A G E N D A

600 NORTHEAST GRAND AVENUE PORTLAND, OREGON 97232-2736

METRO

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

MEETING: **TRANSPORTATION POLICY ALTERNATIVES COMMITTEE**

DATE: **July 27, 2007**

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

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

9:30 AM	**1.**		Call to Order and Declaration of a Quorum	Andy Cotugno
9:30 AM	**2.**		Citizen communications to TPAC on non-agenda items	Andy Cotugno
9:35 AM	**3.**	**	Approval of TPAC minutes for June 29, 2007	Andy Cotugno
9:40 AM	**4.**		Future Agenda Items • Willamette River Bridges (anytime) • Regional Rail System • RTP Systems Analysis & Policy Framework Refinements	Andy Cotugno
	5.		**ACTION ITEMS**	
9:45 AM	**5.1**	*	Resolution No. 07-3826 FOR THE PURPOSE OF AMENDING THE 2006-09 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO REALLOCATE $1 MILLION OF REGIONAL FLEXIBLE FUNDS FROM THE CONSTRUCTUION PHASE TO THE PRELIMINARY ENGINEERING PHASE OF THE EASTSIDE STREETCAR LOOP PROJECT	Ted Leybold and Vicky Diede
9:55 AM	**5.2**	*	Resolution No. 07-3824 FOR THE PURPOSE OF APPROVING AN AIR QUALITY CONFORMITY DETERMINATION FOR THE 2008-2011 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM.	Mark Turpel and Ted Leybold
10:05 AM	**5.3**	*	Resolution No. 07-3825 FOR THE PURPOSE OF APPROVING THE 2008-2011 METROPOLITAN TRANSPORTATION IMPORVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA	Ted Leybold
	6.		**INFORMATION/ DISCUSSION ITEMS**	
10:15 AM	**6.1**	*	RTO Evaluation Framework and July '05 – December '06 Report	Pam Peck, Metro Dr. Jennifer Dill, PSU Caleb Winter, Metro
10:45 AM	**6.2**	**	RTP Report • Final Draft of Performance Measures • Financially Constraint – Revenue Assumptions	 Kim Ellis Andy Cotugno
12:00 AM	**7.**		**ADJOURN**	Andy Cotugno

* Material available electronically. Please call 503-797-1916 for a paper copy
** Material to be emailed at a later date.
# Material provided at meeting.
All material will be available at the meeting.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2006-09 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO REALLOCATE $1 MILLION OF REGIONAL FLEXIBLE FUNDS FROM THE CONSTRUCTION PHASE TO THE PRELIMINARY ENGINEERING PHASE OF THE EASTSIDE STREETCAR LOOP PROJECT	))))))))	RESOLUTION NO. 07-3826 Introduced by Councilor Rex Burkholder

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 or any significant changes in scope to existing projects; and

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

WHEREAS, the City of Portland has requested a change in scope from a funding authority award to the Eastside Streetcar Loop project as defined in the 2006-09 MTIP; and

WHEREAS, the reasons for this request were submitted as required by the MTIP amendment procedures and summarized in the staff report to this resolution; 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 amend the 2006-09 Metropolitan Transportation Improvement Program to reallocate $1 million of funding authority from the construction phase to the preliminary engineering phase of the Eastside Streetcar Loop project.

ADOPTED by the Metro Council this 16th day of August 2007.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 07-3826, FOR THE PURPOSE OF AMENDING THE 2006-09 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO REALLOCATE $1 MILLION OF REGIONAL FLEXIBLE FUNDS FROM THE CONSTRUCTION PHASE TO THE PRELIMINARY ENGINEERING PHASE OF THE EASTSIDE STREETCAR LOOP PROJECT

Date: July 18, 2007 Prepared by: Ted Leybold

BACKGROUND

During the 2005 Transportation Priorities funding allocation process, the City of Portland applied for and was awarded funding authority of $1 million for the construction of the Eastside Streetcar project. During the application process, the City anticipated project development costs to be adequately funded by local and federal earmark funds.

This was based on the anticipation that adoption of a new federal funding program for smaller transit capital projects (i.e. the Small Starts Program) would be adopted in the upcoming surface transportation authorization bill and that FTA would develop review and approval criteria that were significantly more streamlined than those for New Starts Program that fund larger transit capital projects such as light rail.

However, the Advance Notice of Proposed Rulemaking published in January 2006 did not reflect that expectation. Final rules will not be ready until sometime next year. Consequently, the planning and preliminary engineering efforts for the Portland Streetcar Loop Project have proven to be more extensive than anticipated. Therefore, the city is requesting that the $1.0 million MTIP allocation be made available for preliminary engineering.

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 $1 million in transportation funding to the City of Portland for preliminary engineering and design of the Eastside Streetcar Loop project from funds originally programmed for construction of that project.

4. **Budget Impacts** None.

RECOMMENDED ACTION

Approve Metro Resolution No. 07-3826.

M E M O R A N D U M

METRO

TO: Andy Cotugno, Chair, TPAC and members and alternates
FROM: Mark Turpel, Principal Planner
DATE: July 18, 2007
SUBJECT: 2008-2011 MTIP – Air Quality Conformity Determination

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At the June 29, 2007 TPAC meeting, a draft of the Air Quality Conformity Determination for the 2008-2011 Metropolitan Transportation Improvement Plan (MTIP), was presented and discussed.

The 30-day technical and public comment period concluded on July 16. Comments were received from Dave Nordberg, DEQ (see attached). No other comments from technical reviewers or the public were received.

In response to DEQ comments, the following is offered:

- **TCM 1 Actual Transit Service**. As the TCM calls for actual transit service hours on a 5 year rolling average – but begins with the year 2006, this calculation can't be completed until 2011. As a means of providing as close an estimate as possible until that time, actual transit service data is used in the Table 5 for the year 2006 with other years based on TriMet planned budget and service plans.

- **Reference in findings to 1.5% Increase** – agree. This reference should be corrected to be 1% as indicated in the TCM.

- **Contingent TCM – vmt/capita**. The EPA approved (January 2006) *Second Portland Area Carbon Monoxide Air Quality Maintenance Plan* requires in its Transportation Control Measures (TCM) section that the Metro area annually monitor our vehicle miles traveled per capita (vmt/capita) as an independent assessment of transportation emissions. The TCM requires that if vmt/capita increases by 5 percent or more than the year 2000 rate for two years in a row, the region must examine why such increases have occurred and if measures to better manage vmt/capita should be undertaken. Accordingly, the vmt/capita rate that triggers a review is 20.5 vmt/capita.

  In Metro's 2006 Air Quality Review Report, the latest (year 2004) vmt/capita rate was reported as 20.7 - above the trigger rate of 20.5 vmt/capita. Further, the most recent measurement (year 2005) is 20.9. (see attached table)

  Each of these rates is greater than the trigger level. As this trigger has been activated by two years of vmt/capita rates higher than the 5 percent increase level, further investigation of the underlying data and verification of the reported trend has been initiated. As indicated last year, the geographic scope of the report has changed for the

last two reported years, (the data now incorporated year 2000 US Census data) so that areas including Damascus, Sherwood and other outlying areas are now reported when in past years these were not. These are areas with higher vmt/capita because they are primarily residential areas with little employment, retail shopping or other large trip generation uses in the immediate vicinity.

Accordingly, while there is an apparent increase in vmt/capita in the region over time, closer examination of the data indicates that the data use differing geography and that the latest two years of data, 2005 and 2006, use 2000 US Census geography that includes areas with much more suburban and rural land use patterns and with higher vmt/capita rates which are now included in the overall regional total.

This analysis could be discussed by TPAC, including a discussion about whether additional analysis and investigation should be inititated.

