation networks for varying growth scenarios;
- Conducting transportation demand modeling and analysis of varying growth scenarios, and preparing summaries of potential impacts of each scenario on regional transportation;
- Identifying major improvements to the regional transportation system needed to serve varying growth scenarios and a preferred future growth scenario; and
- Conduct a concurrent update to the RTP that draws from the New Look work to the extent possible, and identifies improvements needed to implement the first 20 years of the new 50-year vision.

STAKEHOLDERS

- Metro Council
- Regional partner agencies and members of the public
- Metro Committee for Citizen Involvement (MCCI)
- Transportation Policy Alternatives Committee (TPAC)
- Metro Technical Advisory Committee (MTAC)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Metro Policy Advisory Committee (MPAC)
- Oregon Department of Transportation (ODOT)
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Northwest Area Commission on Transportation (NWACT)
- Mid-Willamette Area Commission on Transportation (MWACT)
- Salem-Keizer Metropolitan Planning Organization (MPO)
- SW Regional Transportation Council (RTC)
- Metro area neighboring cities
- Organizations involved with minority and non-English speaking residents

OBJECTIVES

- Complete the development, analysis and reporting on transportation issues and effects on growth for the other New Look scenarios. (FIRST AND SECOND QUARTERS)
- Coordination between the concurrent RTP update and New Look planning. (FIRST AND SECOND QUARTERS)

PRODUCTS/DELIVERABLES

- Documentation of the development and analysis of transportation scenarios and effects on the 2035 RTP and New Look planning process. (FIRST AND SECOND QUARTERS)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

In FY2006-07, Metro completed background work to update regional models to cover the expanded area that will be considered in the New Look, and to test new transportation models that will be used for the first time on this project and the RTP update. Metro also developed detailed, coordinated work plans for the RTP update and New Look that fully integrate these complex efforts. In Spring 2007, Metro is scheduled to develop and model the New Look transportation scenarios.

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 84,424	PL	\$ 62,600
Interfund Transfers	\$ 39,951	ODOT Support	\$ 2,274
Materials & Services	\$ 889	Section 5303	\$ 32,456
Computer	\$ 2,736	TriMet	\$ 18,051
		Metro	\$ 12,619
TOTAL	\$ 128,000	TOTAL	\$ 128,000

Full-Time Equivalent Staffing

Regular Full-Time FTE	.92
TOTAL	.92

METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

The Metropolitan Transportation Improvement Program (MTIP) is a critical tool for implementing the Regional Transportation Plan (RTP) and 2040 Growth Concept. The MTIP is a multi-year program that allocates federal and state funds available for transportation system improvement purposes in the Metro region. Updated every two years, the MTIP allocates funds to specific projects, based upon technical and policy considerations that weigh the ability of individual projects to implement regional goals. The MTIP is also subject to federal and state air quality requirements, and a determination is made during each allocation to ensure that the updated MTIP conforms to air quality laws. These activities require special coordination with staff from Oregon Department of Transportation (ODOT) and other regional, county and city agencies as well as significant public-involvement efforts.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The MTIP is entering the fifth year of a major reorganization of both the policy and database components. The objective of the MTIP reorganization is to emphasize tangible, built results where citizens will see Metro regional growth management programs in action through transportation improvements. MTIP allocations have been increasingly judged against their ability to help implement the 2040 Growth Concept. This has been accomplished through a system of technical scoring and special project categories that place emphasis on 2040 centers, industry and ports.

The program relies on a complex database of projects and funding sources that must be maintained on an ongoing basis to ensure availability of federal funds to local jurisdictions. The two-year updates set the framework for allocating these funds. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) monitors this process closely, to ensure that federal funds are being spent responsibly, and in keeping with federal mandates for transportation and air quality. Metro also partners closely with the State of Oregon to coordinate project selection and database management with the State Transportation Improvement Program (STIP).

In 2007, Metro will continue to transition into a new role of guiding project development for planning activities funded through the MTIP, at the request of ODOT. This new activity will involve expanding Metro's professional capabilities to include a licensed professional engineer, and establishing project oversight protocols to guide our review.

STAKEHOLDERS

- Metro Council
- Regional partner agencies and members of the public
- FHWA
- FTA
- ODOT
- Metro Committee for Citizen Involvement (MCCI)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Transportation Policy Alternatives Committee (TPAC)
- Oregon Transportation Commission
- Organizations involved with minority and non-English speaking residents

OBJECTIVES

The following are MTIP program objectives for FY2007-08:

MTIP/STIP Update: Metro will conclude the Priorities 2008-11 update, establishing air quality conformity analysis for the MTIP and support of ODOT in obtaining approval of the 2008-11 STIP. Work will then commence on a policy update of the MTIP to conform with new policy objectives of the 2007 RTP.

I. TRANSPORTATION PLANNING**METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM**

Database Maintenance: Metro will provide ODOT and local jurisdictions essential funding information to better schedule project implementation activities. Metro will also monitor past and current funding allocations and project schedules managing cost variations from initial project estimates, and produce quarterly reports. Reports will document funding authorizations, obligations and reserves by funding category and jurisdiction. Metro will also produce an annual report required by FHWA that reflects current costs, schedules, priorities, actual appropriations and other actions approved throughout the year. The annual report will address progress and/or delays in implementing major projects as mandated by Intermodal Surface Transportation Efficiency Act (ISTEA).

Other MTIP objectives for FY2007-08:

- Programming of transportation projects in the region consistent with federal rules and regulations. (ONGOING)
- Continue to coordinate inter-agency consultation on air quality conformity. Conduct public outreach, reports and public hearings required as part of the conformity process. (AMENDMENTS: ONGOING)
- Maintain a financial plan to balance project costs with expected revenues. (ONGOING)
- Work with ODOT to develop broad agency and public electronic access to a common MTIP database. Update the MTIP hardware/software platform to improve production of specialized report formats, cross-connection with ODOT data sources and other database refinements. (ONGOING)
- Continue improvements to the on-time and on-budget delivery of the local program of projects selected for funding through the Transportation Priorities process. (ONGOING)
- Continue the MTIP public awareness program to include updated printed materials, web resources and other material to increase understanding of the MTIP process. (ONGOING)

PRODUCTS/DELIVERABLES

MTIP deliverables for FY2007-08:

- Publish the adopted 2008-11 MTIP (SEPTEMBER 2007)
- Conduct a project selection process to advance programmed projects eligible to obligate available funds. (OCTOBER 2007)
- Publish an annual obligation report. (DECEMBER 2007)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

In early 2002, a major update of MTIP policies and review criteria was launched to reorganize the MTIP to create a high profile, positive process for allocating federal funds, and reinforcing the region's commitment to implement the 2040 Growth Concept and RTP. This policy framework has since been implemented through the 2004-07 and 2006-09 MTIP project selection processes.

FY2005-06 saw completion of the Priorities 2006-09 update to the MTIP and allocation of \$52 million in transportation funds to regional projects. The 2006-09 update included a demonstration of ongoing conformity with air quality laws. In January 2005, FHWA and FTA staff review identified a number of corrective actions that were incorporated into this updated MTIP. A final draft of the updated MTIP was published in December 2005. Metro also published an accompanying MTIP brochure illustrating the projects funded through the 2006-09 program for general public education.

FY2006-07 accomplishments included a study and recommendations for improvements in the on-time, on-budget delivery of local projects funded with urban Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ) funds, with implementation of many of those recommendations. Implementation of the remainder of recommendations will be sought this fiscal year pending allocation of additional resources. Design of an improved project and financial plan database has been completed, ready for implementation in the upcoming fiscal year. MTIP staff has also been participating in the update to the Regional Transportation Plan in order to ensure strong linkages between the plan and programming of funds through the MTIP.

I. TRANSPORTATION PLANNING**METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM****BUDGET SUMMARY****Requirements:**

Personal Services		\$	361,784
Interfund Transfers		\$	145,183
Materials & Services		\$	80,910
Consultant	\$40,000		
Printing/Supplies	\$26,000		
Ads & Legal Notices	\$8,000		
Postage	\$2,000		
Miscellaneous	\$4,910		
Computer		\$	8,123

TOTAL		\$	596,000
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Resources:

PL	\$	352,581
STP/ODOT Match	\$	105,709
ODOT Support	\$	14,784
Section 5303	\$	13,307
TriMet	\$	85,448
Metro	\$	24,171

TOTAL	\$	596,000
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Full-Time Equivalent Staffing

Regular Full-Time FTE	3.61
TOTAL	3.61

Pages 21 – 35 of the FY2007-08 UPWP have not been amended.

TECHNICAL ASSISTANCE PROGRAM

The purpose of the Technical Assistance program is to provide transportation data and modeling services for projects that are of interest to local entities. Clients to this program include regional jurisdictions, TriMet, the Oregon Department of Transportation (ODOT), the Port of Portland, private sector businesses and the general public. In addition, the client agencies can use funds from this program to purchase and maintain copies of the transportation modeling software used by Metro. A budget allocation defines the amount of funds that is available to each regional jurisdiction for these services.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

US Department of Transportation (USDOT) protocols require the preparation of future year travel forecasts to analyze project alternatives. Similarly, modeling is required by the Environmental Protection Agency (EPA) in project analysis to quantify emissions in air quality analysis. Thus, the provision of modeling services must be available to clients for their project needs.

STAKEHOLDERS

- Regional jurisdictions (cities and counties)
- TriMet
- ODOT
- Port of Portland
- Private sector businesses
- General public

PRODUCTS/DELIVERABLES

- Provide data and modeling services to regional jurisdictions and agencies. (ONGOING)
- Provide data and modeling services to private consultants and other non-governmental clients. (ONGOING)
- Provide funds to the local governmental agencies to purchase and pay maintenance on transportation modeling software. (ONGOING)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Provided data and modeling services to regional jurisdictions and agencies (e.g., Washington County – Bethany Study, Clackamas County – Sunrise Corridor);
- Provided data and modeling services to private consultants and other non-governmental clients (e.g., future forecast volumes, trip distribution patterns and mode share characteristics);
- Modeling software has been purchased and maintained for seven governmental agencies (ODOT Region 1, City of Portland, City of Gresham, City of Hillsboro, Clackamas County, Multnomah County, and Washington County).

