
A G E N D A

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METRO

MEETING: JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

DATE: July 12, 2007

TIME: 7:30 A.M.

PLACE: Council Chambers, Metro Regional Center

7:30 AM	1.	CALL TO ORDER AND DECLARATION OF A QUORUM	Rex Burkholder, Chair
7:35 AM	2.	INTRODUCTIONS	Rex Burkholder, Chair
7:35 AM	3.	CITIZEN COMMUNICATIONS	
7:40 AM	4.	COMMENTS FROM THE CHAIR & MEMBERS	Rex Burkholder, Chair
7:40 AM	5.	CONSENT AGENDA	Rex Burkholder, Chair
	*	• Consideration of special joint meeting JPACT/MPAC minutes for May 24, 2007.	
	*	• Consideration of JPACT minutes for June 14, 2007	
	6.	APPROVAL ITEMS	
7:45 AM	6.1	* Resolution No. 07-3829, FOR THE PURPOSE OF AMENDING THE 2006-09 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE CORNELL ROAD AND SCIENCE PARK DRIVE/143 RD INTERSECTION PROJECT AND THE HALL BOULEVARD AND HIGHWAY 99W INTERSECTION PROJECT.	Ted Leybold
	7.	INFORMATION ITEMS	
7:50 AM	7.1	I-5/ 99 W Connector - Status	Lawrence Odell
8:15 AM	7.2	RTP Update	
	*	• Review of performance measures	Kim Ellis
	*	• Discussion of transit finance options	Andy Cotugno
9:00 AM	8.	ADJOURN	

* Material available electronically.

** Material to be emailed at a later date.

Material provided at meeting.

All material will be available at the meeting.

For agenda and schedule information, call Jazzmin Reece at 503-797-1916. e-mail: reecej@metro.dst.or.us

To check on closure or cancellations during inclement weather please call 503-797-1700.



DATE: July 6, 2007
TO: JPACT and MPAC
FROM: Andy Cotugno, Planning Director
SUBJECT: September meetings on the draft federal component of the 2035 RTP

Mark your calendar for these important meetings in September.

The following meetings are crucial for preparing a draft of the federal component of the 2035 RTP that will go out for public review and comment in October. First are separate MPAC and JPACT meetings in early September, followed by a special joint MPAC/JPACT meeting in late September. Times and topics are as follows:

MPAC: September 12, 2007 5:00 – 800 p.m. (regular time and place)

JPACT: September 13, 2007, 7:30–9:00 a.m. (regular time and place)

Topics: MPAC and JPACT to each review the results of the initial overall systems modeling and analysis for 2035 and discuss the following:

- Refinements to Chapter 1, Policy Framework
- Key performance measures
- Evaluation of how well the system supports policy goals
- Discussion of how to use the systems analysis to help shape the financially constrained list of projects to be submitted as part of the federal component of the RTP
- Identification of discussion items for a joint MPAC/JPACT meeting on September 26

MPAC/JPACT joint meeting: September 26, 2007, 5:00– 8:00 p.m.

Topics: MPAC and JPACT to jointly (1) prepare for the release of the draft federal component of the 2035 RTP, and (2) set the stage for completing the state component of the final RTP.

- Revised Chapter 1, Policy Framework
- Approach to narrowing the 200% list of projects and programs to fit the financially constrained plan for the federal component to be submitted prior to March 2008
- Discussion of issues identified by JPACT or MPAC at earlier September meetings
- Discussion of issues to address when completing the state component of the RTP prior to June 2008

Please mark your calendar and plan to attend.

JOINT METRO POLICY ADVISORY COMMITTEE & JOINT POLICY ADVISORY ON
TRANSPORTATION COMMITTEE MEETING RECORD

May 24, 2007 – 7:30 a.m.

Metro Regional Center, Council Chambers

MPAC Committee Members Present: Shane Bemis, Richard Burke, Nathalie Darcy, Andy Duyck, Dave Fuller, Bernie Giusto, John Hartsock, Tom Hughes, Richard Kidd, Norman King, Charlotte Lehan, Alice Norris, Wilda Parks, Martha Schrader, Bob Sherwin, Chris Smith, Erik Sten, Ted Wheeler

JPACT Committee Members Present: Sam Adams, Jim Bernard, Rob Drake, Fred Hansen, Donna Jordan, Dick Pedersen, Lynn Peterson, Jason Tell, Maria Rojo de Steffey, Paul Thalhofer

Also Present: Eric Chambers, City of Gresham; Carlotta Colletto, City of Milwaukie; Danielle Cowan, City of Wilsonville; Shirley Craddick, City of Gresham; David Cusack, Clark County; Jef Dalin, City of Cornelius; Aaron Deas, TriMet; Jillian Detweiler, TriMet; Markley Drake, City of Happy Valley; Marianne Fitzgerald, DEQ; John Floyd, City of Tigard; Rob Foster, City of Forest Grove; Ed Gallagher, City of Gresham; Ann Gardner, Schnitzer Steel; Elissa Gertler, Clackamas County; John Gessner, City of Fairview; Jack Hallin, Coalition for a Livable Future; Marion Haynes, PBA; Jack Hoffman, Dunn Carney; Nancy Kraushaar, City of Oregon City; Sarah Masterson, Rep. Blumenauer's Office; John Michael, City of Wilsonville; Margaret Middleton, City of Beaverton; Lindsey Nesbitt, City of Fairview; Lawrence O'Dell, Washington County; Ron Papsdorf, City of Gresham; R Scott Pemble, Clackamas County; Joseph Readdy, MTAC; Jim Redden, Tribune; Derek Robbins, City of Forest Grove; Massoud Saberian, City of Lake Oswego; Paul Savas, Clackamas County Special Districts; Karen Schilling, Multnomah County; Phil Selinger, TriMet; Randy Shannon, City of Damascus; Paul Smith, City of Portland; Lainie Smith, ODOT; Dave Waffle, City of Cornelius; Rob Wheeler, City of Happy Valley; Rian Windsheimer, ODOT

Metro Elected Officials Present: Liaisons – Rod Park, Council District 1; Brian Newman, Council District 2; Kathryn Harrington, Council District 4; Rex Burkholder, Council District 5; Robert Liberty, Council District 6;

Metro Staff Present: Richard Brandman, Anthony Butzek, Andy Cotugno, Kim Ellis, Pat Emmerson, Tom Kloster, Ted Leybold, Robin McArthur, John Mermin, Josh Naramore, Deena Platman, Mark Turpel

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Rex Burkholder, JPACT Chair, welcomed both MPAC and JPACT members.

2. INTRODUCTIONS AND COMMENTS FROM CHAIRS

Mayor David Fuller, MPAC Chair, and Councilor Rex Burkholder, JPACT Chair, explained why it was important for MPAC and JPACT to meet jointly on the RTP and what had led up to this meeting, and how this meeting would inform future discussions and action.

3. CITIZEN COMMUNICATIONS

There were none.

4. INFORMATION ITEMS

Chris Smith, MPAC Multnomah Citizen Representative, invited everyone in the room to the “Making Cities Livable” conference June 10-14, 2007 at the Governor Hotel.

4.1 NEW LOOK / RTP SCHEDULE

Robin McArthur, Metro Long Range Policy and Planning Director, reviewed the green handout, “Regional Transportation & Land Use Planning 5-Year RTP Timeline – Expanded Schedule,” included in the packet and mounted in a larger version in the back of the room. She described the relationship of New Look activities and the expanded regional transportation plan (RTP) schedule highlighting the distinction between Federal and State components of the RTP.

Chair Burkholder reviewed his letter to the Regional Transportation Plan Interested Parties regarding the expanded schedule for the 2035 RTP, which was included in their meeting material and will be part of the permanent record.