NORDBERG Dave

To: Mark Turpel
Subject: 2008-2011 MTIP Conformity Determination

Mark:

Oregon DEQ reviewed the draft Air Quality Conformity Determination dated June 15, 2007 regarding the 2008-2011 Metropolitan Transportation Improvement Program. DEQ offers the following comments regarding Transportation Control Measures (TCM):

TCM 1. Transit Service Increase: This TCM requires a 1% annual increase in *actual* transit service hours averaged over five years. The service hour increase shown in Table 5 on (page 14) is based primarily on planned increases during the period 2006 through 2010 rather than actual increases during 2002 through 2006.

The reference to a required transit service of 1.5% in the Findings section on page 14 should be corrected to 1.0%.

Contingent TCMs: The Portland Area Carbon Monoxide (CO) Maintenance Plan provides contingency provisions in section 4.58.3.4. Part B, Phase 1 of that contingency plan requires that certain actions be taken if Vehicle Miles Traveled per capita (VMT/capita) increase more than 5% above the 2002 baseline. If this trigger is met, TPAC--the standing committee under Oregon's conformity rules must be convened to:

a) determine whether there is a data problem with the trigger,

b) if there is not a data problem, analyze local actions that could reduce emissions, and

c) determine if a recommendation to JPACT should be made to initiate local action to reduce VMT/capita.

DEQ understands this 5% VMT trigger has been tripped and anticipates taking part in TPAC's evaluation.

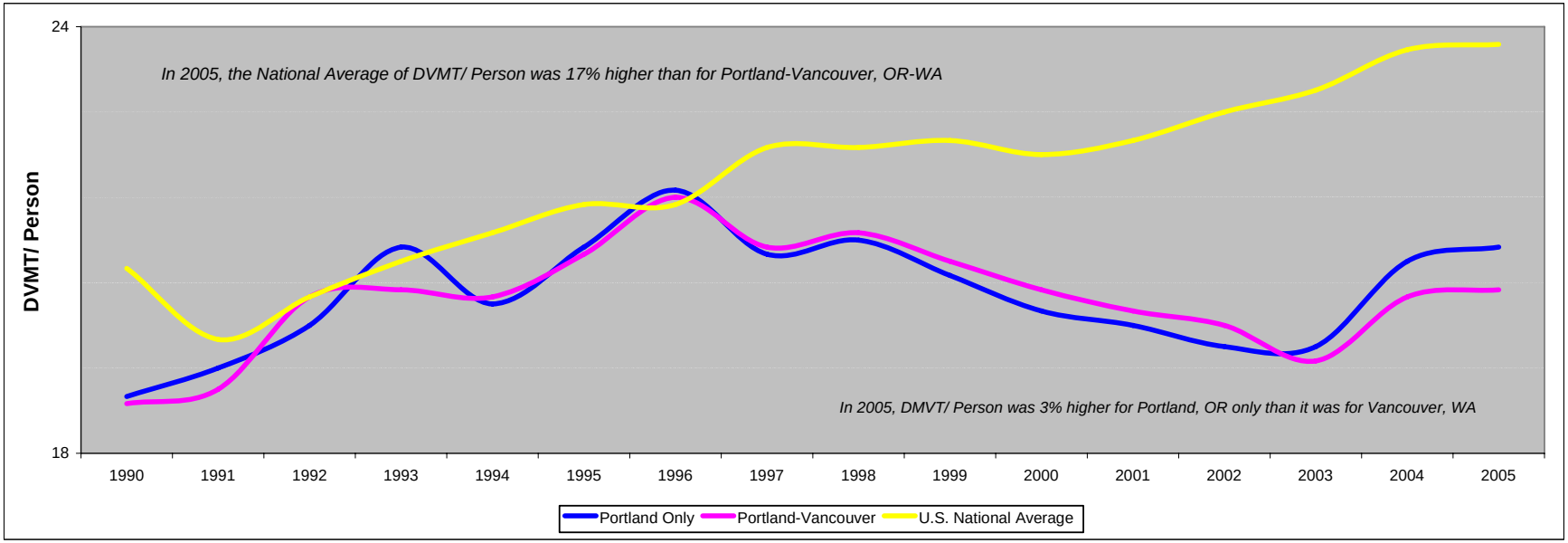
Thanks,

Dave

Daily Vehicle Miles of Travel Per Person* - 1990 To 2005
Portland, OR Only, Portland-Vancouver OR-WA, And The U.S. National Average Data

(Data Shown In Miles)

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Portland Only	18.8	19.2	19.8	20.9	20.1	20.9	21.7	20.8	21	20.5	20	19.8	19.5	19.5	20.7	20.9
Portland-Vancouver	18.7	18.9	20.2	20.3	20.2	20.8	21.6	20.9	21.1	20.7	20.3	20	19.8	19.3	20.2	20.3
U.S. National Average	20.6	19.6	20.2	20.7	21.1	21.5	21.5	22.3	22.3	22.4	22.2	22.4	22.8	23.1	23.7	23.8



Sources: Portland, OR only and Portland-Vancouver, OR-WA data are both from the FHWA in Washington, DC and from ODOT's Highway Performance Monitoring System (HPMS) program in Salem, Oregon - 1990 through 2005. National DVMT/ Person data is from the FHWA booklet "Highway Statistics," 1990-2005; Table HM-72, 'Urbanized Areas - Selected Characteristics', Publication No. FHWA-PL-03-013 (for 2004 booklet). The national average of DVMT/ Person is calculated from 'Total DVMT' divided by 'Estimated Population,' as it appears on Sheet 9 of Table HM-72; which lists all the Federal-Aid Urbanized Areas in the U.S. "A 'Federal-Aid Urbanized Area' is an area with 50,000 or more persons that at a minimum encompasses the land area delineated as the urbanized area by the Bureau of the Census" (from Roadway Footnotes for HM-72, page V-85 of 'Highway Statistics 2004').
The internet website location of the 'Highway Statistics' series (as of December 21, 2006) is: http://www.fhwa.dot.gov/policy/ohpi/hss/index.htm

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE AIR QUALITY CONFORMITY DETERMINATION FOR THE 2008-2011 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM.	)))))	RESOLUTION NO. 07- 3824 Introduced by Councilor

WHEREAS, clean air contributes to the health of residents and the quality of life of a region; and

WHEREAS, the federal Clean Air Act and other federal laws include air quality standards designed to ensure that federally supported activities meet air quality standards and these federal standards apply to the Metro area with regard to on-road transportation activities; and

WHEREAS, Chapter 340, Division 252, Transportation Conformity, of the Oregon Administrative Rules was adopted to implement section 176(c) of the federal Clean Air Act, as amended, and these state rules also apply to Metro area on-road transportation activities; and,

WHEREAS, these federal and state regulations require an air quality conformity determination whenever regionally significant changes are made to certain transportation documents, such as the metropolitan transportation improvement program; and,

WHEREAS, the 2008 - 2011 Metropolitan Transportation Improvement Program (MTIP) has been proposed and this 2008 – 2011 MTIP contains new projects that include federal funding and are regionally significant updates and changes; and,

WHEREAS, the air quality analysis included in Exhibit "A" demonstrates that the changes included in the 2006-2009 MTIP could be built and the resulting total air quality emissions, to the year 2025, are forecast to be less than the motor vehicle emission budgets, or maximum transportation source emission levels, now, therefore,

BE IT RESOLVED that the Metro Council:

1. Approves the air quality conformity determination as documented in Exhibit "A".

2. Directs the Chief Operating Officer to forward the air quality conformity determination to the Federal Highway Administration and Federal Transit Administration for approval.

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

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

STAFF REPORT

In consideration of Resolution No. 07-3824, FOR THE PURPOSE OF APPROVING THE AIR QUALITY CONFORMITY DETERMINATION FOR THE 2008-2011 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

Date: July 18, 2007 Prepared by: Mark Turpel

BACKGROUND

Overview

Federal and state regulations require that the 2008-2011 Metropolitan Transportation Improvement Plan (MTIP) be tested to see whether the existing on-road transportation system, plus all of the proposed new transportation projects, complies with air quality standards. This air quality analysis – known as an air quality conformity determination - must be approved in order for the region and local jurisdictions to continue to be eligible to receive federal funds for transportation projects.