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 52,305	PL	\$ 18,000
Interfund Transfers	\$ 19,714	STP	\$ 32,441
Materials & Services	\$ 21,986	ODOT Support	\$ 19,482
Pmt to Other Agency \$15,000		TriMet	\$ 6,700
Miscellaneous \$6,986		Metro	\$ 18,810
Computer	\$ 5,928	Technical Assistance	\$ 4,500
TOTAL	\$ 99,933	TOTAL	\$ 99,933

Full-Time Equivalent Staffing

Regular Full-Time FTE	0.54
TOTAL	0.54

Pages 37 – 38 of the FY2007-08 UPWP have not been amended.

MANAGEMENT AND COORDINATION/GRANTS MANAGEMENT

Grants Management and Coordination provides overall ongoing department management and includes Metro's Metropolitan Planning Organization (MPO) role. Overall department administration includes budgeting, Unified Planning Work Program (UPWP), contracts, grants, and personnel. It also includes staff to meet required needs of the various standing MPO advisory committees, including:

- Metro Council
- Joint Policy Advisory Committee on Transportation (JPACT)
- Transportation Policy Alternatives Committee (TPAC)
- Metro Technical Advisory Committee (MTAC)
- Bi-State Coordination Committee
- Regional Freight Committee
- Regional Travel Options (RTO) Subcommittee

As a MPO, Metro is regulated by federal planning requirements and is a direct recipient of federal transportation grants to help meet those requirements. Metro is also regulated by State of Oregon planning requirements that govern the Regional Transportation Plan (RTP) and other transportation planning activities. The purpose of the MPO is to ensure that federal programs unique to urban areas are effectively implemented, including ongoing coordination and consultation with state and federal regulators.

JPACT serves as the MPO board for the region in a unique partnership that requires joint action with the Metro Council on MPO actions. TPAC serves as the technical body that works with Metro staff to develop policy alternatives and recommended actions for JPACT and the Metro Council.

Metro belongs to the Oregon MPO Consortium (OMPOC), a coordinating body made up of representatives of all six Oregon MPO boards. OMPOC was founded in 2005 to build on common MPO experiences and to advance the practice of metropolitan transportation planning in Oregon. OMPOC meets three times yearly and operates under its own bylaws. In 2005, OMPOC was chaired by Metro Councilor Rex Burkholder, who is also the JPACT chair.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

As an MPO, Metro participates in periodic coordination meetings with the other MPOs and major transit providers in the state. These meetings are a principal source of new information on state and federal regulations affecting MPOs, and provide opportunity for the different urban areas to compare strategies for addressing common transportation problems.

Metro is subject to annual federal self-certification, and quadrennial Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) reviews, whereupon the agency must demonstrate compliance with federal transportation planning requirements, including the 2005 SAFETEA-LU legislation. The MPO program is also responsible for publishing an annual UPWP for the region, and monthly and quarterly reports to state and federal officials documenting our progress in completing the work program. Among these responsibilities is the requirement to establish air quality findings for Metro's transportation planning efforts that demonstrate continued conformity with the federal Clean Air Act. This air quality conformity work is a major component of Metro's MPO program.

Other program responsibilities include providing ongoing support to JPACT, TPAC, MTAC, Bi-State Committee, Regional Freight Committee, and subcommittees to ensure coordination between state, regional, and local transportation and land-use plans and priorities. These committees and subcommittees meet transportation and land-use coordination provisions outlined in SAFETEA-LU.

The Grants Management and Coordination program also includes overall department management, including budget, personnel, materials, services, and capital expenditures. The program also monitors grants and ensures contract compliance including OMB A-133 Single Audit, and provides information to the public. Metro also maintains active memberships and support in national organizations such as Cascadia, American Public Transportation Association (APTA), and the Association of Metropolitan Planning Organizations (AMPO) as available funds allow.

III. ADMINISTRATIVE SERVICES**MANAGEMENT AND COORDINATION/GRANTS MANAGEMENT****STAKEHOLDERS**

- Metro Council
- Federal, state, and local funding agencies
- Local jurisdictions
- TPAC
- JPACT

OBJECTIVES

- Prepare and manage the department budget, personnel, programs and products. (ONGOING)
- FY2007-08 UPWP/Self Certification. (FOURTH QUARTER)
- Prepare documentation to FHWA, FTA and other funding agencies such as quarterly narrative and financial reports. (ONGOING)
- Send monthly progress reports to TPAC. (ONGOING)
- Produce meeting minutes, agendas and documentation. (ONGOING)
- Execute, administer and monitor contracts, grants and agreements. (ONGOING)
- Complete a periodic review with FHWA and FTA on UPWP progress. (SECOND QUARTER)
- Complete Federal Certification. (SECOND QUARTER FY2008-09)
- Single audit responsibility for Planning grants. (ONGOING)
- Continue to monitor current air quality conformity regulations and evaluation practices, as applicable to MPO conformity requirements. (ONGOING)
- Continue to participate in MPO coordination meetings. (ONGOING – QUARTERLY)

PRODUCTS/DELIVERABLES

- Adopted Budget (JUNE 2008)
- Approved UPWP (FOURTH QUARTER 2008)
- Narrative and Financial Reports (QUARTERLY)
- Progress Reports to TPAC (MONTHLY)
- JPACT and TPAC Agendas and Minutes (MONTHLY)
- Federal Certification (SECOND QUARTER 2008)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

This is an ongoing program.

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 666,717	PL	\$ 523,665
Interfund Transfers	\$ 678,171	STP/ODOT Match	\$ 362,116
Materials & Services	\$ 378,638	ODOT Support	\$ 16,343
Consultants	\$125,000	Section 5303	\$ 27,980
Postage	\$5,200	Metro	\$ 799,007
Miscellaneous	\$248,638		
Computer	\$ 5,586		
TOTAL	\$ 1,729,111	TOTAL	\$ 1,729,111

Full-Time Equivalent Staffing

Regular Full-Time FTE	7.46
TOTAL	7.46

The remaining narratives in the FY2007-08 UPWP have not been amended.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 07-3818 FOR THE PURPOSE OF AMENDING THE FY2007-08 UNIFIED PLANNING WORK PROGRAM

Date: June 14, 2007

Presented by: Andrew C. Cotugno

SUMMARY

The FY2007-08 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. JPACT and the Council have approved the FY2007-08 UPWP and it was adopted on April 26, 2007 by Resolution No. 07-3799.

This Resolution No. 07-3818 would approve an amendment to the FY2007-08 UPWP that will expand the Regional Transportation Plan (RTP) work program and extend the schedule for the RTP work program.

BACKGROUND

Since adoption of the FY2007-08 UPWP, Council and JPACT have expanded the RTP work program and the schedule for completing activities under the expanded RTP work program requires extension. This FY2007-08 UPWP Amendment:

- 1) Recognizes that the state and federal components of the FY2007-08 RTP work program have been separated into a two-stage process that will now extend the RTP work program through June 2008, instead of the original timeline that ended in December 2007.
- 2) Revises the FY2007-08 RTP work program to include additional activities and products such as three new rounds of modeling as part of the expanded timeline, and a second round of public review and comment as the final version of the plan is adopted in May-June 2008.
- 3) Reallocates staff and resources to support the additional activities and products and the extended timeline in the expanded RTP work program.

A revised RTP FY2007-08 UPWP narrative is attached hereto as Exhibit A.

ANALYSIS / INFORMATION

1. Known Opposition

There is no known opposition to this UPWP amendment.

2. Legal Antecedents

Resolution No. 07-3799, for the Purpose of Approving the FY2008 Unified Planning Work Program, adopted April 26, 2007.

3. Anticipated Effects

Resolution No. 07-3818 will allow staff to carry out additional activities identified in the expanded RTP work program. This includes two additional rounds of RTP modeling and analysis as part of developing the "state" component of the RTP, and a second air quality conformity analysis to demonstrate that the RTP meets federal Clean Air Act requirements. The expanded timeline also delays the timeframe for local compliance with the updated RTP.

4. Budget Impacts

A reallocation of Planning staff and resources will offset increased expenses. A revised UPWP Funding Summary, and related program narratives reflecting the reallocation of staff and resources, are included here in Exhibit A.

RECOMMENDED ACTION

Staff recommends the adoption of Resolution No. 07-3818.