4.2 STATE AND REGIONAL MOBILITY INVESTMENT PRIORITIES IDENTIFIED BY FREIGHT TASK FORCE, MPAC AND JPACT

Tom Kloster, Metro Regional Transportation Planning Manager, reviewed the results of the two committees on the mobility “dot” map exercise from previous meetings. He used a large map in the back of the room to demonstrate those results. He emphasized the differences and similarities between the two committee recommendations.

There was some discussion about what the “dots” on the mobility map meant and possible missing pieces.

Councilor Robert Liberty expressed concern that they were putting too much faith in the mobility map and that it should only be used to start the discussion.

Mr. Kloster said the purpose of the exercise was to get a reasonable starting point for discussion and analysis. He said the summary map and memorandum would be provided to ODOT and TriMet for their consideration as they identify their investment priorities during the solicitation process.

There was some discussion about particular areas and their inclusion and importance to the overall plan.

Mr. Chris Smith asked how the mobility map exercise would inform the modeling scenarios planned for the near future.

Mr. Kloster explained how that process would work. The priority investment areas were a starting point for analysis and discussion. He reminded members there would be opportunities for refinement as they go forward in the analysis. He assured all the members that before the end of the process JPACT and MPAC would approve investment priorities as part of the RTP adoption.

There was more discussion about particular parts of the region and how they would be addressed and included in the RTP process.

Commissioner Ted Wheeler, Multnomah County, asked if they had a process in which they would prioritize the projects with the limited funds.

Chair Fuller said that while all jurisdictions were concerned about growth in their areas, they would still be getting another million people flowing into the region over the next 20 years. Part of the discussion and analysis should be to figure out where those people would go and where the growth would occur. Would money need to go to those places that would take on that growth? Perhaps if a certain place was going to have major growth then a lot more money should go there. He suggested that the two committees should assign a joint subcommittee to help them move the process forward. If the subcommittee had members from both main committees, then they could keep all the parties on the same track. He said he thought that would lead to a better process.

Commissioner Wheeler said that the potential influx of people was huge, but the majority of the population was already here, and that there were plenty of current problems that needed to be dealt with right now.

Chair Fuller agreed and reminded everyone that there just wasn't enough money to go around and therefore they had to consider all angles in the analyzing and planning process.

Commissioner Lynn Peterson, Clackamas County, said that there were hot spots in the region that seemed to get most of the attention and money. She said that they needed to consider hotspots versus main line capacity versus new connections. They didn't seem to know which ones would be the drivers at this point, and therefore it was important to look at each area as well as all the possibilities. She said that running scenarios would be very important. Scenarios would help focus on the different possibilities and possible outcomes in order to really compare and evaluate where to spend the most money and get the best return on those expenditures.

4.3 TRANSPORTATION FINANCE AND THE 2035 RTP

Andy Cotugno, Metro Planning Director, indicated the material in the packet that he would be reviewing. He gave an overview of the financial issues pertaining to the land

uses and transportation discussion. He also emphasized that the members of both committees would need to make choices and trade-offs in order to resolve the finance issues.

Mike Jordan, Metro Chief Operating Officer, said the two committees had not met together to discuss transportation issues since the 2000 RTP update. He explained that they would be meeting jointly in the future in order to discuss these issues in more detail as the process progressed. He asked the joint members to think about how they would want to work on these issues.

Richard Burke, MPAC Washington County Special Districts, said that he'd like to see an expanding range of potential sources of funding. He listed several sources such as private sector support, tax credits, congestion pricing, etc. He said that efficiencies could also be improved to create savings. He said they should look at other models from other regions or countries for guidance. They would need to consider many options that contributed to growth.

Commissioner Peterson said that they could not rely on one body to do all the work on this process – the region should collectively take charge of its destiny. She said that they needed to hash out state, local, and federal roles/responsibilities, otherwise the region would lose out in the long run.

Mayor Rob Drake, City of Beaverton, said that the only people missing at the table were the legislative representatives and the governor. He said that he couldn't imagine how they would move another million people into the region considering the current challenges.

Councilor Liberty said that they had to get away from just looking at projects and try to figure out the whole system. He said that they were primed to do something bigger than normal and that to be good stewards they needed to figure out how to be most effective with their transportation investments. To do this, they must think about what kind of place they were trying to have.

Commissioner Sam Adams, City of Portland, said that the process would continue to be frustrating until there was a clear inventory of assets around the region and understanding of how they were performing.

Mayor Tom Hughes, City of Hillsboro, said they almost needed to answer the land-use questions before they could take on the transportation questions, and the finance discussion should not devolve to be primarily local responsibility.

Mayor Richard Kidd, City of Forest Grove, suggested that they create an ongoing subcommittee with members from both MPAC and JPACT.

Mr. Burke said that maybe they needed to have a bi-monthly or quarterly meeting with both groups.

Mr. Cotugno said that they might need to have both a subcommittee and periodic joint meetings in order to do the work right.

Mr. Jordan reminded members from both committees that these were very difficult issues and choices facing the region. He said solutions to these issues existed with this group, and would not come from outside the region. He said the two committees needed to sort out how to work together to identify solutions.

Councilor Brian Newman said that there had been media stories about a potential for regional funding. The Council had not agreed to refer anything. They had only agreed to begin a conversation and to explore the potential. If Metro did anything it would be with the support of the local governments.

Ms. McArthur said that JPACT had recommended that the Metro Council expand the timeframe for updating the RTP from December 2007 to June 2008. She said the federal component would still be adopted in December 2007 as originally planned. The state component would be added and a final RTP adopted in June 2008. Both JPACT and MPAC would be asked to take action at each decision point.

4.4 THANK YOU AND NEXT STEPS

Chairs Burkholder and Fuller thanked the members from both groups. Chair Burkholder said that it would take both JPACT and MPAC working together to solve the problem of land use, growth, and transportation for the future.

There being no further business, the Chairs adjourned the meeting at 9:06 a.m.

Respectfully submitted,



Kim Bardes
MPAC Coordinator

ATTACHMENTS TO THE RECORD FOR MAY 24, 2007

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

AGENDA ITEM	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
4.1	5/24/07	Letter to Regional Transportation Plan (RTP) Interested Parties from Rex Burkholder, JPACT Chair re: Expanded schedule for the 2035 RTP	052407j.01

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

MINUTES

June 14, 2007
7:30 a.m. – 9 a.m.
Council Chamber

MEMBERS PRESENT

Rex Burkholder, Chair
Rod Park, Vice Chair
Brian Newman
Lynn Peterson
Roy Rogers
Sam Adams
James Bernard
Paul Thalhoffer
Fred Hansen
Jason Tell
Dick Pederson
Don Wagner
Bill Wyatt

AFFILIATION

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

MEMBERS EXCUSED

Maria Rojo de Steffey
Rob Drake
Royce Pollard
Steve Stuart

AFFILIATION

Multnomah County Commissioner
Beaverton, representing Cities of Washington County
City of Vancouver
Clark County Commissioner

ALTERNATES PRESENT

Tom Hughes
Rian Windsheimer
Susie Lahsene
Tom Imeson
Dean Lookingbill

AFFILIATION

Hillsboro, representing Cities of Washington County
ODOT – Region 1
Port of Portland
Port of Portland
SW Regional Transportation Council

GUESTS PRESENT

Cam Gilmour
Elissa Gertler
Phil Selinger
Olivia Clark
Marion Haynes
Marianne Fitzgerald
Jack Burkman
Edward Barnes
Lainie Smith
John Drew
Steffeni Mendoza Gray
Nancy Kraushaar
Chris Smith
Tom Markgraf
Danielle Cowan
Lawrence Odell
Roland Chlapowski
Paul Smith
Karen Schilling
Jef Dalin

AFFILIATION

Clackamas County
Clackamas County
TriMet
TriMet
Portland Business Alliance
DEQ
WSDOT
Washington Transportation Commission
ODOT
Far West Fibers
Portland Office of Government Relations
City of Oregon City
Citizen
Columbia River Crossing
City of Wilsonville
Washington County
City of Portland
City of Portland
Multnomah County
City of Cornelius

STAFF PRESENT

Andy Cotugno, Kim Ellis, Deena Platman, Ted Leybold, Richard Brandman, Pat Emmerson, Josh Naramore, Kathryn Sofich, Amelia Porterfield, Jon Coney, Pat Emmerson, Jing ping Li

1. CALL TO ORDER, DECLARATION OF A QUORUM

Chair Rex Burkholder declared a quorum and called the meeting to order at 7:32 a.m.