The Metro area is in compliance with all air pollutants regulated by federal and state regulations. However, the existing status of air quality in the Metro region is that it has a "maintenance" status for Carbon Monoxide. That is, while the region has improved Carbon Monoxide levels and has not exceeded maximum levels since 1989, it still must monitor Carbon Monoxide levels and complete air quality conformity determinations for Carbon Monoxide.

Carbon Monoxide Conformity Determination

Exhibit "A" to Resolution No. 07-3824, For The Purpose of Approving the Air Quality Conformity Determination for the 2008-2011 Metropolitan Transportation Improvement Program, includes a Carbon Monoxide emission analysis.

The analysis shows that federal and state air quality standards for Carbon Monoxide can be met in the Metro region even with: 1) the existing transportation system, and, 2) the projects included in the 2008-2011 Metropolitan Transportation Improvement Program; 3) all of the other improvements included in the financially constrained system of the 2004 Regional Transportation Plan; and 4) all other local transportation projects that are considered regionally significant

In addition, there has been concern that because of court cases and new proposed federal regulation, the region also should assess the Ozone conditions. Accordingly, Table 1, below shows the results of air quality modeling for the region for various time horizons for Carbon Monoxide as well as the precursors of Ozone – Hydrocarbons and Oxides of Nitrogen.

As Table 1 demonstrates, for each of the time horizons and for each air pollutant, the region is forecast to meet the motor vehicle emission budgets, or maximum levels of pollutants from motor vehicles.

Table 1. Comparison of Motor Vehicle Emission Budgets and Forecast Surface Transportation Emissions

Year	**Carbon Monoxide Motor Vehicle Emission Budget** (pounds/ winter day)	**Forecast Carbon Monoxide Emissions** (pounds/ winter day)	**Hydrocarbon Motor Vehicle Emission Budget** (tons/summer day)	**Forecast Hydrocarbon Emissions** (tons/summer day)	**Oxides of Nitrogen Motor Vehicle Emission Budget** (tons/ summer day)	**Forecast Oxides of Nitrogen Vehicle Emissions** (tons/summer day)
2010	1,033,578	976,015	40	32.6	52	46.6
2015	n/a	n/a	40	23.5	55	28.5
2017	1,181,341	837,797	n/a	n/a	n/a	n/a
2020	n/a	n/a	40	21.5	59	23.9
2025	1,181,341	901,569	40	19.5	59	19.3

Accordingly, approval of the air quality conformity determination can be considered.

If approved, the conformity determination may be forwarded to the Federal Highways Administration and Federal Transit Administration, who, after conferring with the EPA, may approve the conformity determination. Approval of the conformity determination also allows consideration of approval of the 2008-2011 MTIP.

ANALYSIS/INFORMATION

1. **Known Opposition** None.

2. Legal Antecedents

Federal: 40 CFR 93. (transportation air quality conformity)

State: OAR 340-252 (transportation air quality conformity)

Metro:

Resolution No. 03-3381A, FOR THE PURPOSE OF ADOPTING THE 2004-2007 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA.

Resolution No. 03-3382A-02, FOR THE PURPOSE OF ADOPTING THE PORTLAND AREA AIR QUALITY CONFORMITY DETERMINATION FOR THE 2004 REGIONAL TRANSPORTATION PLAN AND 2004-2007 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM.

Resolution No. 05-3529A, FOR THE PURPOSE OF ALLOCATING $62.2 MILLION OF TRANSPORTATION PRIORITIES FUNDING FOR THE YEARS 2008 AND 2009, PENDING AIR QUALITY CONFORMITY DETERMINATION.

Resolution No. 05-3589A, FOR THE PURPOSE OF AMENDING THE REGIONAL TRANSPORTATION PLAN TO MOVE THE I-205 NORTHBOUND ONRAMP/AIRPORT WAY

INTERCHANGE IMPROVEMENT FROM THE ILLUSTRATIVE LIST TO THE FINANCIALLY CONSTRAINED LIST.

3. **Anticipated Effects** Allows for consideration of approval of proposed transportation projects in the 2008-2011 MTIP.

4. **Budget Impacts** None directly by this action. Upon approval of another related resolution for the 2008-2011 Metropolitan Transportation Improvement Program, the budget impact would be provision of funding support for some Metro transportation activities.

RECOMMENDED ACTION

Approve Resolution No. 07-3824, FOR THE PURPOSE OF APPROVING THE AIR QUALITY CONFORMITY DETERMINATION FOR THE 2008-2011 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE 2008-2011 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA	)))	RESOLUTION NO. 07- 3825 Introduced by Councilor Rex Burkholder

WHEREAS, the Portland metropolitan area Metropolitan Transportation Improvement Program (MTIP), which reports on the programming of all federal transportation funds to be spent in the region, must be updated every two years in compliance with federal regulations, and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) have recently proposed programming of the "regional flexible funds" portion of the federal allocation of transportation funds to this region through the Transportation Priorities 2008-11 process, and

WHEREAS, the Oregon Department of Transportation has proposed programming of federal transportation funds for projects in the Portland metropolitan area through the State Transportation Improvement Program (STIP), and

WHEREAS, the transit service providers TriMet and South Metropolitan Area Rapid Transit (SMART) have proposed programming of federal transit funds, and

WHEREAS, these proposed programming of funds must be found in compliance with all relevant federal law and administrative rules, including a demonstration of compliance with the Oregon State implementation plan for air quality, and

WHEREAS, the draft Metropolitan Transportation Improvement Program for the Portland, Oregon metropolitan area, attached as Exhibit A, demonstrates compliance with all relevant federal law and administrative rules, and

WHEREAS, the companion Metro Resolution No. 3824, For the Purpose of Approving an Air Quality Conformity Determination for the 2008-11 Metropolitan Transportation Improvement Program, demonstrates compliance with the federal Clean Air Act and the Oregon State implementation plan for air quality, and

WHEREAS, a public process has provided an opportunity for comments on the programming of federal funds to specific projects in specific fiscal years and whether that programming meets all relevant laws and regulations, in addition to extensive public processes used to those projects to receive these funds; now therefore

BE IT RESOLVED that the Metro Council adopt the Metropolitan Transportation Improvement Program for the Portland metropolitan areas as shown in Exhibit A; and

BE IT FURTHER RESOLVED that projects in the existing 2006-09 MTIP that do not complete obligation of funding prior to September 30, 2007 will be programmed into the 2008-11 MTIP following consultation with federal agencies and the Transportation Policy Alternatives Committee on an air quality conformity determination.

ADOPTED by the Metro Council this 16th day of August, 2007

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 07-3825, FOR THE PURPOSE OF APROVING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA.

Date: August 16, 2007 Prepared by: Ted Leybold

BACKGROUND

The 2008-11 Metropolitan Transportation Improvement Program (MTIP) is a report that summarizes all programming of federal transportation funding in the Metro region for the federal fiscal years 2008 through 2011 and demonstrates that the use of these funds will comply with all relevant federal laws and administrative rules.

Generally, there are three sources of proposed programming of federal transportation funds that are reflected in the MTIP; "regional flexible funds" whose projects are selected in the Transportation Priorities process by JPACT and the Metro Council, projects and maintenance on the national highway system proposed by the Oregon Department of Transportation through the State Transportation Improvement Program (STIP) process, and transit projects proposed by the region's transit agencies. Federal regulations designate JPACT and the Metro Council as the bodies responsible for allocating the comprehensive package of federal highway and transit funds for the Portland metropolitan area.