Planning for
regional
freight and
goods
movement

Freight Transportation in the Portland Metropolitan Region



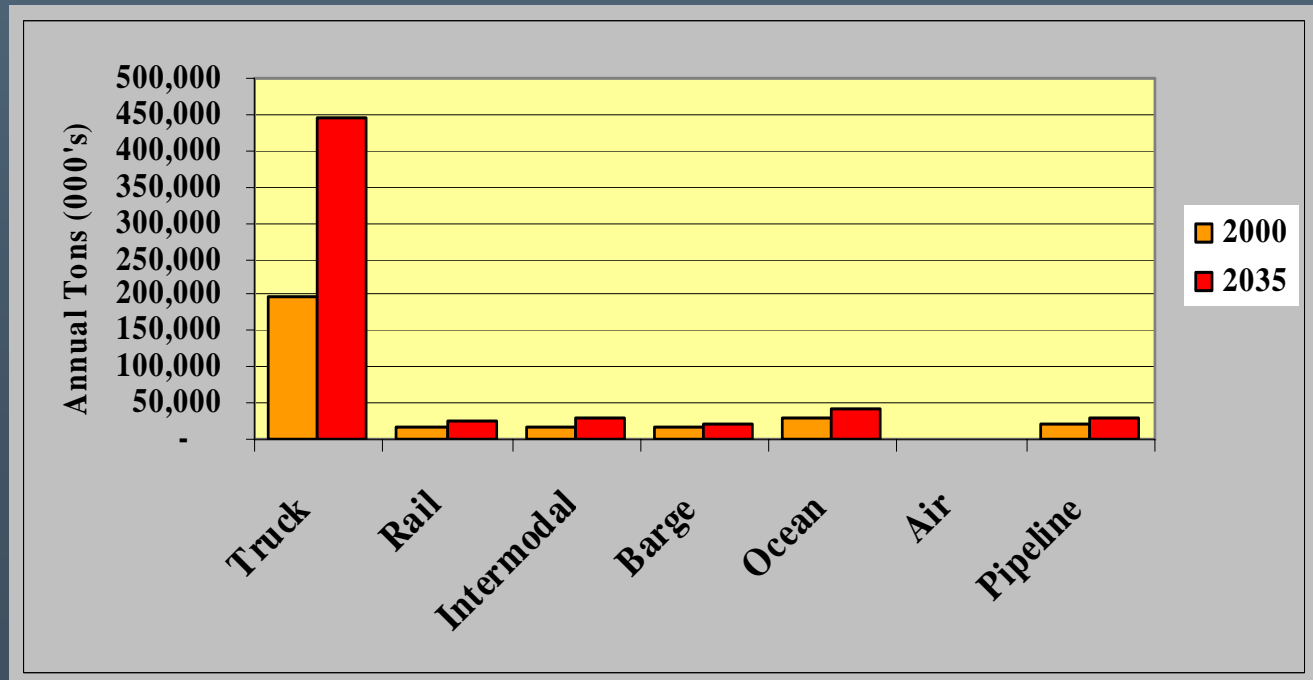
METRO
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Presentation to Joint Policy Advisory Committee
Presenter – Deena Platman, Project Manager
June 14, 2007

Trade & economic dynamics

- Aging, slow growth workforce promotes industry use of technology and capital
- Consumption shifts to more services and high-value goods
- Growth in US-Asia trade elevates Pacific gateway
- Growing volumes of freight, mostly moved by truck (2.2% annual growth rate)

Change in Freight Tonnage by Mode (2000 – 2035)



METRO

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Key findings – marine & air cargo

Strong regional assets

Marine

- Columbia River 43' navigation channel adequate to handle most of today's larger cargo ship fleet
- Barges provide lowest cost/most energy efficient transport of agriculture and other commodities to PNW interior
- Access to well-functioning inland transportation via truck and rail is critical
- Industrial land with marine access scarce

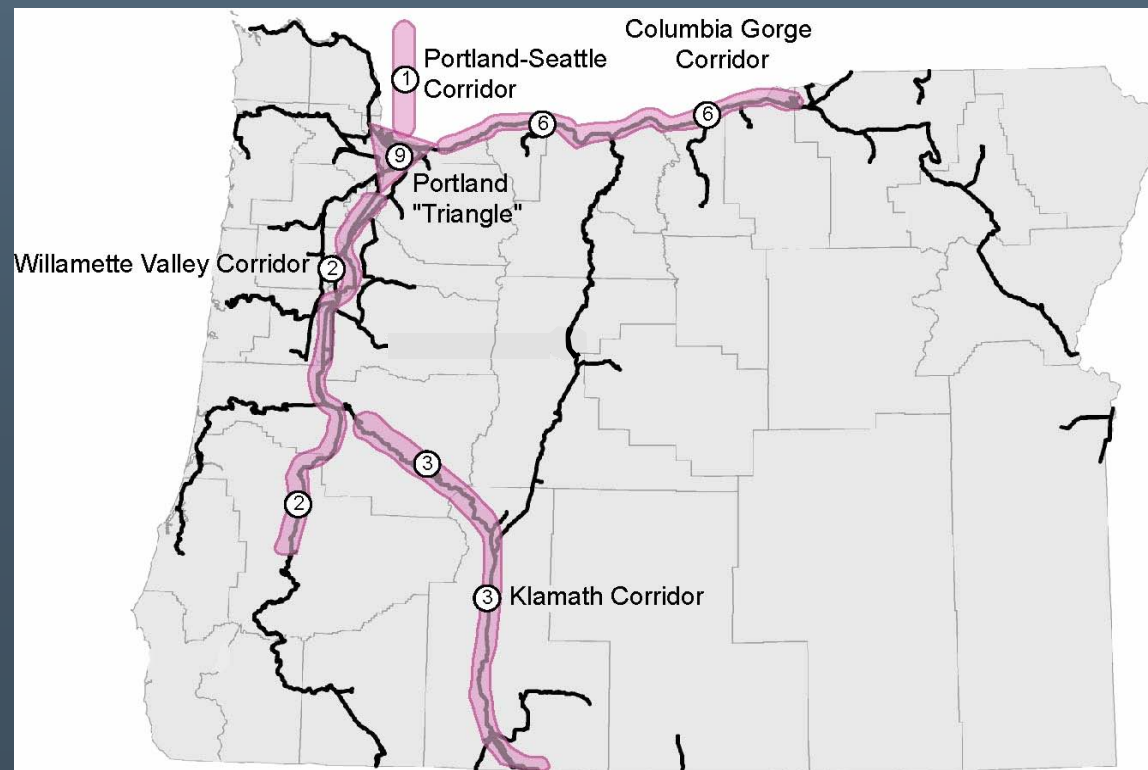
Air Cargo

- Regional shippers depend on air cargo to transport low-weight, high-value, time-sensitive goods to domestic & international markets (electronics, footwear, perishables)
- Air cargo access key competitiveness factor driving location and expansion decisions – efficient truck access critical.



Key findings - rail

- By 2035, region needs 24 – 32 additional trains/day to handle projected demand.
- Congestion in Portland/Vancouver Triangle impedes flow of nearly all rail traffic in PNW – Delay ratio comparable to Chicago, which handles 6x the rail traffic.

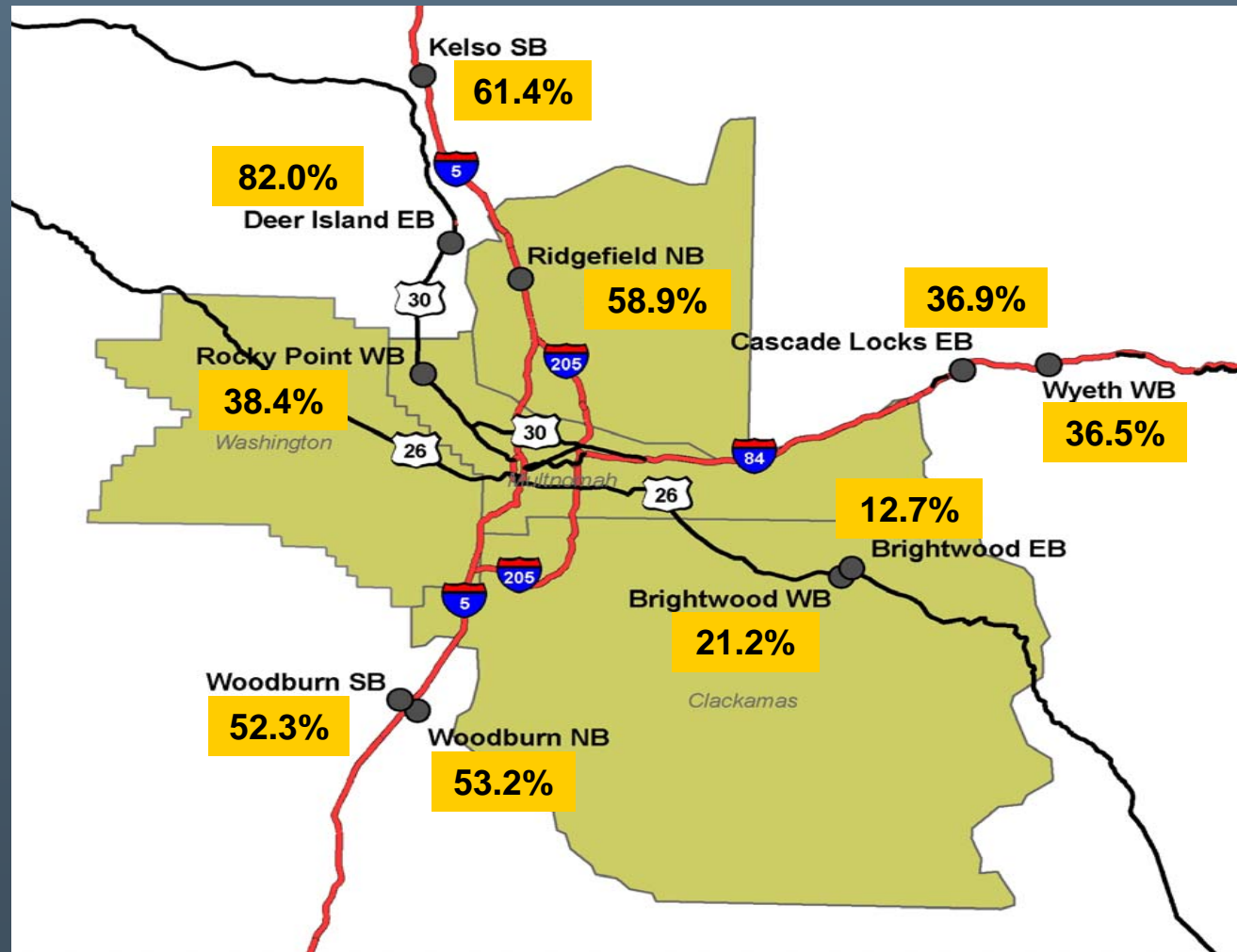


Oregon rail corridors with capacity issues



Key findings – motor carrier

- More than 50% of trucks entering the region don't stop here.