2. INTRODUCTIONS

Chair Burkholder welcomed Commissioner Adams, thanked him for being on time and complemented his new suit. Mayor Tom Hughes, City of Hillsboro, representing the Cities of Washington County; and Don Wagner from the Washington Department of Transportation were also introduced.

3. CITIZEN/ MEMBER COMMUNICATIONS ON NON-AGENDA ITEMS

Commissioner Sam Adams, City of Portland (Transportation Commissioner) informed JPACT that the City is looking into local funding options that would be focused on basic maintenance and safety expenses. The City currently has a \$42 million dollar maintenance backlog that grows by \$9 million dollars each year.

4. COMMENTS FROM THE CHAIR

The intent of the agenda was to disseminate information and produce further discussion regarding transportation funding; more specifically future regional mobility projects for ODOT and TriMet. Chair Burkholder requested updates on the status of the Transportation Funding Bills in the Capital. Mr. Tom Imeson, Port of Portland, shared that the Connect Oregon Bill passed in the House, 47-0; however, the “big-package” was still on the table at the time of the JPACT meeting. Mayor Tom Hughes, City of Hillsboro updated that “the big package” had enough votes from the house Republicans and it would move forward. Councilor Brian Newman forwarded information from a Mr. Randy Pape, business lobby, who conjectured that the Republican Caucus had given up enough votes to support a package; this was void of a gas tax but inclusive of vehicle licensing fees and less than the \$350 million per year that the business community wanted. Ms. Olivia Clark, TriMet, stated that it is believed that the Republican Caucus had up to 12 votes for a gas tax package and they are willing to give 18 to 20 votes; however the discussion and debate was not over at the time of the meeting.

5. CONSENT AGENDA

- **Consideration of JPACT minutes for May 10th, 2007**
- **Resolution No. 07-3818, FOR THE PURPOSE OF AMENDING THE FY 07-08 UNFIED PLANNING WORK PROGRAM (UPWP) TO EXTEND THE SCHEDULE FOR THE RTP UPDATE.**

MOTION:

TriMet General Manager Fred Hansen moved, seconded by Commissioner Lynn Peterson, Clackamas County, to approve both items of the consent agenda: 1.) JPACT minutes for May 10th, 2007 and 2.) Resolution No. 07-3818 FOR THE PURPOSE OF AMENDING THE FY 07-08 UNFIED PLANNING WORK PRGOGRAM (UPWP) TO EXTEND THE SCHEDULE FOR THE RTP UPDATE.

VOTE:

Motion passed

6. INFORMATION ITEMS

Mr. Andy Cotugno informed the Committee that Metro staff will focus on the Federal RTP in September 2007 and he also noted that they are preparing for another joint MPAC/JPACT meeting in September to narrow and prioritize the Federal RTP. However, the discussion at this meeting would be focused on the State RTP's road related funding choices and July's meeting would discuss Transit Funding choices of the State RTP.

6.1 *Regional Freight and Goods Movement Plan.*

Deena Platman, Metro, Freight Senior Transportation Planner, gave a PowerPoint presentation (presentation included as part of the record). Data from Ms. Platman's PowerPoint presentation were provided by the Portland/Vancouver international and domestic freight capacity study done in partnership with the Port of Portland, ODOT and the Port of Vancouver (looking at the impacts of trade that is coming from the west coast and what it means for the Metro Region, including the greater Vancouver area. Data was used from the Freight data collection project – funded with MTIP money, and looked at the truck activity in the region.

Key Points:

1. Trade capacity study indicated real changes and shifts in consumerism due to the aging and changing demographics of the region; goods movement relies most heavily on trucking, continuation Pacific coast/ West coast trade ports; trade in the region is growing and the impacts are caused by the level of investment to attract more trade.
2. Trucking is increasing as a mode to move freight in the region. In conjunction to the increase in trucking the Columbia river channel deepening will produce an increase in ship trade in the region, barge moving and the need for maintenance of the channels, locks, truck and rail goods movement and service.
3. Rail business model is changing to move things more quickly and efficiently. The Portland area's rail system is different than that of the nation. Issues of capacity on the Portland rail system will need to be addressed due to current "bottleneck problems" that resemble the higher capacity system in Chicago.
4. Fifty percent of the trucks coming into the region are pass-through (do not stop in the Metro Region); thus the roadways and arterials of the region work as key connectors for freight movement from Canada to Mexico. Twenty-five percent of the trucks that pass through begin or end in the state of Oregon. With the majority of those trips taking place on I-5.
5. From a land-use perspective the distribution of the trucks coming into and out of the region: 80-85% of trucks are coming to or from an industrial area and 5% of trucks are delivering to the retail outlets. The biggest problem is being able to get trucks to the industrial areas: reload, port terminals, home bases, truck terminal (from freight study data). There is a shift towards a Portland and Seattle Mega Region. Seattle and Portland are shifting the industry of production closer to one another. There is a need to plan for providing more industrial lands to support these activities
6. Freight movement study showed that truck movement is primarily outside of the peak traffic hours of the day (rush hour traffic AM & PM).

In summary truck and rail congestion is an issue the Metro Region that will need to be addressed as the industry continues to grow in order to insure that it will remain an active and competitive participant of the globalizing economy. Given these priorities of freight movement, capacity and efficiency in the region how can these issues be addressed through funding?

Mr. Fred Hansen, General Manager, TriMet, inquired whether it was possible to analyze the different segments of the economy and use that to prioritize and understand what types of industry will produce the most jobs. Ms. Platman noted that the New Look project is functioning in that capacity by evaluating the industrial lands and the types of businesses that may locate there and the type of labor.

Ms. Susie Lahsene, Port of Portland: Locating distribution centers within the Metro Region is key for the vitality of its economy and its competitiveness in a global market.

Commissioner Sam Adams, City of Portland: As the economy grows, the trucks will come. What are the strategies available to reduce the impact on our streets, the environment and neighbors in terms of maintenance and air

quality? He would like to see this reflected in the future freight mobility and transportation strategy. Ms. Platman informed that the Air Quality Task-Force just completed an Air Emissions study in May of 2007 and Portland's emission ratings are well below the Southern California model of the "Long Beach diesel death zone." Portland's Air Toxic study showed that there are diesel level issues in the Portland area and that congestion can be attributed as one of the causes. Commissioner Lynn Peterson, Clackamas County, requested that the pollution corridors are identified to better determine where the congestion and mobility priorities are located.

Mayor Tom Hughes, City of Hillsboro and Freight Task Force member, mentioned that given the constraints of the rail system in the region, commuter rail may not be a transportation option in the future due to it competing with the movement of freight on a shared line of service. He also commented on land-use and zoning issues for Washington County and the region. Big industry clients are considering this region and its potential for inter-modal freight transportation; however the region needs to be able to accommodate an accessible location for these modes.

6.2 Investments Priorities Preview

Mr. Jason Tell, Region 1, ODOT presented two handouts listing its proposed RTP projects for the financially constrained and illustrative lists. Mr. Cotugno indicated that these lists and the ones provided by TriMet would be narrowed down in September for the Federal RTP, (handouts included for the record).