The projects and programs recently selected by JPACT and the Metro Council to receive regional flexible funds for the years 2010 and 2011 have been assigned to their respective years of allocation and fund type (Surface Transportation Program or Congestion Mitigation/Air Quality) in the MTIP. Furthermore, previous programming of these funds for the years 2008 and 2009 have been updated to reflect changes in construction schedules and project costs.

The programming of state highway funds is proposed through the state wide State Transportation Improvement Program process. Projects and programs within the Metro region are summarized within the MTIP. Projects that increase vehicle capacity is included in Table 4.1. Other state projects: bridge rehabilitation, pavement preservation, safety, and operations are summarized in Tables 4.2.1 through 4.2.4.

The programming of federal transit funds to the metropolitan region is summarized in Table 2.2-1. In addition to the regional flexible funds programmed to transit activities through the Transportation Priorities process, there are several types of federal funds summarized, including rail new starts, a program for low income access to jobs, allocations for bus purchases and allocations for maintenance of the bus and rail systems. The proposed programming of funds is consistent with the TriMet Transit Investment Plan, a 5-year rolling capital improvement program that guides the short-term implementation of the 20-year Regional Transportation Plan.

Adoption of this resolution would fulfill JPACT and the Metro Council's role within federal law to program federal funds, consistent with federal regulations as documented in Exhibit A; the Metropolitan Transportation Improvement Program for the Portland metropolitan area, federal fiscal years 2008 through 2011.

ANALYSIS/INFORMATION

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

2. **Legal Antecedents** This resolution programs transportation funds in accordance with the federal transportation authorizing legislation (currently known as SAFETEA-LU). The allocation process is intended to implement the Transportation Priorities 2005 and 2007 program allocations as defined by Metro Resolution Nos. 05-3529 and 07-3773. This MTIP must be consistent with the Regional Transportation Plan, adopted by Metro Ordinance No. 04-1045A. This MTIP must also be determined to be in conformance with the federal Clean Air Act, which would be accomplished through action on draft Metro Resolution No. 07-3824.

3. **Anticipated Effects** Adoption of this resolution is a necessary step to make the transportation projects and programs defined in the MTIP, provided as Exhibit A, eligible to receive federal funds to reimburse project costs.

4. **Budget Impacts** Adoption of this resolution is a necessary step in making eligible federal surface transportation program funds for planning activities performed at Metro. This includes $928,000 of federal funds to be used for planning activities at Metro in the next fiscal year. Grant funds allocated to Metro planning require a match totaling 10.27% of project costs. This would include $405,000 through the course of the 2008 – 2011 time period. Metro would also negotiate with other transportation agencies for responsibility of a portion of $830,000 of required local match for other regional planning and program activities over the course of the 2008 – 2011 time period.

RECOMMENDED ACTION

Approve the resolution as recommended.

M E M O R A N D U M

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TEL 503 797 1700 | FAX 503 797 1794

METRO

Date: July 19, 2007
To: TPAC Members and Alternates
From: Pam Peck, RTO Manager
Caleb Winter, RTO Staff
Re: **Recommended Regional Travel Options Evaluation Framework**

Background
The Regional Travel Options (RTO) Subcommittee of TPAC formed a working group to make recommendations and set priorities for evaluating the program. The RTO Subcommittee approved recommendations in June 2007.

Recommendations
Key recommendations are to:

1. Expand RTO evaluations to included awareness and satisfaction measures; a recommendation made by Dr. Jennifer Dill in the 04/05 RTO Evaluation Report. Dr. Dill described awareness and satisfaction as missing levels of analysis needed to evaluate RTO projects.

2. Conduct region-wide phone surveys to track overall trends in mode share and the extent that changes can be attributed to RTO programs, while addressing several shortcomings of current data sources. Shortcomings to be resolved by the survey are:

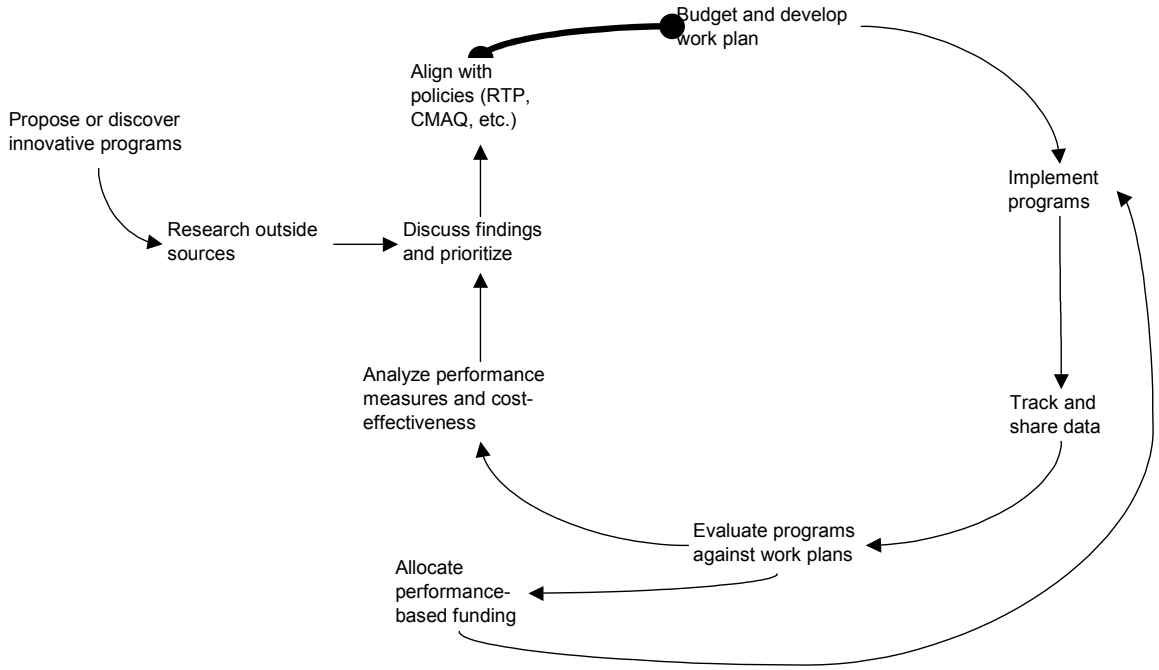
    - Overlap among programs such as employer outreach and carpool matching make it difficult to attribute mode shifts by each element of the RTO program.
    - Non-commute trips are not adequately captured by current sources of RTO data. Non-commute trips were identified in the RTO Strategic Plan as having an impact on peak congestion and air quality.
    - Lack of a region-wide survey that can be used to evaluate the RTO program.

    Dr. Dill and her Graduate Research Assistant identified five other U.S. regions and one Canadian region that have recently conducted region-wide phone surveys for the primary purpose to measure transportation demand management (TDM) programs. They reviewed reports from these regions and recommended areas of study including travel choices, awareness and satisfaction of RTO and other TDM programs, attitudes towards travel options and demographics related to travel behavior.

3. Acknowledge that responsibility for tracking and analyzing data begins with each funding recipient. The working group drafted a matrix to help define responsibility and tools to

evaluate outputs, awareness, satisfaction and outcomes applicable to current RTO projects. Metro RTO staff provides technical support.

4. Set the timeline for evaluation to every two years to best support the decision-making cycle (diagram below), beginning with data collection and analysis after July 1st. The region-wide phone survey will be conducted in September and reporting of all findings will be scheduled for October. Quarterly reports, shared databases and ad-hoc reporting will be used to address evaluation needs in-between two-year evaluations.



5. Budget resources for evaluation will fluctuate between years when the two-year evaluation and region-wide phone survey will be done (approximately $200,000) and off years (approximately $120,000). These amounts do not exceed 10% of the RTO budget, which is a generally accepted amount for program evaluation. Every year, Metro RTO staff will continue technical support to partners and carry out evaluation steps for Metro RTO projects (e.g., CarpoolMatchNW, Metro VanPool, DriveLess/SaveMore outreach).