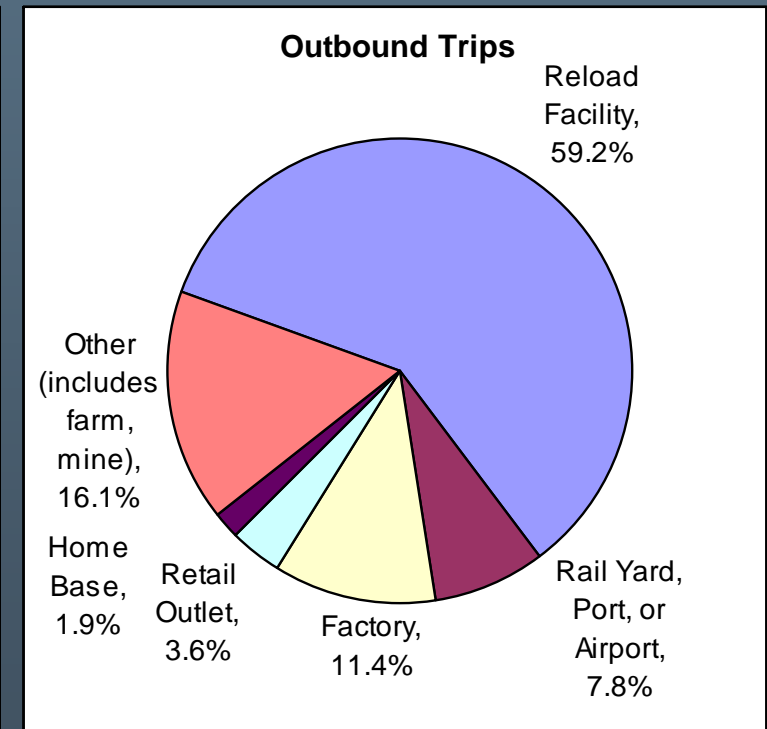
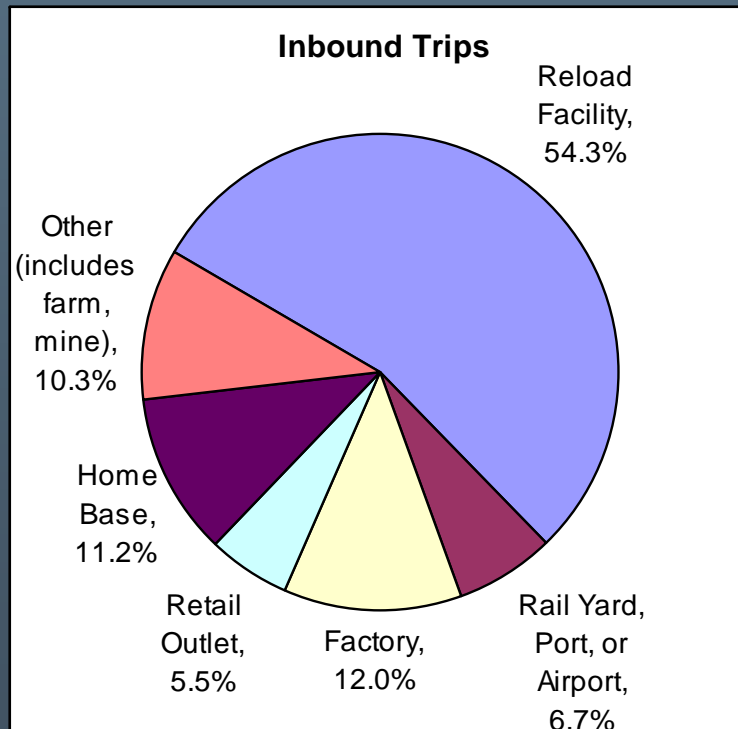


Source: Regional Freight Data Collection Project, 2006



Key findings – motor carrier

- 80 - 85% of all trips entering or leaving the region move to/from an industrial area.

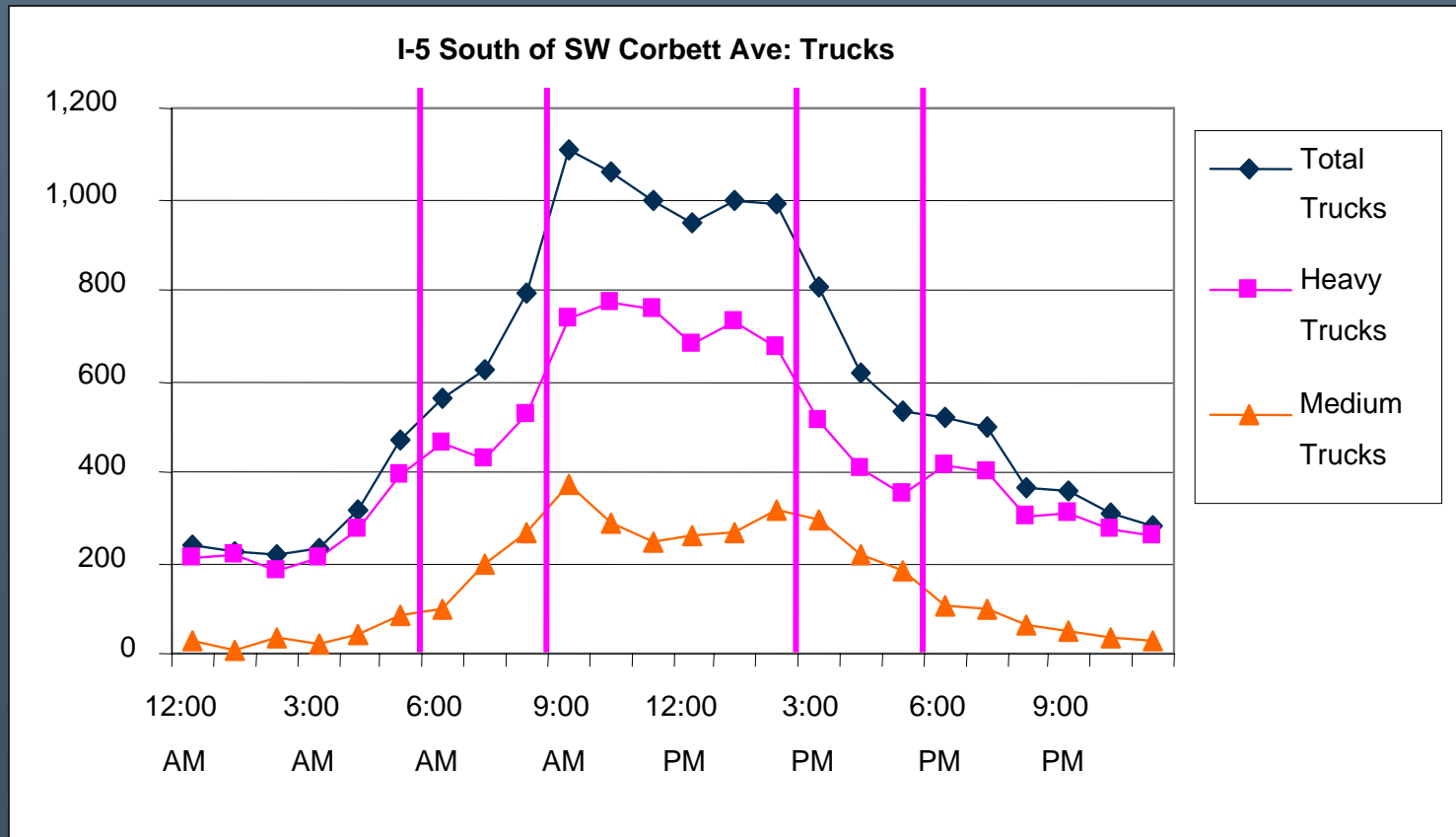


Source: Regional Freight Data Collection Project, 2006



Key findings – motor carrier

- Truck traffic peaks mid-day. Consistent across road types.
- Protecting mid-day for freight movement important.



Source: Regional Freight Data Collection Project, 2006

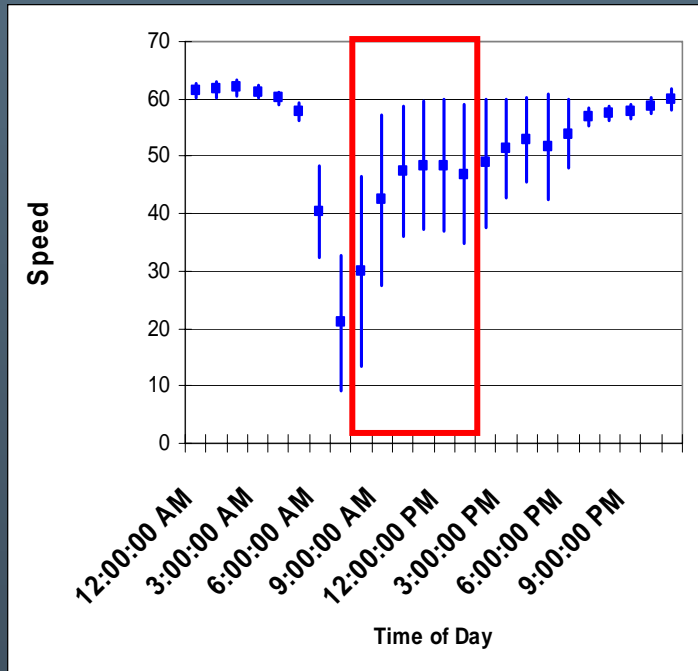


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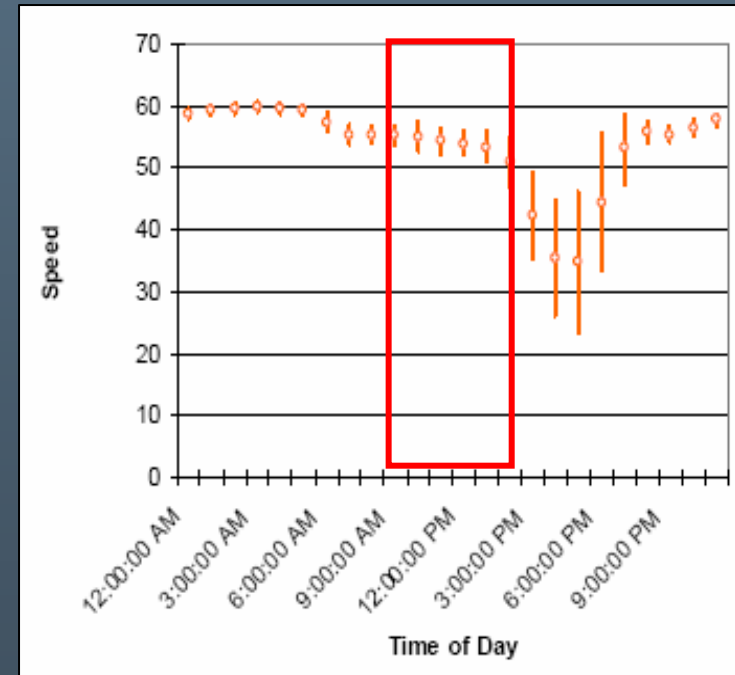
Key findings – motor carrier

- Lack of reliability may interfere with access and mobility in some places.