Key Points from Mr. Tell's presentation:

1. The financially constrained list is \$705 million and projects from this list will be prioritized; however the list provided is not prioritized by needs and some projects were left because of the nature of the financially constrained RTP, also local jurisdictions were allocating funds to state facilities in addition to these ODOT funds. This will force ODOT to work with the local agencies to identify priorities.
2. Revenue strain for project list will begin in 2010 and costs related to safety, operations, enhancements were not included in the project expenses. The list only accounts for the cost of modernization.
3. The Wilsonville interchange does not cost \$4 million, however the money will go towards the additional already earmarked money.
4. The main factors used to generate the list: project readiness, follow-through on previous year commitments, leverage identified, freight and input from: forums, task force and local jurisdictions.
5. For these projects to become a reality the Region will need to receive large Federal earmarks and an increase in the gas tax will need to take place.

Chair Burkholder reminded that although many of these projects need to take place in the next five years, this list is for projects over the next 29 years. Mr. Tell followed by stating the way to prioritize these projects is to create an illustrative project list, identify high priority projects and key projects. For example CRC, I-5/ 99W and figure out how they will be financed.

Fred Hansen and Phil Selinger, TriMet, presented TriMet's RTP project list (has been recorded for the record).

Key Points:

1. The constrained project list is focused on public transit, state and regional corridor facilities and high capacity transit.
2. Listed projects for RTP have already had some level of study conducted to help prioritize projects; however an alternative analysis is necessary in addition to the analysis of alternative modes of transportation.
3. The following are from the financially constrained project list: CRC, Portland – Milwaukie LRT, Lake Oswego Hwy 43 study.
4. Set of commuter rail projects: potentially go beyond confines of this region – study falls to ODOT partnership. New commuter rail would potentially use secondary rail lines; however study has not been formally conducted.

*See list on record for full list of projects

6.3 RTP Follow-up discussion of Finance Choices and Issues

Key points of the discussion:

1. If more projects are requested for the RTP than the limited financially constrained list then new funding will need to be pursued.
2. Project funding sources will have to be identified; more specifically it will need to be determined whether or not projects are the funding responsibility of the local jurisdiction, the region or the state.
3. The roles of the government officials in the pursuit of new funding will need to be defined.
4. What are the economic priorities and where does the region want to go. Request for more input from the Port of Portland and the Freight Mobility Task Force (Deena Platman; et al) to assist.
5. The Port of Portland needs to better engage the business community for help to achieve complementary finance products and to avoid competition in the lobbying process.
6. Further investigate policy issues with tolls and the CRC project. Possibility of writing policy that supports projects that self-generate funding. Completely change the way we do business.
7. Industrial land-use questions: will the region offer up land that is readily accessible for inter-modal freight movement? Request to analyze best-case scenario industrial land locations within the UGB.
8. The Region needs to prepare itself with a second and third strategy plan in the case that the Federal government does not provide the funding needed for the project lists. What is the next step the Region needs to take to convince the Federal government to invest in Oregon. Is there a necessity to create a regional authority? What tools does the Metro region need to become self-sufficient?

7.0 ADJORN

There being no further business, Chair Burkholder adjourned the special meeting at 9:06am

ATTACHMENTS TO THE PUBLIC RECORD FOR JUNE 14, 2007

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

ITEM	TOPIC	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
5.0	Agenda	06/14/07	JPACT Meeting Agenda	061407j.01
5.1	Consent Agenda	05/10/07	Meeting Minutes from May 10, 2007	061407j.02
5.2	Resolution	June 2007	Resolution No. 07-3818	061407j.03
6.1	Presentation	06/14/07	Regional Transportation in the Portland Metropolitan Region	061407j.04
6.2	Chart	06/07/07	State and Regional Mobility Corridor Investment Strategy Proposed High Capacity Transit Projects	061407j.05
6.2	Chart	06/14/07	ODOT Constrained Project List 2035 Regional Transportation Plan	061407j.06
6.2	Chart	06/13/07	2035 Regional Transportation Plan ODOT Illustrative Project and Refinement Planning Lists	061407j.07
6.2	Map	N/A	TriMet State and Regional Mobility Corridor Investment Strategy	061407j.08
6.3	Memo	06/05/07	Transportation Finance Policy Issues Affecting the 2035 Regional Transportation Plan	061407j.09
6.3	Chart	05/23/07	Transportation Finance Policy Issues Affecting the 2035 Regional Transportation Plan	06147j.10
6.3	Information	05/23/07	Transportation Finance Strategy Considerations and Choices	061407j.11

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2006-)	RESOLUTION NO. 07-3829
09 METROPOLITAN TRANSPORTATION)	
IMPROVEMENT PROGRAM (MTIP) TO ADD)	Introduced by Councilor Rex Burkholder
THE CORNELL ROAD AND SCIENCE PARK)	
DRIVE/143 RD INTERSECTION PROJECT AND)	
THE HALL BOULEVARD AND HIGHWAY 99W)	
INTERSECTION PROJECT)	
)	

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council must approve the MTIP and any subsequent amendments to add new projects to the MTIP; and

WHEREAS, the JPACT and the Metro Council approved the 2006-09 MTIP on August 18, 2005; and

WHEREAS, the Oregon Economic Development Department in conjunction with the Oregon Department of Transportation has approved \$1,000,000 in funding for intersection improvements at Cornell Road and Science Park Drive and 143rd Avenue; and

WHEREAS, the Oregon Department of Transportation has approved \$750,000 in funding to match \$5,500,000 in local funding for intersection improvements at Hall Boulevard and Highway 99W; and

WHEREAS, this is a new transportation project requiring amendment into the Metropolitan Transportation Improvement Program prior to these funds being made available to the project; and

WHEREAS, the project has been determined in conformity with the State Implementation Plan for air quality per federal regulations; and

WHEREAS, these projects are consistent with the Regional Transportation Plan; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to add the Cornell Road and Science Park Drive/143rd intersection project and the Hall Boulevard and Highway 99W intersection project to the 2006-09 Metropolitan Transportation Improvement Program.

ADOPTED by the Metro Council this 19th day of July 2007.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 07-3829, FOR THE PURPOSE OF AMENDING THE 2006-09 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE CORNELL ROAD AND SCIENCE PARK DRIVE/143RD INTERSECTION PROJECT AND THE HALL BOULEVARD AND HIGHWAY 99W INTERSECTION PROJECT

Date: July 2, 2007

Prepared by: Ted Leybold

BACKGROUND

The Oregon Department of Transportation (ODOT), in conjunction with the Oregon Economic Development Department has awarded Immediate Opportunity Funds (IOF) to Washington County for the Cornell Road: Science Park Drive and 143rd Avenue intersections project. ODOT has also awarded funding to Washington County for the Hall Boulevard and Highway 99W intersection project near downtown Tigard. To be eligible to receive these funds, the projects must be included in the Metropolitan and State Transportation Improvement Programs (TIP).

To be included in the TIP, the projects must be consistent with the Regional Transportation Plan, fiscal constraint of the TIP must be maintained, and air quality conformity of the TIP as amended with the new projects must be established.

The projects are included in and consistent with the Regional Transportation Plan. The funding committed to the projects represents new funding from those used to establish fiscal constraint of the TIP. The additional costs associated with the projects are offset by the new revenues and therefore, fiscal constraint of the TIP is maintained.

Conformity with the State Implementation Plan for air quality must be established prior to inclusion in the TIP. Conformity is established through consultation with the Transportation Policy Alternatives Committee (TPAC) and federal and state agencies involved in transportation and air quality issues: Federal Highway Administration, Federal Transit Administration, Environmental Protection Agency, Oregon Department of Environmental Quality, and the Oregon Department of Transportation. Air quality conformity analysis has been submitted to the state and federal air quality agencies and TPAC for consultation. TPAC approved finding of conformity at its June 29, 2007 meeting. Results from the consultation with state and federal agencies are expected by July 9th unless substantial comments require additional time to address.

This resolution would approve amending the 2006-09 Metropolitan Transportation Improvement Program to add the Cornell Road and Science Park Drive/143rd intersection project and the Hall Boulevard and Highway 99W intersection project.

ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.