Conclusion

RTO Subcommittee's approval of the an Evaluation Framework helps:

- Set expectations for measurement;
- Define responsibilities for evaluation;
- Set the timeline and budgets for evaluation; and,
- Inform the RTO Strategic Planning process (beginning fall 2007).

The RTO Evaluation Working Group can be called upon to coordinate and carry out the Evaluation Framework as needed. Metro RTO staff will continue to update information related to the Evaluation Framework and also provide technical assistance to partners.

Regional Travel Options
2005-06 Program Evaluation
Final Report: Executive Summary

July 19, 2007

Prepared for: Metro, RTO Subcommittee
Pam Peck and Caleb Winter, RTO

Prepared by: Jennifer Dill, Ph.D.
Center for Urban Studies
Portland State University
With assistance from Tomoko Kanai

Background

Metro's 2040 Growth Concept sets forth a long-range growth management strategy intended to shape the region for the next 50 years. The strategy encourages growth within existing centers and corridors, along with some expansion of the urban growth boundary. The future success of the plan relies, in part, on significantly increasing the use of alternative modes of transportation, including transit, walking, bicycling, carpooling, and telecommuting. These are generally referred to as non-single-occupant vehicle (non-SOV) modes. To help implement the Growth Concept, Metro's Regional Travel Options (RTO) program works to increase awareness of non-SOV alternatives and increase the provision of those alternatives. In Metro Council adopted the *Regional Travel Options Program 5-Year Strategic Plan* in January 2004 to help direct those efforts. The RTO program receives funding through the Metropolitan Transportation Improvement Program (MTIP), which includes the programming of CMAQ funds.

The *Strategic Plan* places an emphasis on evaluation of the program to demonstrate results. In 2004, TriMet and Metro conducted an evaluation that covered 2003. That evaluation used the results of surveys conducted by employers to comply with the Employee Commute Options (ECO) Rules and presented an analysis of the region's centers identified in the *2040 Growth Concept*. In 2006, PSU's Center for Urban Studies (CUS) conducted a comprehensive evaluation of all RTO programs for FY2005 (July 2004 – June 2005). This report is a follow-up evaluation, covering FY2006 and the fist six months of FY2007 (July – December 2006). During this time, the RTO program used CMAQ funds for the following activities:

TMA Program
Clackamas Regional Center TMA
Lloyd TMA
Gresham Regional Center TMA
Westside Transportation Alliance (WTA)
Swan Island TMA
Troutdale Area TMA

Region 2040 Initiatives
Lloyd TMA/Lloyd District Ped Program
SMART Wilsonville Walking Program

City of Portland/CarpoolMatchNW
Swan Island Vanpool Program
WTA Carfree Commuter Challenge (2006)

RTO Core Program
Regional Vanpool Program
TriMet Employer Program
SMART TDM program
Metro Collaborative Marketing
Regional Evaluation
RTO subcommittee management and strategic planning

In addition, ODOT funds were used for the regional DriveLess/SaveMore (DLSM) marketing campaign. Metro staff and the RTO Subcommittee also developed a new Evaluation Framework to guide future evaluation efforts.

The 2005-06 evaluation is primarily based upon evaluation reports submitted to Metro by organizations receiving RTO funding, data from employee surveys submitted to TriMet (at the work site level), surveys of participants in the CarpoolMatchNW ridematching service, and ridership data for vanpools and shuttles receiving RTO funding. Unlike the 2004-05 evaluation, the PSU CUS evaluation team did not interview funding recipients to obtain additional information. Otherwise, the methodology and approach is similar to the 2004-05 evaluation.

Findings

As in 2004-05, most of the programs achieved most or all of their output objectives in 2005-06. Several of the programs were able to demonstrate outcomes, including mode share changes and VMT reduction. However, the overall amount and quality of data available makes it impossible to develop an accurate overall estimate of the impacts of the programs. This is due, in part, to the fact that the outcomes of the various programs, as currently measured, may overlap. For example, people using the CarpoolMatchNW website may have gone there because of the efforts of a TMA or TriMet's Employer Outreach program. The Collaborative Regional Marketing Program (aka DriveLess/SaveMore) should have impacts extending throughout all of the programs. In addition, outside factors, including gas prices and the ECO Rules, may prompt travel behavior change among people participating in the RTO program. Assigning changes in behavior to specific external factors and programs is not possible given the data available.

The employee commute survey data from employers participating in TriMet's Employer Outreach program is currently the most comprehensive data source available to evaluate the effects of the RTO programs. That data show an increasing share of commuting by non-SOV modes (Figure 1). In 2006, over 35% of the commute trips were made in non-SOV modes, continuing a steady increase over the past decade. Nearly 20% of commute trips were made on transit. This rate about three times as high as for all workers living the in the region, according to the 2005 American Community Survey (ACS) conducted by the Census Bureau. The steady decline in rates of carpooling and vanpooling ended in 2006, with 8.7% of the commute trips at participating employment sites made in carpools and vanpools. This is, however, lower than the 10.5% rate in the first year of data (1996) and lower than the ACS data. Rates of walking and bicycling were up slightly in 2006 compared to 2005.

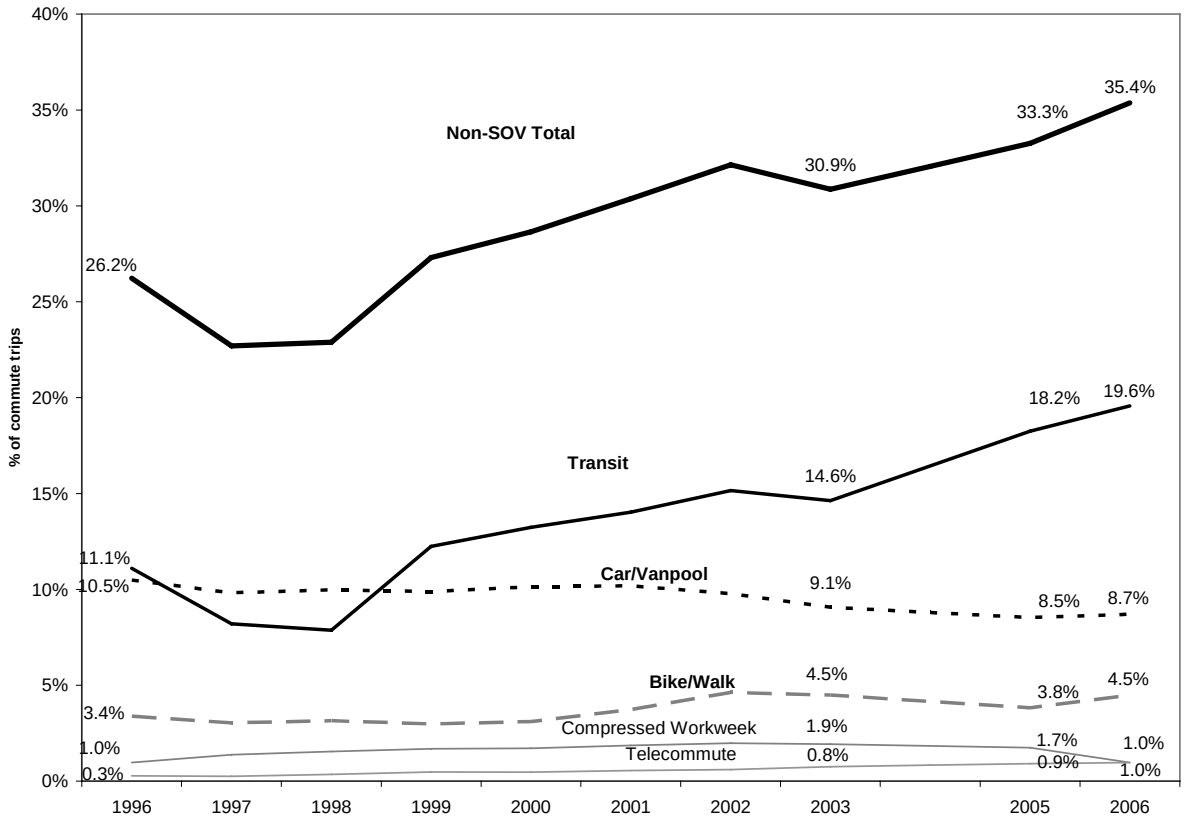


Figure 1: Non-SOV Commute Trips at worksites participating in the TriMet Employer Outreach program (1996-2006)

Sources: 1996-2003 figures are from TriMet and were included in the 2003 RTO Report. 2005 and 2006 figures calculated using original employer survey data from TriMet, using two year average. 2006 data reflects surveys conducted from July 2004 through December 2006.