I-5 SB at Marine Drive (2006)



I-84 EB at 60th (2006)

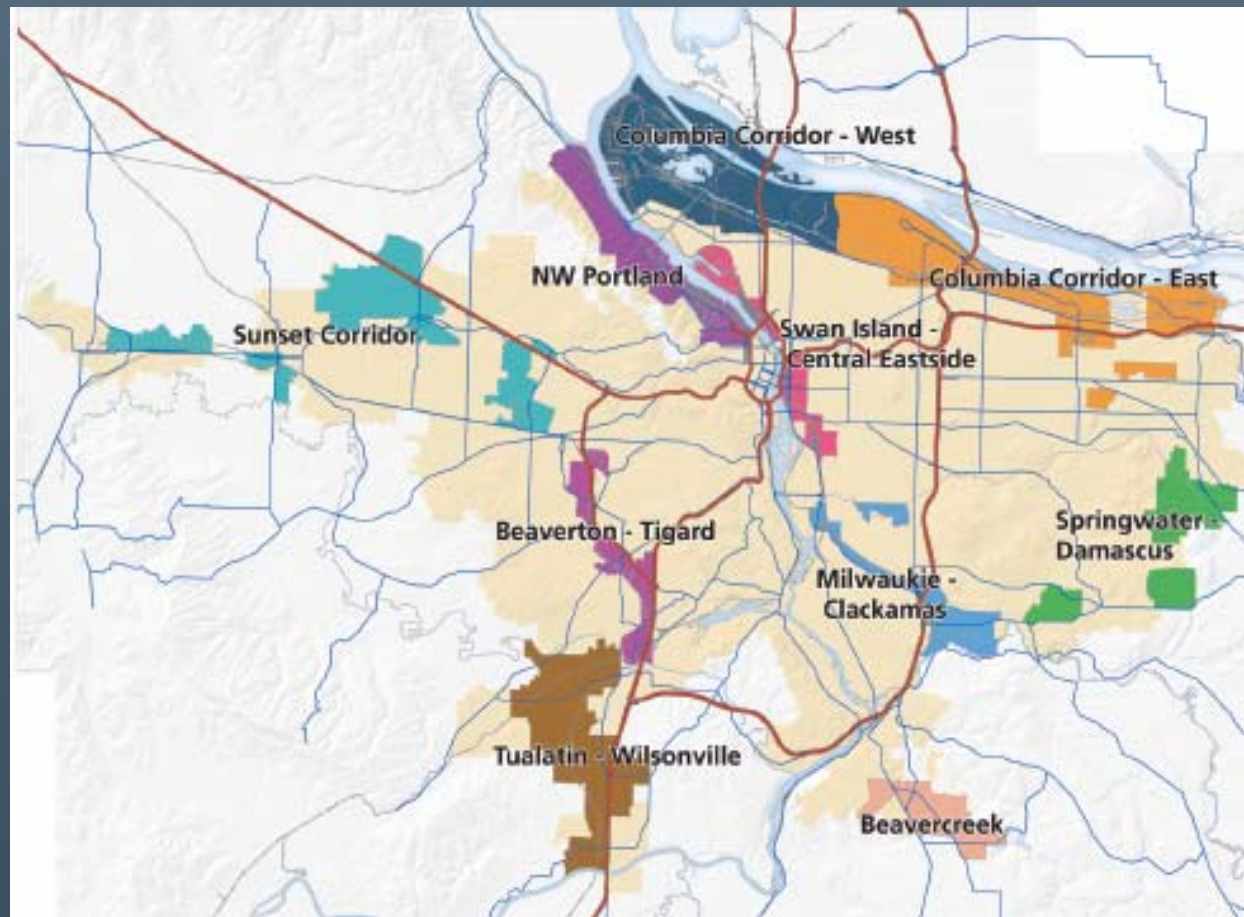


The longer the vertical bar the more variability in travel speed.



Key findings – land use

- Retention of land for industrial uses – competition with other uses, interchange management, availability of shovel ready land are issues.



Key issues

- Truck and rail congestion
- Efficient network connectivity
- System management
- Land use/Economy
- Community impacts

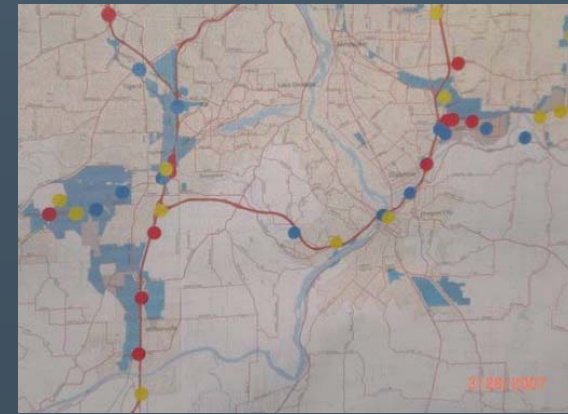


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Priorities

- Freeway System
Columbia River Crossing, I-5/I-405 Loop, Hwy 217, South I-205, South I-5
- Interchanges to major industrial areas
I-5/Marine Drive, I-205/Hwy 224/212, I-205/Airport Way
- Primary arterial routes to industrial areas
Tualatin-Sherwood Rd, Hwy 212/224, Columbia Blvd, I-84 to US 26 Connector, 99W Connector
- Rail mainline, yards, and siding upgrades
- Columbia River Channel Deepening



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HOW TO
FUND?

HOW TO
FUND?

HOW TO
FUND?

HOW TO
FUND?

FUNDED



State and Regional Mobility Corridor Investment Strategy

Proposed High Capacity Transit Projects

6/7/07

Mode	Corridor	Major Destinations	RTP	Study
Commuter Rail				
	Portland and Western RR	Milwaukie, L Oswego, Tualatin, Sherwood, Newburg, McMinnville	no	no
	Portland and Western RR	Wilsonville, Donald, West Woodburn, St Louis, Hopmere, Salem	no	no
	Portland and Western RR	Portland, Linnton, Sauvie Island, Scappoose, St Helens	no	no
	Amtrak / Union Pacific RR	Amtrak Cascades service upgrade - Eugene to Vancouver BC	no	no
	Portland and Western RR	Beaverton to Wilsonville upgrade (frequency and times of day)	no	no
Light Rail				
	SE McLoughlin	Portland, N Macadam, OMSI, Brooklyn, Milwaukie	yes	yes
	I-5 North	CRC - Expo to Vancouver to Kiggins Bowl	yes	yes
	I-5 / 99W	Portland, Burlingame, Tigard, King City, possibly Sherwood	yes	no
	SE McLoughlin	Portland, Milwaukie, Gladstone, Oregon City	yes	no
	I-205 South	Clackamas Regional Center, Oregon City (extension)	yes	no
	I-205 North	Parkrose to Clark County and Vancouver Mall	no	limited
	Highway 8	Hillsboro, Cornelius, Forest Grove (extension)	no	no
	NE 257th	Gresham, Mt Hood Community College, possibly Troutdale	no	no
	Highway 26	Powell Blvd BRT (see below) "upgrade" to LRT	yes	no
Streetcar				
	Highway 43	Portland to Lake Oswego	yes	yes
Bus Rapid Transit				
	Highway 26 - east	Powell Boulevard - Portland to Lents and/or Gresham	yes	yes
	Highway 224 / Sunnyside Road	Milwaukie, Clackamas Regional Center, Happy Valley, Damascus	no	yes
	Foster Road	Lents to Pleasant Valley, Damascus	yes	yes
	I-205 South	Clackamas Regional Center, Oregon City, West Linn, Tualatin	yes	no
	Highway 26 - west	Sunset TC to Shute Rd via Tanasbourne using Cornell / Evergreen	no	no
Bottlenecks				
	Rose Quarter junction	Improve operations, possible grade separation	yes	no
	Steel Bridge	Possible additional track(s), bridge rehabilitation, seismic upgrade	no	no
	Gateway	Track reconfiguration	no	no
	Downtown Portland (subway)	East-West subway to speed up operations	no	limited
Other Needs				
	3rd light rail transit operating base	Required to meet system expansion	no	na
	Dispatch center upgrade	To accommodate increasing operating complexities	no	na
	Operational upgrades	Sidings, powered turnouts, block and signal control infill	no	no
	New light rail vehicles	To meet ridership demands	yes	na



TRANSPORTATION FINANCE STRATEGY CONSIDERATIONS AND CHOICES

The region's funding gap is so significant, the region needs to use every tool at our disposal to address current and future transportation needs in support of the Region 2040 Growth Concept. To maximize and protect the public's investment in the transportation system, the region needs a strategy that effectively links land use with transportation investment decisions. The region needs both short- and long-term strategies to raise new revenues to fund needed investments.