2. **Legal Antecedents** Amends the 2006-09 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 05-3606 on August 18, 2005 (For the Purpose of Approving the 2006-09 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
3. **Anticipated Effects** Adoption of this resolution will make available transportation funding to Washington County for the Cornell Road and Science Park Drive/143rd intersection project and the Hall Boulevard and Highway 99W intersection project.
4. **Budget Impacts** None.

RECOMMENDED ACTION

Approve Metro Resolution No. 07-3829.



DATE: June 29, 2007

TO: JPACT members and interested parties

FROM: Kim Ellis, Principal Transportation Planner

SUBJECT: Performance Evaluation and Monitoring Framework for the 2035 Regional Transportation Plan (RTP)

PURPOSE

This memo summarizes RTP policy and plan development work completed to date and describes the overall framework for evaluating and monitoring the 2035 RTP. The memo also recommends a set of principles to guide identification of a set of performance measures that will be adopted as part of the final 2035 RTP in 2008. For now, the principles are recommended to guide narrowing the more than 50 potential performance measures identified in the provisional draft RTP policy framework (*dated March 1, 2007*)¹ to a smaller set of key performance measures for the first round of analysis.

ACTION REQUESTED

- Endorse the principles recommended to guide identification of a set of key performance measures that will be adopted as part of the final 2035 RTP in 2008.
- Provide input on what types of performance measures are most relevant to consider for the 2035 RTP. This input will be shared with the Transportation Policy Alternatives Committee (TPAC) work group that has been formed to develop performance measures for the 2035 RTP.

How the Initial Set of Measures Will Be Used

It is important to note that the initial, narrowed set of performance measures are intended to serve as a starting point and be the focus of the first round of analysis to be conducted this summer. The measures will be used to:

- develop and organize the key findings about the system-level impacts of the pool of investments submitted by Metro, ODOT, TriMet and local agencies;
- inform prioritization of investments for the federal component of the RTP this fall by MPAC, JPACT and the Metro Council; and
- inform upcoming work to develop a recommended set of performance measures for the 2035 RTP by the end of the 2007.

Findings from the first round of analysis will be used to identify refinements to the draft policy framework and frame two additional rounds of analysis to be conducted for the state component of the

¹ The policy framework is available to download from Metro's website at: <http://www.metro-region.org/article.cfm?articleid=19896>.

RTP in 2008. Additional investments may be identified to address transportation needs to respond to findings of the analysis. Further refinements to the draft policy framework and performance measures may also be identified in 2008 as part of the state component of the 2035 RTP.

PRINCIPLES FOR SELECTING A KEY SET OF PERFORMANCE MEASURES FOR THE 2035 RTP

The provisional draft RTP policy framework (*dated March 1, 2007*) contains a list of more than 50 potential performance measures that sometimes overlap and at times are ambiguous or difficult to measure. The following principles are recommended to guide narrowing the pool of potential performance measures to a set of key performance measures to conduct a system-level of analysis of RTP investments and actions:

1. **The measures should reflect the underlying goals and objectives expressed in the policy framework; and should be relevant to and easily understood by the public, staff and elected officials.** This is particularly important so the measures can be meaningfully incorporated into the RTP decision-making process. The measures should be unambiguous and simple to present and interpret. The measures should also focus on the *results or outcomes* of our transportation investments that relate directly to traveler experiences and perceptions of the transportation system. By focusing on the results or outcomes we are trying to achieve and that are important to users of the system – JPACT, MPAC and the Metro Council can use this information to make choices about investment priorities. Use of relevant and easy to understand measures promotes transparency and accountability in the decision-making process and allows for more effective communication of the value of different investments in the transportation system to build understanding of and support for different types of investments. Effective communication with the public is also important as residents, businesses and other stakeholders want to know how priorities for investments in the transportation system are determined, and what benefits or improved services they will receive from increased investments in the transportation system.
2. **A manageable number of measures should be created that provide value to the decision-making process.** A range of key measures should be identified to capture the state of the transportation system without being too large or unwieldy. When reported together, the measures should tell a compelling story that provides a scorecard of how well the system of investments satisfies the goals/desired outcomes identified for the regional transportation system. In addition, there should be an overall balance and flexibility among measures. It should be recognized that the combined set of measures contributes something to the overall evaluation of the transportation system and that all goals/desired outcomes included in the draft policy framework are equally important to evaluate. The measures should apply to multiple modes and be meaningful at a different scales and settings – such as the system, corridor and/or project level.
3. **Data should be accurate, relatively simple to collect, report and maintain, and be able to be forecasted.** The measures should be appropriate to the different types of decisions being made and data collection/analysis capabilities. Generally, data should not be too difficult or time consuming to collect or report. The measures should be based on reliable forecast data and other data that can be gathered and updated on a periodic basis. Baseline and forecasted data for the analysis will be derived from Metro's Metroscope model, Metro's regional travel forecast model (regional model), created using EMME/2 transportation modeling software, and geographic informational systems (GIS) analysis to be conducted using Metro's Regional Land Information System (RLIS) and other available data. For some measures, the availability of data or analysis capabilities may be limited. An important outcome of this process will be to identify follow-on work needed to further develop the RTP performance evaluation and monitoring process.

4. **The measures should assess specific impacts (positive and negative) of actions the RTP can influence.** The measures should assess the quality of the transportation services provided and the broader societal impacts that the transportation system has on our region. Previous RTPs have focused primarily on measuring congestion, thereby giving less attention to other goals identified in the plan during the decision-making process. The evaluation framework should provide sufficient information to allow the region to respond to what we learn, making refinements if needed.

A small work group of TPAC members will begin meeting in July to develop a recommendation on a full set of measures for the 2035 RTP by the end of the 2007. The performance measures work group will meet 2 to 3 times over the next several months to continue to refine the initial set of performance measures for future rounds of analysis to be conducted in 2008 during development of the state component of the 2035 RTP. This work will be integrated with work already underway with the Regional Freight and Goods Movement (RFGM) Technical Advisory Committee and (RFGM) Task Force.

BACKGROUND AND CONTEXT

The RTP is the long-range blueprint for the transportation system serving the Portland metropolitan region. The plan deals with how best to move people and goods in and through the region and establishes the policy framework to guide the design, management and governance of investments in the region's transportation system for all forms of travel—motor vehicle, transit, bike, and pedestrian—and the movement of goods and freight.

The primary mission of the Regional Transportation Plan is to implement the Region 2040 vision for land use, transportation, the economy and the environment. As required under federal and state law, the RTP also serves as a long-range capital plan that will guide the public and private expenditure of billions of dollars from federal, state, regional and local revenue sources. The RTP serves this function by considering current and long-range transportation needs at a regional level and identifying policies, implementation strategies, programs and projects to meet those needs. The plans of local jurisdictions responsible for the transportation system in this region must be consistent with the RTP policies, implementation strategies, programs and projects. Furthermore, projects and programs must be included in the RTP financially constrained system to be eligible for federal and state funding programs.

Goals for the Regional Transportation System – Provisional Draft RTP Policy Framework

In June 2006, the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) approved a work program and process to guide the current update to the Regional Transportation Plan (RTP). The work program calls for an outcomes-based approach to identify and prioritize transportation investments that are crucial to region's economy and that most effectively support the land use, economic, environmental and transportation goals embodied in the 2040 Growth Concept. Since approval of the work program, Metro conducted research on the current transportation system.² The research included:

- Analysis of current regional transportation system conditions, issues and policies, and relevant finance, land use, environmental, economic and demographic trends.
- Targeted public outreach through the website, Councilor and staff presentations to business and community groups, a series of stakeholder workshops to identify desired outcomes for the region's transportation system and issues to be addressed, and public opinion research.

² This research is summarized in a series of background papers and reports that are available to download from Metro's website at: <http://www.metro-region.org/article.cfm?articleid=19896>.