Some additional key positive outputs and outcomes of the RTO programs during 2005-06 include the following:

- Nearly 1,000 work sites with over 200,000 employees participated in the Employer Outreach Program.
- Employers in downtown Portland that survey employees are close to meeting RTP modal targets of 70% non-SOV modes for commute trips (68%).
- The Metro DriveLess/SaveMore team staffed booths at 121 public events, engaging 6,400 people in conversation and handing out 8,500 DLSM notepads, decals and informational materials. 2,700 people signed DLSM commitments to change their travel behavior. This represents over 40% of those people who engaged in conversation.
- About 6,610 people are registered on the CarpoolMatchNW website for carpool matching, 37% more than at the end of 2004-2005. CarpoolMatchNW implemented a process to purge the database of inactive registrants, which should improve the quality of the matches.

- The Vanpool program undertook specific actions to improve its cost-effectiveness and increase the number of vans operating in the region. Each day they operated, the vanpools had about 118 total riders or 6.7 per van. This is an increase from an average of 6.2 riders per van in 2004-05.

- TMAs and area programs continued targeted activities such Carefree Commuter Challenge, SMART's WalkSmart, and Swan Island TMAs' evening shuttle.

- Most programs implemented their specific output objectives. When objectives were not met it was often due to lower than expected funding or staff turnover.

There are several findings that need to be addressed by the RTO program:

- Employers outside of downtown Portland and the Lloyd District have a long way to go to meet the RTP modal targets for 2040. Only about one-quarter of work trips to surveyed sites in the remaining area are made in non-SOV modes. The targets for 2040 range from 40% to 55%. However, it should be noted that a 25% non-SOV mode share is good for suburban areas with free and available parking.

- The vanpool program is not performing as projected and is significantly smaller in scope than programs found in other regions. The vanpools in the program are generally small. Seven of the 18 (28%) averaged five or fewer riders per day. While this is a significant improvement over 2004-05, on average, the vans were at 59% of capacity. However, the lack of a high-occupancy vehicle (HOV) lane network eliminates one of the factors that help other regions build large vanpool programs – a significant time savings.

- Some of the smaller TMAs may still be implementing programs that may not be consistent with the RTO objectives or that are not achieving measurable changes in the use of travel options. Staff turnover continues to be a problem at some TMAs.

- Some of the programs do not have clear output objectives and many do not have clear quantified outcome objectives against which to measure progress. Some of the end outcome objectives that do exist were based upon what appear to be overly optimistic assumptions.

- Not all of the programs are systematically tracking outcomes in a meaningful way.

- The success of many programs, particularly those focused on downtown and the Lloyd District are aided by parking pricing and supply constraints. Without such cost or time advantages for non-SOV modes (e.g. with HOV lanes), significant increases in non-SOV mode shares will be difficult to achieve in more suburban environments.

Several activities are underway that will help address many of these concerns:

- Metro made significant changes to the vanpool program in February 2007.

- The RTO Subcommittee adopted a new evaluation framework that will increase the level of monitoring by funding recipients and collect data through a regional survey.

- The RTO Subcommittee plans to develop a new strategic plan in the coming year.

CLICK HERE FOR REPORT

- DRAFT -
For Public and Technical Review and Comment

AIR QUALITY CONFORMITY DETERMINATION

For the

2008-2011 Metropolitan Transportation Improvement Program (MTIP)

June 15, 2007

METRO

CLICK HERE FOR REPORT

Regional Travel Options
2005-06 Program Evaluation

Final Report

July 19, 2007

Prepared for: Metro
RTO Subcommittee
Pam Peck, RTO
Caleb Winter, RTO

Prepared by: Jennifer Dill, Ph.D.
Center for Urban Studies
Portland State University

With assistance from Tomoko Kanai

CLICK HERE FOR REPORT

Draft

Adoption Draft Metropolitan Transportation Improvement Program

Portland Metro Area
Federal Fiscal Years
2008 through 2011

August 2007

METRO

PEOPLE PLACES
OPEN SPACES

Exhibit A
Resolution No. 07-3825

Materials following this page were distributed at the meeting.

Regional Travel Options

- RTO update
- PSU CUS evaluation July 1, 2005 through December 31, 2006
- Evaluation Framework

Drive less. Save more.
www.DriveLessSaveMore.com

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RTO Partner Goals

Goals and strategies

- Maximize transportation investments
- Manage congestion
- Reduce pollution
- Support a healthy economy
- Reduce drive-alone trips
- Increase use of travel options

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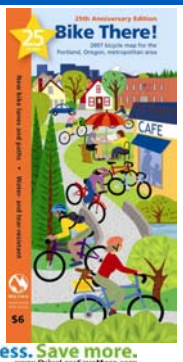
RTO Update



- ↑ Drive Less/Save More reached 98% of public
- ↑ Drive Less Family Challenge
- ↑ New vanpools formed
- ↑ CarpoolMatchNW contest
- ↑ Milwaukie SmartTrips
- ↑ Bike There! map
- ↑ Second independent evaluation
- ↑ Evaluation Framework
- ↑ WTA Carefree Commuter Challenge

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2005-06 Evaluation Process

- Sources
  - Reports submitted by grantees
  - Data from employee surveys and CarpoolMatchNW
- Included 2005-06 fiscal year
  and July-December 2006 when possible

What we looked at

- Outputs
  - What was done?
- Outcomes
  - What were the results?
- Evaluation methods
  - How are outputs and outcomes measured?

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Key Findings: Outputs

- Individual program implementation continued in similar manner as in 2004-05. Some exceptions…
  - Growth in some programs
  - Changes to vanpool program
  - Start of DriveLess/SaveMore regional marketing and integration with other programs

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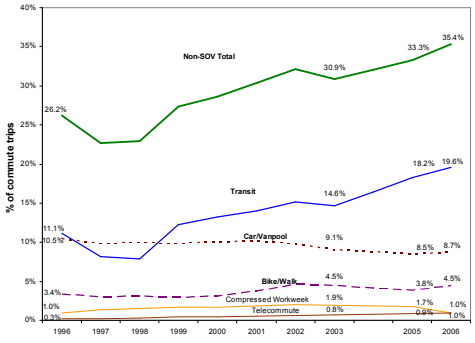
Key Finding: Outcomes
Non-SOV mode share continues to rise



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Additional findings: Outcomes

- Compared TriMet employer survey data to…
  - American Community Survey (ACS) and 2000 Census
    - TriMet/RTO sites:
      Much higher rates of transit use
      Lower rates of carpooling
      Bike/walk about the same
  - Employers submitting data only to DEQ
    - TriMet/RTO sites:
      Greater reduction in vehicle trips

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To summarize: Outcomes

Key Findings: Future Evaluations

- *Expect significant improvements in monitoring and evaluation data in near future*
  - DLSM survey data
  - RTO staff have made progress on implementing most of the evaluation-related recommendations
  - New RTO Evaluation Framework