1. **State Funding Strategy Considerations:**
 - a. Should we continue to pursue state gas tax and vehicle fee increases for a broad array of state and local road needs following a 50/30/20 state/county/city split?
 - b. Should we follow the lead established by the Oregon Transportation Investment Act (OTIA) targeting state revenue increases to specific targeted purposes, particularly modernization?
 - c. Because of the very high cost of major state highway and freeway projects, does the region have any choice but to pursue building key projects with tolls?
2. **Regional Funding Strategy Considerations:**
 - a. What is the regional responsibility for funding transportation?
 - b. Should the region pursue a transportation funding ballot measure? If so, for what purpose?
 - c. Should we change the approach to allocating funds in the Metropolitan Transportation Improvement Program (MTIP)?
3. **Local Funding Strategy Considerations:**
 - a. Which transportation needs should be considered a local responsibility?
 - b. Should any regional or state funding decisions take into account the extent of local efforts to raise funding given the widely disparate levels of revenue raising across the region?
4. **Land Use and Future Growth Strategy Considerations:**
 - a. To meet state requirements, the 2035 RTP will need to be sufficient to support land use plans and accompanied by a financial strategy adequate to implement it. If there isn't sufficient political will to raise funding, should the region consider growth controls as an alternative to seeking new revenue?
 - b. What set of land use and transportation efficiency policies and tools should be adopted to maximize the public's investment in transportation infrastructure?
5. **Short-term/Long-term Strategy Consideration:**

While the RTP financing strategy covers a long time period (2035) and can include planned funding actions many years in the future, it should also help frame funding actions to pursue in the next 2-3 years at the federal, state, regional and local levels.



DATE: June 5, 2007
TO: JPACT Members and Interested Parties
FROM: Andrew C. Cotugno, Planning Director
SUBJECT: Transportation Finance Policy Issues Affecting the 2035 Regional Transportation Plan (RTP)

Purpose/Objective:

The objectives of this agenda item are to:

- Continue a series of policy discussions on how to fund the region's transportation needs.
- Develop a common understanding among JPACT members on transportation finance issues and tradeoffs affecting the 2035 Regional Transportation Plan (RTP).

Action Requested/Outcome:

JPACT members will be asked to:

- Begin discussion of financial realities and tradeoffs described in this memo.

Background and context

The purpose of this memo is to describe the basic federal and state requirements and frame key transportation finance issues and choices on how the region could proceed to address these issues. Discussion of key finance issues and choices will continue over the next several months to meet federal and state requirements for the 2035 RTP.

Federal RTP Requirements:

A fundamental federal requirement is that the RTP be based upon revenue levels that can reasonably be expected to be available, taking into consideration the need to use a portion of transportation revenues to "adequately" maintain and operate the transportation system. It is a local choice to determine what constitutes "reasonably available revenues" and to what standard should the system be "adequately" maintained.

To meet this requirement, regions across the country have essentially followed one of two possible paths:

- Forecast future revenues including increases in revenue sources (such as gas tax increases, System Development Fee (SDC) increases, etc.) based upon what the demonstrated track record

is for raising these revenue sources.

- Develop a funding strategy that identifies proposed new funding sources with reasonable evidence that successful implementation of the strategy is possible. Evidence could include such actions as commitments from key elected officials or elected decision-making bodies or surveys that show public support for the proposed action.

State RTP Requirements:

The fundamental state requirement for the RTP is to develop a plan that adequately serves the land use plan of the jurisdiction that is supported by a financing strategy. The RTP that satisfies state requirements will clearly be larger than the RTP that satisfies federal requirements because the result of applying the federal financial constraint limitation is a very minimalist RTP, clearly insufficient to serve adopted land uses. In addition, the region (in the RTP) and local governments (in local transportation system plans) must have a financing strategy that supports implementation of the plan.

RTP Financing Issues and Choices to Consider:

To complete the 2035 RTP update, it is important for JPACT and MPAC to understand the various transportation funding sources and how these sources are now being spent, to understand the potential magnitude for increases in these funding sources and to decide whether to develop an action plan to follow through on raising these revenue sources. If there is a desire to develop a funding strategy, there is a need to make fundamental choices between funding approaches that maintain, operate and preserve the system that is already in place vs. funding approaches to expand and modernize the system. Similarly, there is a need to identify which federal vs. state vs. regional vs. local sources to pursue to fund which part of the transportation system needs.

1. FINANCIALLY CONSTRAINED RTP (Federal requirement)

The basic federal requirement is to size the transportation plan to the level of funding resources that can reasonably be expected to be available. Certain funding sources are committed for certain purposes (such as the payroll tax for transit and SDCs for city/county capital improvements to serve growth). These sources need to be recognized in the RTP tied to these purposes.

Other funding sources are flexible (particularly the federal flexible funds) and can be included for various purposes. In the final analysis, decisions are needed on which projects are included in the RTP, considering both dedicated funds and flexible funds. At a minimum, the RTP must define the level of funding that can “reasonably” be expected to be available and use that target to size the amount of projects that are included in the RTP.

2. RTP FINANCING STRATEGY (state requirement)

The financially constrained RTP represents an opportunity to shift from being an exercise to forecast revenues and size the RTP accordingly to a strategic regional agreement on what to pursue to implement various components of the RTP. This would go farther than the minimum federal requirement and help localities meet the state requirement for a plan supported by a financing strategy.

CHOICES:

Should we:

- A. Agree upon reasonable revenue forecasts and size the 2035 RTP accordingly;
- OR

- B. Develop a strategic action plan of federal, state, regional and local revenue raising actions needed to implement the 2035 RTP?

Note: On May 10, 2007, JPACT recommended the RTP update schedule be expanded with the federal component of the RTP being completed by the end of 2007 and the state component of the RTP being completed by June 2008 to meet the state requirements. With an expanded schedule, the completion of the federal component of the 2035 RTP would be tied to a reasonable revenue forecast as listed under Option A, while completion of the state component of the 2035 RTP could focus on a real financing strategy as described in Option B. Option B would begin in early 2008, upon completion of the federal component work.

3. OPERATION, MAINTENANCE AND PRESERVATION

State highway trust funds are predominately used to maintain, operate and preserve the state and local road system. This function is not being carried out at a sufficient level and backlogs are growing. The revenue base for this is tied to a gas tax that is shrinking in purchasing power resulting in the insufficient level of maintenance, operation and preservation being reduced by about 50% in real dollars. An approximate 1-cent increase in the state gas tax is needed every year to adequately maintain, operate and preserve the state and local road system.

CHOICES:

- Should the region continue to pursue state gas tax increases to fund local road maintenance?
- Is the strategy to increase the state gas tax too unreliable to support such a critical local need?
- In lieu of a state gas tax strategy, should the local governments of the region take local responsibility for maintenance?
- ODOT has no choice but to pursue state funding sources to operate, maintain and preserve the state highway system. They must rely on their share of the equivalent of a 1-cent per year gas tax increase. Without this increase, the purchasing power of the state highway trust fund will continue to erode and deferred maintenance costs will grow. Should JPACT continue to support this approach?

4. ODOT MODERNIZATION

Funds available to ODOT for highway modernization purposes are limited to 1-cent of the state gas tax dedicated to modernization by state statute plus the extent to which the region can successfully get projects earmarked through federal legislation. This resource is so limited because the balance of the state highway trust funds are used by ODOT for basic operations and maintenance or have been bonded for OTIA I, II and III projects. In addition, the federal highway funds received by ODOT by formula (i.e. Interstate, National Highway System) are used for major rehab. projects. Based upon past history (through the OTIA program), ODOT is assuming there will be a \$15 increase in the vehicle registration fee (or equivalent) every 8 years fully dedicated to highway modernization. This overall resource leaves the state highway system greatly underfunded to meet modernization needs.

CHOICES:

- What should be the region's strategy for meeting state highway modernization requirements?
- Should there be a more aggressive strategy than a \$15 vehicle registration fee increase every 8 years?
- Should there be a regional funding measure referred to the voters that includes funding for state highways?
- ODOT has no other source to turn to for meeting basic operations, maintenance and preservation needs and therefore has to assume any gas tax increases will be used for this

purpose. However, if local governments meet their maintenance needs through local sources then those locally distributed state gas tax increases could be dedicated to state highway modernization instead.

- Should the region only consider major new freeways or added lanes to the freeway system if they are funded through tolls (i.e. new toll roads and added lanes that are priced)?

5. CITY/COUNTY ARTERIAL EXPANSION

System Development Fees (SDCs) are an important source for funding new road capacity and needed bike and pedestrian improvements needed to serve growth. However, SDCs are not in place to the maximum allowable level except in a few jurisdictions that have recently adopted SDC programs. In addition, in most of the recent UGB expansion areas, the planning work has not progressed to the point of adopting SDCs yet (much less in the future UGB expansion areas that are assumed in the 2035 forecast that is being used for the RTP). Also, in general, SDCs are not used to fund capacity expansion needed to serve growth on the freeway system or the transit system.

CHOICES:

- Should there be a more aggressive approach to pursuing SDCs regionwide?
- Should we at least assume SDCs would be adopted within the recent UGB expansion areas and future UGB expansion areas?
- Should SDCs be considered for the freeway and transit systems?
- Should we pursue a regional ballot measure for arterials as a complement to SDCs?
- Should we leave this need to local governments?

6. TRANSIT OPERATIONS

The payroll tax plus state and federal shared revenues plus the farebox is sufficient to keep pace with inflation and is sufficient to provide for operating costs of the Washington Co. commuter rail and the I-205 LRT. However, it is not sufficient to expand bus and rail operation at the level desired throughout the region. In addition, the rapid growth rate in LIFT service (door-to-door service for the elderly and disabled) is encroaching into TriMet's ability to expand fixed-route service. While a significant share of new light rail and streetcar systems can be funded through competitive federal programs, there is no equivalent federal source to pay for on-going operations of the new lines.

CHOICES:

- What funding strategies should be pursued to support increased bus and rail transit services?
- Should the region pursue general funds from the state to meet the needs of elderly and disabled citizens, relieving them of that responsibility and allowing as greater priority for fixed-route service?
- Should streetcar operations be a local responsibility or do they provide a regional service equivalent to other parts of the bus system?

7. LRT EXPANSION

The region has a strong track record in financing expansion of the LRT system with competitive federal funds at a 50-60% level. However, the local match for each corridor has been put together as a unique approach each time. Various segments of the LRT system have been funded through TriMet general obligation bonds (backed by property taxes), state lottery funds, local urban renewal funds, local general funds, TriMet general funds and regional federal flexible funds.