The research findings guided development of a provisional draft RTP policy framework (*dated March 1, 2007*), which will in turn guide development and analysis of the rest of the 2035 RTP. The framework includes new policy direction to be used when identifying regional transportation needs and during the evaluation and prioritization of investments to the regional transportation system. The purpose of this updated framework is to sharpen the focus of the RTP on those transportation-related actions that most affect the implementation of the Region 2040 Growth Concept and will respond effectively to the powerful trends and challenges facing our region today.

The framework 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, commerce and the quality of life in this region. The goals, objectives and potential performance measures identified in the draft policy framework acknowledge the broader impacts of transportation on these outcomes. The framework includes nine goals that link transportation investments to Region 2040 goals for transportation, land use, the economy, and the environment, placing the highest priority on investments that reinforce Region 2040 and achieve multiple goals thereby maximizing the return on public investments in the transportation system. The nine goals are listed in **Table 1** for reference.

Table 1. Regional Transportation Plan Goals

System Design and Management
Goal 1 Efficient Urban Form Decisions about land use and multi-modal transportation infrastructure and services are linked to promote an efficient and compact urban form that fosters good community design and optimization of public investments; and supports jobs, schools, shopping, services, recreational opportunities and housing proximity.
Goal 2 Sustain Economic Competitiveness and Prosperity Multi-modal transportation infrastructure and services support a diverse, innovative, sustainable and growing regional and state economy through the reliable and efficient movement of people, freight, goods, services and information.
Goal 3 Transportation Choices Multi-modal transportation infrastructure and services provide all residents of the region with affordable and equitable access to affordable housing, jobs, services, shopping, educational, cultural and recreational opportunities, and all businesses of the region with competitive choices for goods movement.
Goal 4 Reliable Movement of People and Goods Multi-modal transportation infrastructure and services provide a seamless and well-connected system of thoroughways, arterials, freight systems, transit services and bicycle and pedestrian facilities to ensure effective mobility and reliable travel choices for people and goods movement.
Goal 5 Safety and Security Multi-modal transportation infrastructure and services are safe and secure for the public and goods movement.
Goal 6 Human Health and the Environment Multi-modal transportation infrastructure and services reduce greenhouse gas emissions and protect, restore and/or enhance the quality of human health, fish and wildlife habitats, and natural ecological systems.
Governance
Goal 7 Effective Public Involvement All major transportation decisions are open and transparent, and grounded in meaningful involvement and education of the public, including those traditionally under-represented, businesses, institutions, community groups and local, regional and state jurisdictions that own and operate the region's transportation system.
Goal 8 Fiscal Stewardship Regional transportation planning and investment decisions maximize the return on public investment in infrastructure, preserving past investments for the future, emphasizing management strategies and prioritizing investments that reinforce Region 2040 and achieve multiple goals.
Goal 9 Accountability The region's government, business, institutional and community leaders work together so the public experiences transportation services and infrastructure as a seamless, comprehensive system of transportation facilities and services that bridge institutional and fiscal barriers.

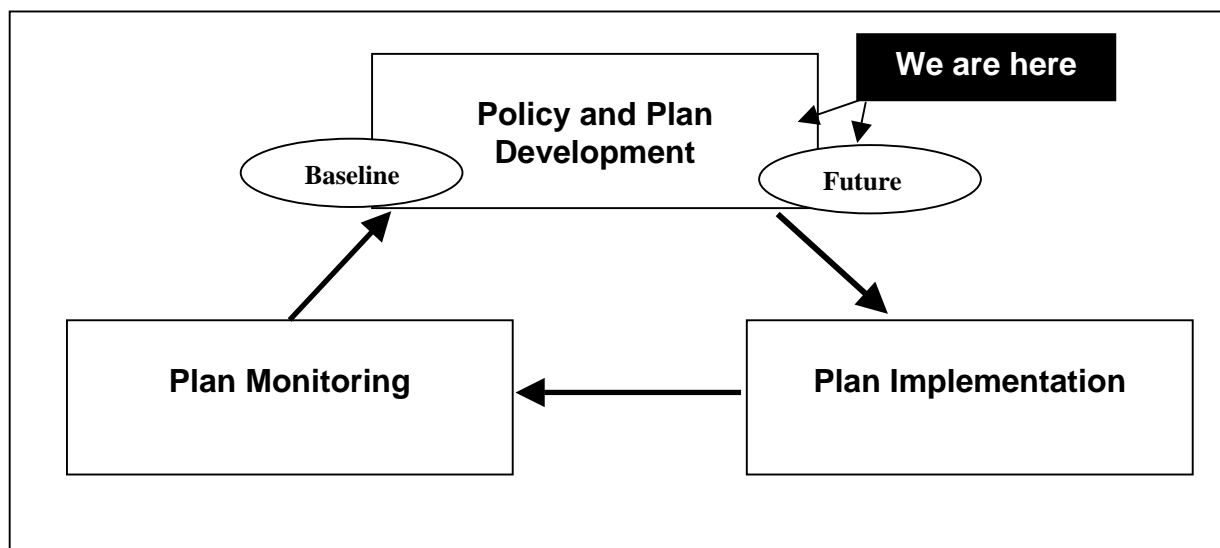
DEVELOPMENT OF AN OUTCOMES-BASED PERFORMANCE EVALUATION FRAMEWORK

Performance evaluation is an important communication and reporting tool that can be used as an iterative feedback mechanism for setting and evaluating transportation policy and planning objectives and informing transportation investment actions and priorities. The evaluation and monitoring of system performance has long been a part of the development and implementation of previous RTPs. The application of a performance-based evaluation of transportation policy and planning objectives is a more recent trend in transportation planning, occurring since the last major update to the RTP in 2000.³

Defining the Concept of Performance Measurement – The Framework for Plan Development, Evaluation and Monitoring of the 2035 RTP

Performance management is a practical tool to link performance evaluation to policy development, evaluation and monitoring of the 2035 RTP. Use of performance measures that report on how transportation affects the daily activities of businesses and residents in the region inform decision-makers about how best to improve transportation services for all users of the regional transportation system and ensure effective implementation of the Region 2040 Growth Concept.

Figure 1. Regional Transportation Plan Performance Management System



The RTP will refer to the process of plan development, evaluation and monitoring over time as “performance management” as shown in **Figure 1**. Within this framework, the RTP will use “goal,” “objective,” “indicator,” “performance measure,” and “benchmark” to label the distinct elements of the outcomes-based performance management system developed for the RTP.

- A **goal** is a statement of purpose that describes long-term desired outcomes for the region’s transportation system to support and implement the Region 2040 vision.
- An **objective** is similar to a goal as it also represents a desired outcome. However, an objective is an intermediate, shorter-term result that must be realized during the plan period to reach the longer-term goals of the RTP. An objective is measurable.

³ This trend is documented in Transportation Research Board Conference Proceedings 36: Performance Measures to Improve Transportation Systems, August 22-24, 2004.

- An **indicator** is a categorical term for a particular feature of the transportation system that is tracked over time. Indicators are conceptual and qualitative and are tied to the policy framework's goals and objectives. Examples of indicators include access to jobs/access to market areas, reliability, mobility, travel options, equity, clean air and environmental stewardship. No single indicator provides a comprehensive evaluation of the transportation system. Instead, each indicator contributes a piece of information that, when considered with all other indicators, provides a complete picture of the transportation system's effectiveness, documenting how well the system of investments meet the RTP policy framework's goals for the regional transportation system. The indicators need to be translated into specific measures to be meaningful in the planning and decision-making process.
- A **performance measure** is a quantitative method of analysis used to evaluate the condition or status of an indicator to determine the degree of success a project or program has had in achieving its stated goals and objectives. Some measures can be used to predict the future as part of an evaluation process, while other measures can be used to monitor changes of based on actual empirical or observed data. In both cases, they can be applied at a system level, corridor level and project level, and provide the planning process with a basis for evaluating alternatives and making decisions on future transportation investments. Quantified results from performance measures can be compared to baseline data over time to track progress and to compare between different levels of transportation investments. Tracking progress against the goal or objective allows an assessment of the effectiveness of actions. This is very important for measuring improvement or maintenance of existing conditions. They can also be used to monitor performance of the plan in between updates to determine whether refinements to the policy framework, investment priorities or other plan elements are needed. Evaluation of investment alternatives for the 2035 RTP will occur using predictive data derived from Metro's regional travel forecast model and geographic informational systems (GIS) analysis.
- A **benchmark** is the expressed goal of the indicator, assigning a value to what the RTP is trying to achieve. Benchmarks (also known as targets) are expressed in quantitative terms and provide an important measure of progress toward achieving different goals within a timeframe specified for it to be achieved. Benchmarks will be developed for the state component of the 2035 RTP in 2008. Monitoring of the benchmarks would occur through periodic updates to the RTP and Metro's biennial Performance Indicators reporting using observed, empirical data.