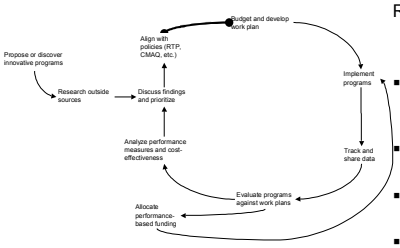
Program-wide Recommendations

- Focus on developing new Strategic Plan with specific output and outcome objectives
- Continue to implement evaluation framework and recommendations

Program-wide Recommendations

- Future program evaluations
  - Every two years
  - Conduct interviews with program managers and participants
  - Compare to similar programs in other regions
- Cause ➔ Effect will always be very difficult to determine
  - Collect data on as many outputs and outcomes as possible

RTO Evaluation Framework



RTO Subcommittee recommendation to:

- Measure awareness and satisfaction
- Conduct a region-wide phone survey
- Establish roles and responsibilities
- Set a timeline
- Budget

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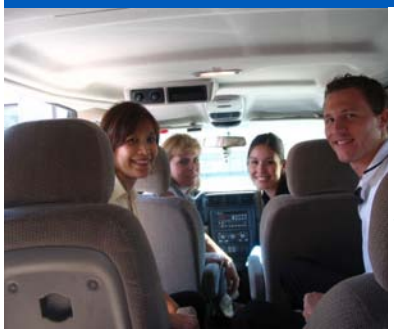
Contact



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http://www.metro-region.org/traveloptions

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Helping the planet is just a side benefit

METRO VanPool

VanPool and Save

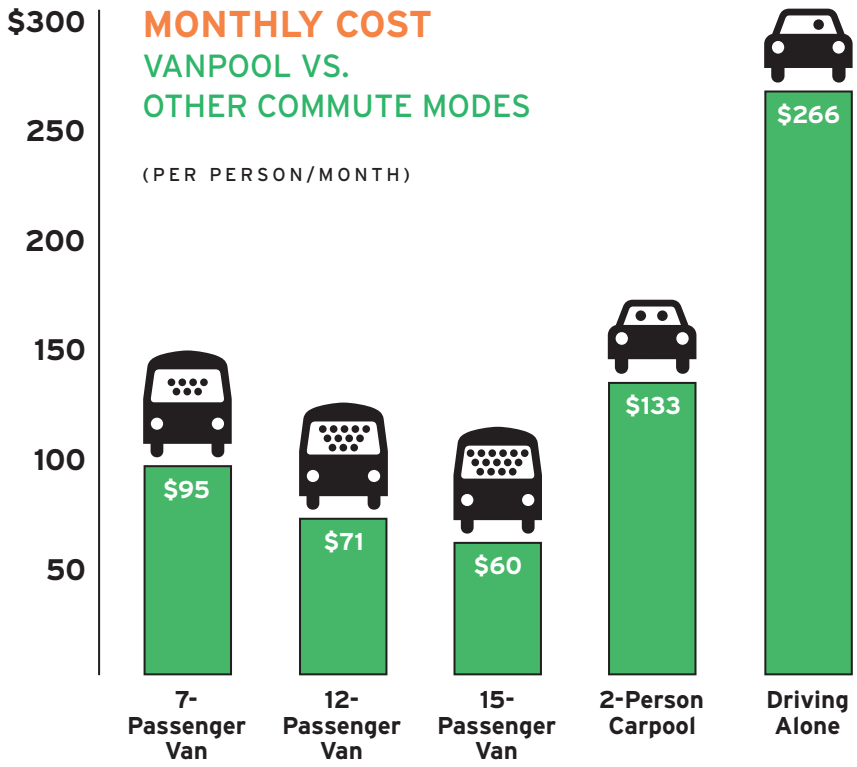
Vanpooling can cost a quarter of what you would pay to drive alone! A Vanpool is a group of 5 to 15 people who travel from home or a meeting place to work, school or other destinations. Vanpoolers save money and avoid the stress of driving.

Did you know?

As a member of a VanPool you will be doing your part to reduce traffic congestion and improve air quality while saving money. Way to go!

MONTHLY COST
VANPOOL VS. OTHER COMMUTE MODES

(PER PERSON/MONTH)



SOURCE: METRO, 2007

10 heads are better than one!

Monthly VanPool costs per rider, including fuel, are $60 to $95 for a 30-mile trip, *compared to $266 to drive alone*. An incentive program pays 50 percent of the van lease cost. By reducing the cost of maintenance on your own vehicle and splitting the cost of fuel with other riders, *you can save hundreds of dollars each year*.

Some employers offer subsidies for vanpooling and allow employees to purchase VanPool fares on a pre-tax basis. Ask your employer if they support vanpooling.

Reduce your stress

Most people say their commute to work is the most stressful part of the day. In contrast, VanPool riders can relax, read or take a nap. There are fewer worries about traffic, vehicle reliability or getting to work on time. Metro VanPool provides riders a free cab ride home if an emergency occurs before your normal departure time.

"When it's not my day to drive, I don't care how long the commute is. With two kids this is often the best sleep I get."

—JEFF WRIGHT
FARMERS INSURANCE

About Metro VanPool

The Metro VanPool program coordinates vanpool services for commuters who travel into the Portland, Oregon metropolitan region including Clark County, Washington and is a service of Metro's Regional Travel Options program.

Metro, the regional government that serves 1.3 million people who live in Clackamas, Multnomah and Washington counties and the 25 cities in the Portland metropolitan area, provides planning and other services that protect the nature and livability of our region.

enterprise rideshare Flexcar VPSI Inc.®

Start a VanPool

VanPools may be started by groups of commuters or their employers. Use these steps to get started.

1 Find potential riders. Identify people who travel from your neighborhood to your worksite or nearby worksites.

2 Identify a driver. Check with VanPool members to see who is willing and qualified to drive. Drivers often travel for free in exchange for completing monthly reports.

3 Research van options. VanPool has lease agreements with three area VanPool providers offering varying lease costs based on commute distance and van size.

4 Contact Metro VanPool. Register your VanPool with Metro and determine if it qualifies for a monthly incentive.

For more information, call Metro VanPool at (503) 813-7566, email rto@metro-region.org or visit www.metro-region.org/vanpool.

Find a VanPool

There may already be a VanPool that meets your needs. View route and schedule information at www.metro-region.org/vanpool.

Not enough people for a VanPool? Try CarpoolMatchNW to find your ride! CarpoolMatchNW is an easy way to find someone to share a ride. Visit www.carpoolmatchNW.org or call (503) 813-7566.

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METRO

DATE: July 27, 2007

TO: TPAC and interested parties

FROM: Kim Ellis, Principal Transportation Planner

SUBJECT: 2035 RTP Update – Financially Constrained Worksheet Instructions

****

Purpose
The purpose of this memo is to provide project coordinators with guidelines and instructions for submitting the Regional Transportation Plan (RTP) Financially Constrained System worksheet (Attachment 2) for the federal component of the 2035 RTP. ODOT, TriMet and local agency federal priorities will be subject to a formal public comment period to be held from October 15 – November 15, 2007.

Action Requested
- ODOT, TriMet and local project coordinators are requested to **present their respective preliminary list of federal investment priorities to TPAC on August 31**. TPAC members will discuss the general mix of projects under discussion as they relate to Region 2040, RTP policy framework goals and air quality conformity guidelines identified in Attachment 1.
- Submit the completed worksheet (Attachment 2) via email **to Josh Naramore at Metro by 5:00 PM on Friday, September 7.**

Background
ODOT, TriMet and local project coordinators are requested to complete the attached RTP Financially Constrained System worksheet in preparation for the public comment period to be held from October 15 – November 15, 2007 for the federal component of the 2035 RTP. ***These worksheets should be completed by the respective city or county coordinating committee representatives and e-mailed to Josh Naramore at Metro by 5:00 PM on Friday, September 7.*** Metro will then compile the materials and forward them to TPAC members and the project coordinators for final review by September 17.

Metro will assess projects submitted according to relevance to goals and across traditional modal categories, comparing federal investment priorities to the 200% list submitted by agencies in June.