CHOICES:

- A. Depending upon how much LRT expansion the region wants to pursue, where should the local match come from?

8. FEDERAL FLEXIBLE FUNDS

Portions of the federal highway funds are sub-allocated to the Portland region to be allocated through the Metropolitan Transportation Improvement Program (MTIP). Regional STP funds can be used for virtually any multi-modal transportation purpose. Congestion Mitigation/Air Quality (CMAQ) can only be used on a project that reduces air pollution, generally alternative mode projects. Historically, these funds have been used for a broad mix of arterial streets and bridges, bus improvements, LRT expansion, bikeways and trails, pedestrian improvements, boulevard improvements in Regional Centers, Town Centers and mainstreets, the Regional Travel Options (RTO) program, the Regional Transit Oriented Development (TOD) Program, transportation planning and Intelligent Transportation System (ITS) projects.

CHOICES:

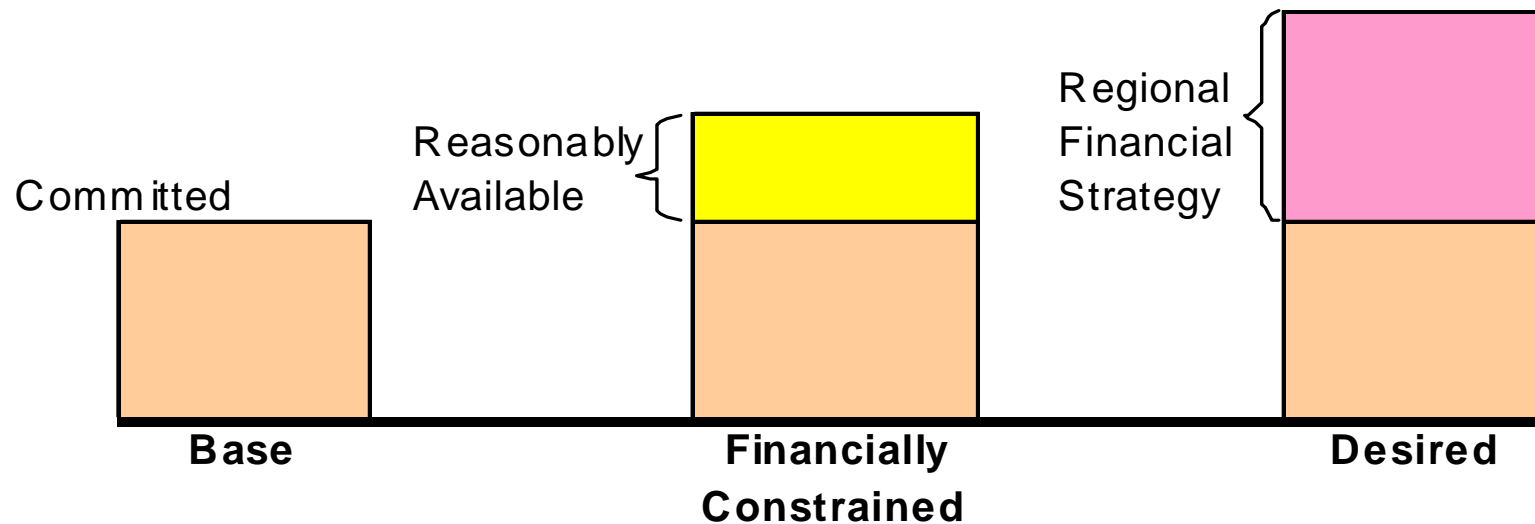
- Should these funds continue to be dedicated to these purposes?
- Should they be fully dedicated to alternative modes tied to a funding strategy to meet the region's road needs?
- Conversely, should they be fully dedicated to roads tied to a funding strategy to meet the needs for alternative modes?

FINANCIALLY CONSTRAINED RTP

**Joint JPACT/MPAC Meeting
May 24, 2007**

FINANCIALLY CONSTRAINED RTP

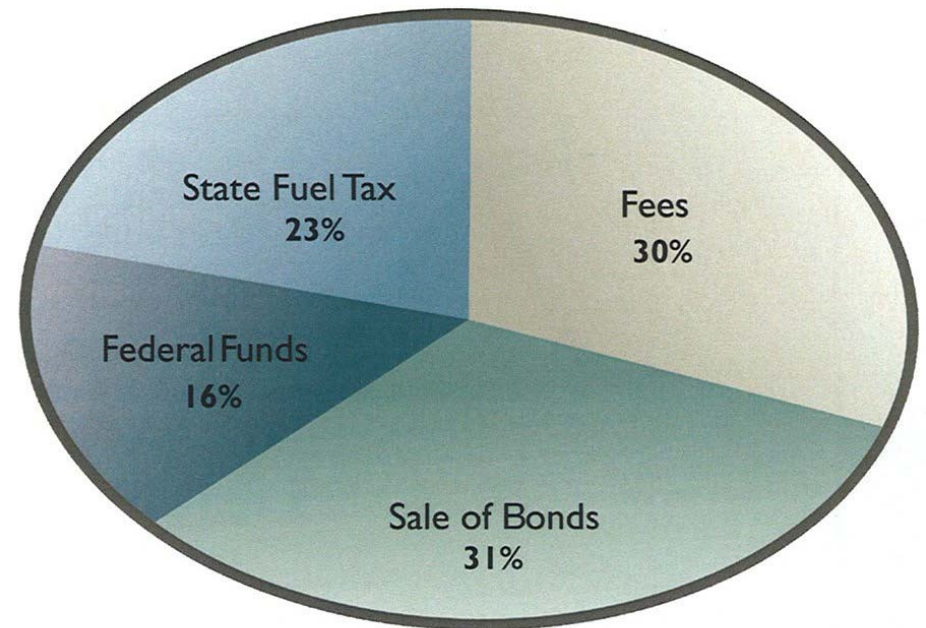
- Driven by Federal Regulations
- Committed and Reasonably Available Revenues
- Projects Must be in Financially Constrained to Receive Funds



ODOT Revenues

- OTIA Bonds have increased ODOT Revenues
- Future Debt payment reduces revenues

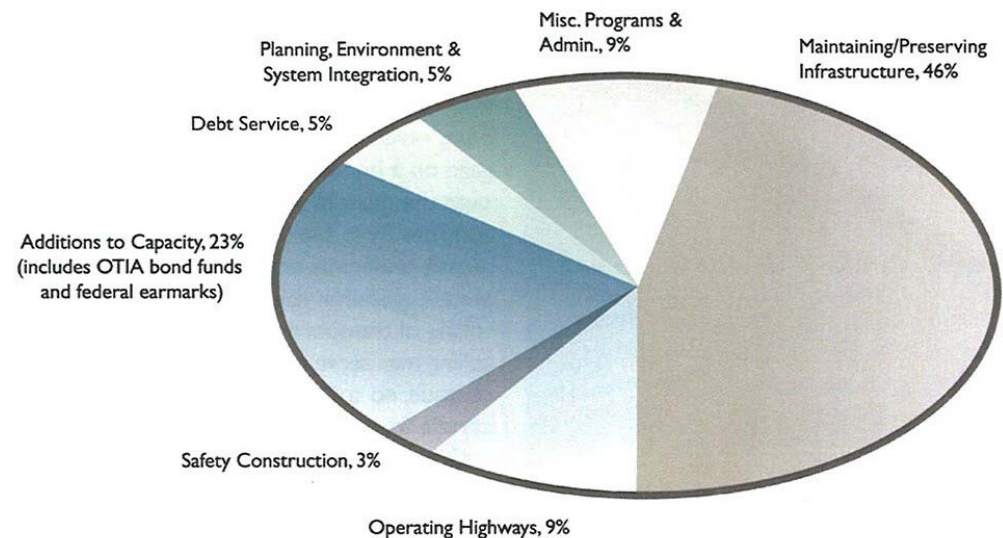
ODOT Revenue Breakdown



ODOT Spending

- Mostly Operations, Maintenance & Preservation
- Modernization increased through OTIA Bonds

Where Does The Money Go?



AVERAGE ANNUAL ODOT MOD IN METRO REGION (2007\$)

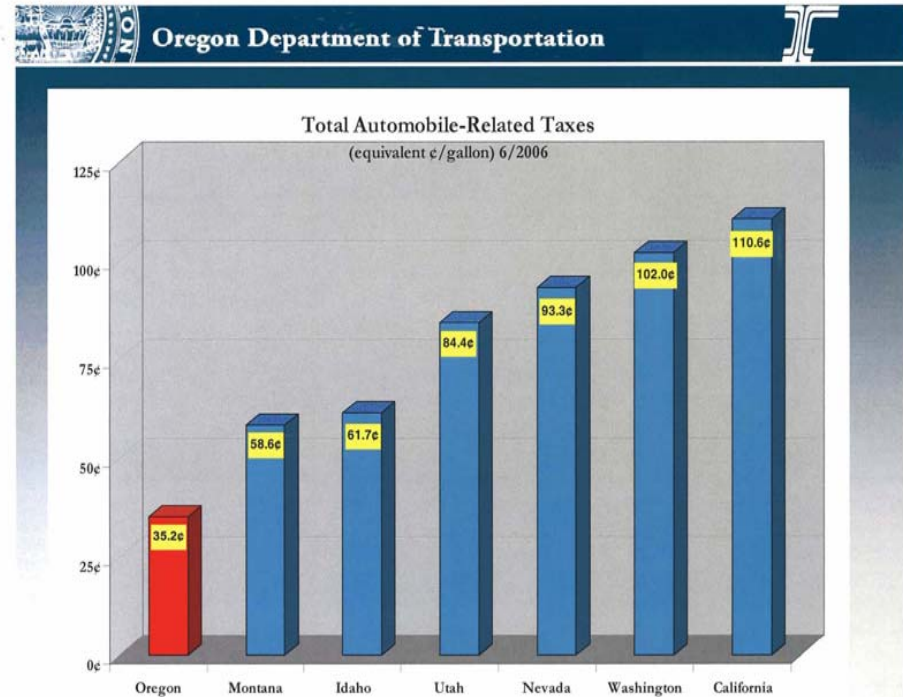
Existing State and Formula Federal Funds	\$11.4
ODOT Earmarked Fed Grants	\$11.6
State Share of Assumed New Revenues	\$5.6
	<hr/>
	\$28.6