APPLYING THE CONCEPT OF PERFORMANCE MEASUREMENT TO GOAL 6 OF THE PROVISIONAL RTP POLICY FRAMEWORK

It is helpful to apply these terms to the draft RTP policy framework for illustrative purposes. For example, **Goal 6** in the policy framework calls for a transportation system that reduces greenhouse gas emissions and protects, restores and/or enhances the quality of human health, fish and wildlife habitats, and natural ecological systems. **Objective 6.2** under Goal 6 calls for improving air quality so that human health is maintained and greenhouse gas emissions are reduced. **Indicators** to track whether investments in the transportation system will result in achieving this objective could be viable travel options or air quality. A **performance measure** could be percent of travel by walking, biking or transit to, from and within 2040 centers or tons of carbon dioxide or ozone emitted region-wide. A **benchmark** could be achievement of the RTP Non-SOV modal targets by the year 2040 or reducing greenhouse gas emissions 20 percent from today's level by the year 2035. Each level within the performance management framework represents different, yet interrelated levels of outcomes the RTP is trying to achieve – going from the very broadly defined desired outcome (a goal) to a very specific desired outcome (the benchmark).

Linking Performance Evaluation and Monitoring with the RTP Update Planning Process

The draft RTP policy framework emphasizes a system approach to maximize public investments in the transportation system when addressing the region's transportation needs and implementing the Region 2040 Growth Concept. The region is expected to grow by 1 million people in the next two decades. At the same time, the transportation system is aging and existing resources and sources of revenue are not keeping pace with our needs. To respond to these and other significant challenges facing the region, the 2035 RTP update broadens the evaluation of system performance to be more closely linked to the goals and objectives identified for the regional transportation system to monitor the effectiveness of a particular system of investments.

The provisional draft RTP policy framework lays out the region's goals for the transportation system and more than 50 ways to measure the region's progress in achieving the goals. The next step is to narrow the set of "potential performance measures" to a set of key measures that will be the focus of the first round of analysis conducted this summer. A performance measures work group will meet 2 to 3 times over the next several months to continue to refine the initial set of performance measures for future rounds of analysis to be conducted in 2008 during development of the state component of the 2035 RTP.

The purpose of the system analysis to be conducted in summer of 2007 and spring of 2008 is to evaluate performance of different RTP systems and draw conclusions about how well different levels of investment meet the goals identified for the regional transportation system. Two levels of investment will be developed for the 2035 RTP. The first level, the *2035 RTP Financially Constrained System*, will represent the most critical transportation investments for the plan period.⁴ The second level, the *2035 RTP Illustrative System*, will represent additional priority investments that would be considered for funding if new or expanded revenue sources are secured.⁵ A parallel effort is underway to develop a finance strategy for the second level of RTP investments.

Benefits of Performance-Based Evaluation and Monitoring

An outcomes-based plan requires careful monitoring to ensure that incremental decisions to implement the plan through land use decisions and corridor and project planning are consistent with the plan vision, as measured by specific outcomes. However, monitoring the effectiveness of transportation investments is challenging. System performance is the result of multiple factors, including land use, land supply, cost, availability of capacity and transportation options, and demand for travel. Despite being challenging, benefits of this approach to performance-based evaluation and monitoring include:

- Measurement of and feedback on the draft policy framework policies and investment priorities submitted by ODOT, TriMet and local agencies.
- Improved communication of needs and priorities, which is especially important given the limited resources available for funding.
- Informed decision-making.
- Increased transparency of the transportation analysis and decision-making process.
- Increased accountability through periodic reporting.

The final 2035 RTP will include a set of performance measures and benchmarks to examine and monitor the results of plan implementation over time. Performance-based management and monitoring of the RTP will continue to be used beyond the update to track progress of RTP implementation over time through

⁴ The 2035 Financially Constrained System will be the basis for findings of consistency with federal metropolitan transportation planning factors, the Clean Air Act and other planning provisions identified in SAFETEA-LU.

⁵ The 2035 Illustrative System will be the basis for findings of consistency with the Statewide Planning Goal 12, the Oregon Transportation Planning Rule and the Oregon Transportation Plan and its components.

periodic updates to the plan and through Metro's biennial performance indicators reporting process. The measures serve as the dynamic link between RTP goals and plan implementation by providing a more formal process of evaluation and monitoring to ensure the RTP satisfies the regional goals for transportation, land use, the economy and the environment. Through evaluation and monitoring, the region can be sure that investments in the transportation system are achieving desired outcomes and getting the best return on public investments. Development of a performance management process also satisfies mandated benchmarks specified by the Oregon Transportation Planning Rule (TPR) and federal requirements to establish a performance monitoring system as part of the Congestion Management Process (CMP).

RECOMMENDED PERFORMANCE MEASURES FOR EVALUATING THE FIRST ROUND OF ANALYSIS

Indicator	Measure	Goals Addressed
Efficient access to daily needs	Average trip length	Goal 1: Efficient urban form, Goal 6: Human health and the environment
Reliance on driving to meet daily needs	Total vehicle miles traveled	Goal 1: Efficient urban form, Goal 5: Safety and security, Goal 6 Human health and the environment
	Vehicle miles traveled per person	Goal 1: Efficient urban form, Goal 5: Safety and security, Goal 6 Human health and the environment
Viable travel options to meet daily needs	Transit riders per service hour	Goal 1: Efficient urban form, Goal 3: Transportation choices
	Percent of homes within ¼-mile of regional multi-use trail system	Goal 1: Efficient urban form, Goal 3: Transportation choices
	Percent of homes and jobs within ¼-mile of regional transit service	Goal 1: Efficient urban form, Goal 3: Transportation choices
	Non-auto person trips (miles)	Goal 3: Transportation choices, Goal 6 Human health and the environment
	Percent of trips by walking, biking, transit and shared ride (by 2040 land uses)	Goal 1: Efficient urban form, Goal 3: Transportation choices, Goal 6: Human health and the environment
Access to jobs/access to markets	Travel times for selected links in the Congestion Management Process (CMP) network (PM 2-hr peak period and mid-day period)	Goal 2: Sustain economic competitiveness and prosperity, Goal 4 Reliable movement of people and goods
	Auto and transit travel time contours for central city and regional centers (PM 2-hr peak period)	Goal 2: Sustain economic competitiveness and prosperity, Goal 4 Reliable movement of people and goods
	Auto travel time contours for 2040 industrial areas and intermodal facilities (mid-day period)	Goal 2: Sustain economic competitiveness and prosperity, Goal 4 Reliable movement of people and goods
	Percent of homes within 30 minutes travel time of employment by auto and transit (PM 2-hr peak period)	Goal 2: Sustain economic competitiveness and prosperity, Goal 3 Transportation choices
Reliability of goods movement	Delay for main roadway routes on the regional freight network (mid-day period)	Goal 2: Sustain economic competitiveness and prosperity, Goal 4 Reliable movement of people and goods
	Volume/capacity for main roadway routes on the regional freight network (mid-day period)	Goal 2: Sustain economic competitiveness and prosperity, Goal 4 Reliable movement of people and good