ALL LOCAL MOD FUNDS 2007 - 2035

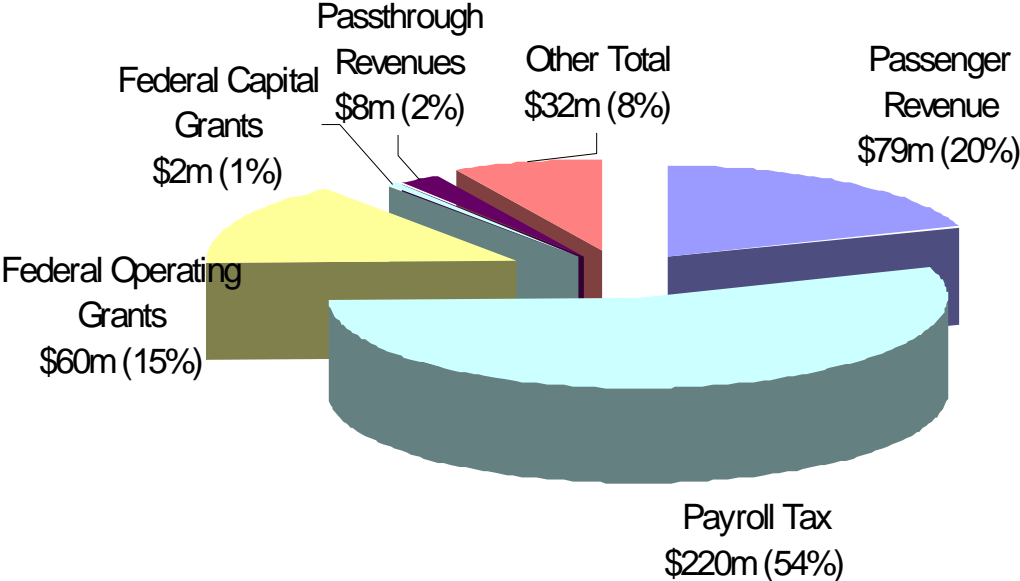
Earmarked Federal Funds	\$335	7.0%
Formula Federal Funds "MTIP"	\$556	11.6%
Property Tax Levy	\$1,119	23.4%
SDC-Traffic Impact Fee-Special Assessment	\$1,254	26.2%
Urban Renewal-Tax Increment	\$429	9.0%
Development Exactions	\$509	10.6%
Other	\$356	7.4%
Local Share of Assumed New Revenues	\$233	4.9%
<hr/>		
Total Financially Constrained	\$4,792	100.0%
Average Annual	\$165	

Auto-Related Taxes

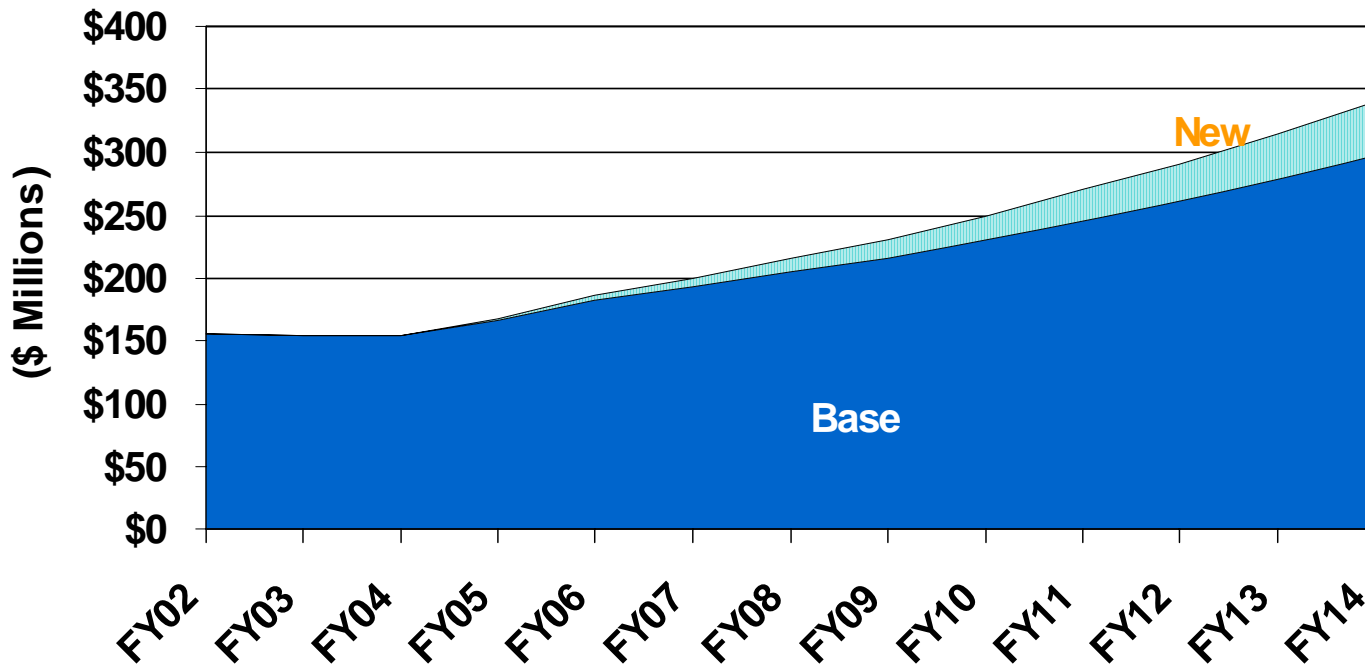
- Includes Gas Taxes, Auto-related sales taxes and vehicle registration Fees for average motorist
- Lowest in the West



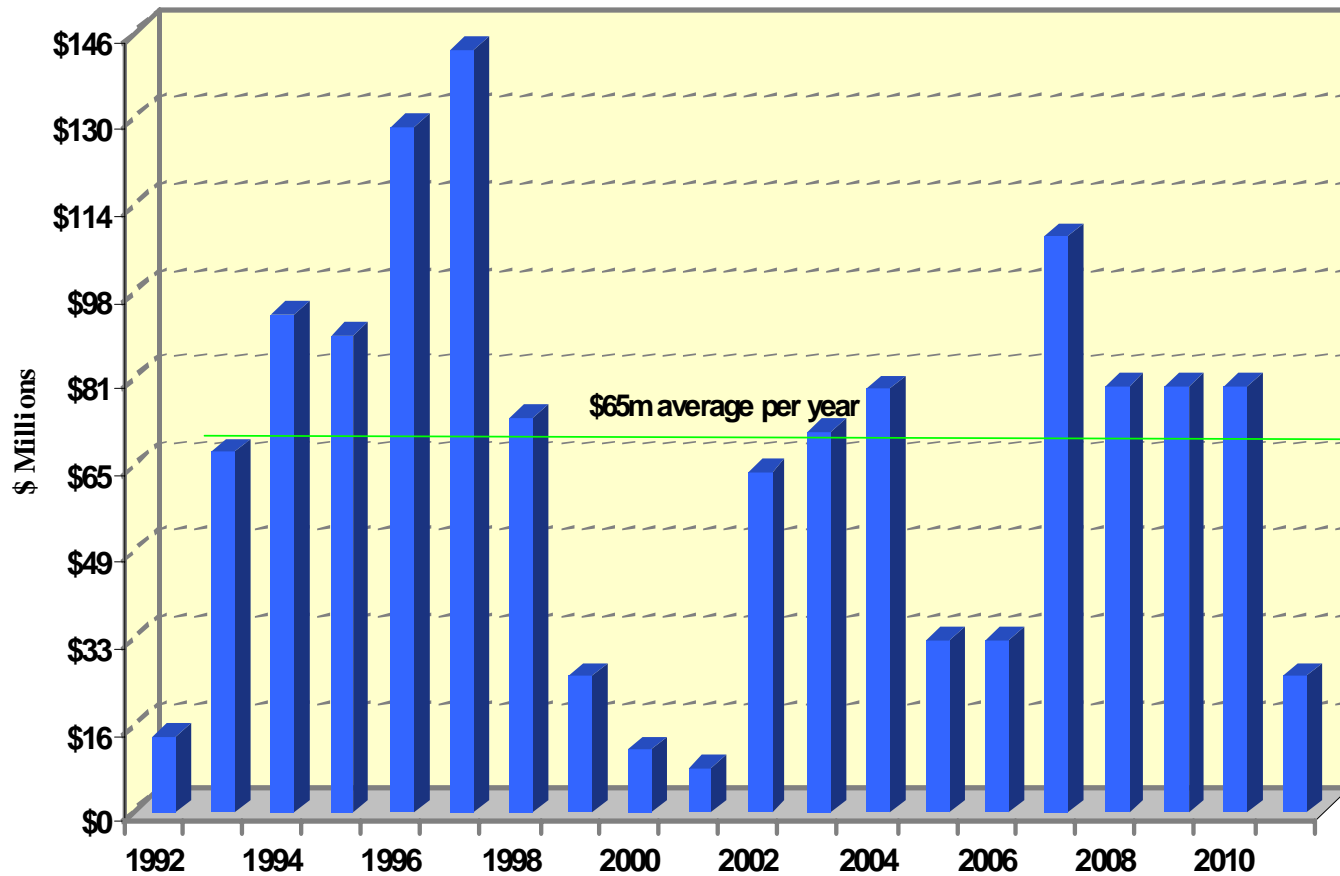
FY08 Operating Budget Revenues



TriMet's Annual Payroll Tax Revenue



Federal New Starts Revenues from 1992 - 2011



TriMet's New Payroll Tax Revenues

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

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