Indicator	Measure	Goals Addressed
Regional and statewide passenger and goods movement	Multi-modal mobility corridor volume/capacity ratio (PM 2-hr peak period)	Goal 2: Sustain economic competitiveness and prosperity, Goal 3: Transportation Choices, Goal 4 Reliable movement of people and goods
	Percent of lane miles of congestion by functional classification (PM 2-hr peak period)	Goal 2: Sustain economic competitiveness and prosperity, Goal 4 Reliable movement of people and goods
	Percent of delay by functional classification (PM 2-hr peak period)	Goal 2: Sustain economic competitiveness and prosperity, Goal 4 Reliable movement of people and goods
Clean air	Tons per year of greenhouse gas emissions (e.g., carbon dioxide)	Goal 2: Sustain economic competitiveness, Goal 6: Human health and the environment
	Tons per year of particulates (PM 2.5) and air toxic pollutants released	Goal 2: Sustain economic competitiveness, Goal 6: Human health and the environment
Environmental stewardship	Acres of regionally significant Goal 5 resources impacted by new transportation infrastructure	Goal 6: Human health and the environment
	Acres of riparian and wildlife corridors impacted by new transportation infrastructure.	Goal 6: Human health and the environment
Equity	Percent of environmental justice target area homes within ¼-mile regional transit service	Goal 3: Transportation Choices

For purposes of the evaluation, specific performance measures for the governance related goals (Goals 7, 8 and 9) are not recommended at this time because they do not meet the principles described in the previous section. Performance measures for these goals will be developed as part of the follow-on performance measures work group discussions.



METRO

DATE: July 12, 2007
TO: JPACT and Interested Parties
FROM: Kim Ellis, Principal Transportation Planner
SUBJECT: Investment Solicitation Process - Project List and Air Quality Forms for the 2035 Regional Transportation Plan (RTP)

PURPOSE

Metro staff has reviewed the investment solicitation information provided by local jurisdictions, ODOT and TriMet for the 2035 RTP. This memo describes trends in the project and program nominations and highlights additional information needed to complete this step in the process.

ACTION REQUESTED

This is an informational item. No action is requested.

2035 RTP PROJECT LIST

All of the projects submitted as part of the RTP investment solicitation process have been compiled into a comprehensive master list and coding of the road and transit capacity projects is underway. Metro is in the process of developing a transportation-planning database that will allow easier searching and referencing of RTP projects. As a result, projects were entered in the order in which they were received and unlike in previous RTPs, the RTP Metro Project ID number was randomly assigned and does not correspond to sub-regional geography. A total number of 1044 projects and programs were submitted through the solicitation process, with an estimated cost of \$ 11.3 billion (in 2007 dollars and not including TriMet cost estimates).

RTP PROJECT LIST TRENDS

An initial review of the projects and programs submitted to Metro found the following trends for several categories of the RTP project investment data requested:

Project/Program Type

- 48 percent of projects target system deficiencies while 34 percent target system gaps/barriers. These two project/program types represent more than 80 percent of all projects submitted. 2 percent listed no information.

Estimated Cost

- 12 percent of submitted projects fell below the \$1 million threshold. 46 percent of projects fell between the \$1-\$5 million range. 19 percent fell in the \$5-\$10 million range, 15 percent between \$10-\$25 million and 8 percent were over \$25 million.

Primary Mode

- 56 percent of projects listed roads/bridges as the primary mode. 22 percent listed bike/pedestrian, 7 percent freight, 6 percent throughways, 5 percent regional trails, 2 percent transit capital, and 1 percent regional programs.

2040 Land Use

- 40 percent of projects serve secondary 2040 land uses as listed in the provisional draft policy framework. Both town centers and main streets each comprise 11 percent of the projects. 9 percent serve employment areas, 7 percent 2040 corridors and 2 percent station communities.
- 35 percent of projects serve primary land uses. 17 percent serve industrial areas, 12 percent regional centers, 5 percent central city and 1 percent intermodal facilities.
- Another 11 percent of projects submitted gave no land use information.

Consistency with RTP Goals

Goal 1 – Efficient Urban Form

- 38 percent of projects received a high rating, 37 percent medium, 18 percent low and 7 percent were marked N/A.

Goal 2 – Sustain Economic Competitiveness and Prosperity

- 28 percent of projects received a high rating, 25 percent medium, 37 percent low and 10 percent were marked N/A.

Goal 3 – Transportation Choices

- 45 percent of projects received a high rating, 37 percent medium, 8 percent low and 10 percent were marked N/A.

Goal 4 – Reliable Movement of People and Goods

- 30 percent of projects received a high rating, 37 percent medium, 23 percent low and 10 percent were marked N/A.

Goal 5 – Safety and Security

- 27 percent of projects received a high rating, 33 percent medium, 24 percent low and 16 percent were marked N/A.

Goal 6 – Human Health and the Environment

- 22 percent of projects received a high rating, 35 percent medium, 30 percent low and 13 percent were marked N/A.

Projects from the 2004 RTP

- 57 percent of projects were listed in the previous 2004 RTP project list.

ADDITIONAL INFORMATION NEEDED

The following are areas where more information is needed for the project submittals:

- Many projects listed little or no information for the project purpose.
- Some projects contain N/A or no information for all six policy goals for particular projects.

These two components of the Attachment A investment priorities worksheet are important pieces of information to inform the prioritization process and developing the financially constrained project list. We will need to complete this missing information to the extent possible by July 6.

Similarly, there appear to be questions over the Attachment C road capacity, air quality conformity and modeling assumption worksheets. Attachment C worksheets are required for all throughway, arterial, and collector capacity or motor vehicle traffic flow enhancement projects. The information from these worksheets will be coded into the transportation model and used to analyze the transportation system performance and assist in conducting required air quality conformity analysis.

Based on the review of Attachment A and Attachment C worksheets, Metro staff asks that each jurisdiction review the attached draft 2035 RTP project list for edits and changes and fill in any missing information. Staff also recommends reexamining project submittals to ensure that Attachment C forms have been submitted for all projects submitted as part of Attachment A that are non-exempt. For a list of exempt projects, please refer to the 2035 RTP Investment Solicitation Packet. Please contact Josh Naramore at (503) 797-1825 with any questions or to submit additional information.

Regional Transportation Plan Update
Transit Component
Financing Options

1. The current RTP recognizes the following transit service improvement needs:
 - a. Increased operating cost for expansion of bus and rail hours of service
 - Current RTP calls for a 3.2% per year growth in service;
 - Current funding is sufficient to operate I-205 LRT, Wilsonville to Beaverton Commuter Rail, Milwaukie LRT and minor service increases to respond to congestion;
 - New bus service expansion not possible until 2014.
 - b. Capital cost for construction of new LRT and Streetcar routes now under development:
 - Milwaukie LRT
 - Columbia River Crossing LRT
 - Eastside Streetcar Loop
 - Lake Oswego Streetcar
 - c. Further expansion of the LRT and Streetcar systems is under consideration.
 - d. Capital cost for expanded park-and-ride capacity
 - e. Capital cost for replacement and expansion of bus fleet
 - f. Demand for expanded service to the elderly and disabled community is expected to grow 4-5% per year.
2. Funding options to support capital costs:
 - a. Federal New Starts funds @ 60% share
 - b. Federal Small Starts funds @ up to \$75 million per project
 - c. State lottery funds
 - d. General Obligation Bonds
 - e. Contributions from local government urban renewal districts, system development charges (SDCs) and local improvement districts (LIDs)
 - f. MTIP
3. Funding options to support increased operating costs:
 - a. TriMet payroll tax
 - b. State general funds for service expansion to the elderly and disabled community
 - c. Various niche excise taxes
 - d. Transportation utility fee