Guidelines for Identifying Federal Priorities
The following are general guidelines for completing the worksheets:

1. Agencies should refer to Attachment 1 "Principles for Shaping the 2035 Financially Constrained System" to guide identification of federal investment priorities. Agencies are requested to draw investment priorities from the 200% list of investments submitted during the solicitation process in June. Agencies may submit new projects that meet the RTP solicitation general eligibility requirements and have been screened according to the solicitation packet and are within their local revenue target.[1] Those projects that address multiple RTP goals are encouraged to be submitted as federal investment priorities.

2. Each worksheet includes a sub-area target[2] (as listed below) and is pre-formatted to total project costs. Two Multnomah County worksheets are included to allow a separate accounting of Willamette River Bridge projects, as noted in the targets below:

	Regional Revenue	***Local Revenue***	***Total***
City of Portland/Port	*$262.9 million*	*$786.5 million*	*$1,049 million*
Washington County and cities	*$239.9 million*	*$1,812 million*	*$2,051.9 million*
Clackamas County and cities	*$211.9 million*	*$960.1 million*	*$1,172 million*
Multnomah County and cities (excluding Portland)	*$63.4 million*	*$761 million*	*$824.7 million*
Willamette Bridges	*$113.6 million*	*--*	*$113.6 million*
TriMet and regional programs	*$499.9 million*	*--*	*449.9 million*
ODOT	*$828.6 million*	*--*	*$826.6 million*

3. The worksheet for each subarea is organized according to "exempt" and "non-exempt" categories for the purpose of air quality analysis. In general, projects that are not expected to create a new roadway or add significant capacity to an existing roadway are "exempt." Examples of exempt projects include bikeways and sidewalks, regional trails, demand or system management programs and transit. All roadway capacity and new roadway connection projects are "non-exempt." The purpose of dividing these projects is to assist Metro staff with identifying projects that will need to be analyzed with the regional emissions model during the conformity analysis this winter.

4. Discrete state highway and transit capital projects located in the respective sub-areas only need to be listed when a jurisdiction is providing local match (such as the streetcar projects). For the purposes of this exercise, only report on the regional and local match portions of the project costs. Metro will facilitate any inconsistencies or overlap between local jurisdictions, ODOT and TriMet on these assumptions, as needed.

5. Project costs are divided into regional and local, based on revenue source, and these columns should be completed, accordingly. In many cases the funding share between local and regional sources will be estimated, and funding source should simply be based on the best information available. "Regional" funding sources for local projects are federal or state sources of money of revenue not collected locally.

---

[1] The 2035 RTP solicitation packet is available to download from Metro's website at http://www.metro-region.org/article.cfm?ArticleID=24619 for new projects that were not submitted to Metro during the solicitation process last spring.

[2] The worksheet targets reflect updated data described in the July 24, 2007 memorandum from Steve Siegel, "Revised Financially Constrained Revenue Estimates."

Agency Contacts

The ODOT, TriMet and local agency project coordinators for this process are as follows, and should be the contact person for specific project questions and input at the local level:

City of Portland	*Courtney Duke*	*(503) 823-7265*
Port of Portland	*Robin McCaffrey*	*(503) 944-7513*
Washington Co.	*Clark Berry*	*(503) 846-3876*
Clackamas Co.	*Ron Weinman*	*(503) 353-4533*
Multnomah Co.	*Ed Abrahamson*	*(503) 988-5050 x29620*
ODOT	*Rian Windsheimer*	*(503) 731-8456*
TriMet	*Phil Selinger*	*(503) 962-2137*

Please contact me by phone at (503) 797-1617 or email at ellisk@metro.dst.or.us with any questions about the 2035 RTP update or this exercise.

Please e-mail completed federal priorities worksheets to:
naramorej@metro.dst.or.us
by 5:00 PM on Friday, September 7

ATTACHMENT 1

METRO

Principles for Shaping the 2035 Financially Constrained System

1. Promote 2040 Growth Concept

- Reinforce growth in 2040 priority areas (central city, regional centers, industrial areas & intermodal facilities)
- Achieve geographic balance

2. Support RTP Policy Framework *(dated March 1, 2007)*

- Improve reliability of state and regional mobility corridors
- Address multi-modal system gaps
- Address multi-modal system deficiencies
- Expand transportation choices
- Improve safety and security
- Benefit human health
- Benefit the natural environment

3. Preserve AQ Conformity Status

- Encourage exempt projects
- Meet Transportation Control Measures (TCMs) as established in maintenance plan

July 27, 2007

METRO

Assessment of

2035 Financially Constrained System

2040 Investment Areas	Draft 200% List	2040 Program Areas	Draft 100% List
		State and Regional Mobility Corridors	
		Centers and Main Streets	
		Industrial and Employment Areas	
		2040 Corridors	
		Regional Bridges	
		Other Areas	

Modal Balance	Draft 200% List	Project Mode Category	Draft 100% List
		Highway	
		Road/ITS	
		Transit	
		Bridge	
		Bicycle & Pedestrian	
		Boulevard	
		TDM	

2035 Regional Transportation Plan
Financially Constrained System

Clackamas County and cities

Regional/Local Portion of Projects Cost (2007 $)

		$211,900,000	$960,100,000

Air Quality Exempt Projects

RTP No.	Project Name	Regional	Local	Regional/Local Total
New	North Ventura Avenue Sidewalks	$2,000,000	$200,000	$2,200,000
New	South Ventura Avenue Sidewalks	$1,000,000	$100,000	$1,100,000
10000	Busy Bikeway	$1,000,000	$500,000	$1,500,000
				$0
				$0
				$0
				$0
Total Exempt Project Costs				**$4,800,000**

Air Quality Non-Exempt

RTP No.	Project Name	Regional	Local	Regional/Local Total
19999	Schwarzenegger Parkway - Phase 1	$2,100,000	$1,200,000	$3,300,000
				$0
				$0
				$0
				$0
				$0
				$0
Total Non-Exempt Project Costs				**$3,300,000**

2035 Financially Constrained Sub-Area Total ***$8,100,000***

2035 Financially Constrained Sub-Area Target ***$1,172,000,000***

2035 Regional Transportation Plan

Financially Constrained System

Multnomah County and cities

Regional/Local Portion of Projects Cost (2007 $)

	$63,400,000	$874,600,000

Air Quality Exempt Projects

RTP No.	Project Name	Regional	Local	Regional/Local Total
New	North Ventura Avenue Sidewalks	$2,000,000	$200,000	$2,200,000
New	South Ventura Avenue Sidewalks	$1,000,000	$100,000	$1,100,000
10000	Busy Bikeway	$1,000,000	$500,000	$1,500,000
				$0
				$0
				$0
				$0
Total Exempt Project Costs				**$4,800,000**

Air Quality Non-Exempt

RTP No.	Project Name	Regional	Local	Regional/Local Total
19999	Schwarzenegger Parkway - Phase 1	$2,100,000	$1,200,000	$3,300,000
				$0
				$0
				$0
				$0
				$0
				$0
Total Non-Exempt Project Costs				**$3,300,000**

2035 Financially Constrained Sub-Area Total ***$8,100,000***

2035 Financially Constrained Sub-Area Target ***$938,000,000***

2035 Regional Transportation Plan

Financially Constrained System

Portland and Port

Regional/Local Portion of Projects Cost (2007 $)

	$262,900,000	$786,500,000

Air Quality Exempt Projects

RTP No.	Project Name	Regional	Local	Regional/Local Total
New	North Ventura Avenue Sidewalks	$2,000,000	$200,000	$2,200,000
New	South Ventura Avenue Sidewalks	$1,000,000	$100,000	$1,100,000
10000	Busy Bikeway	$1,000,000	$500,000	$1,500,000
				$0
				$0
				$0
				$0
Total Exempt Project Costs				**$4,800,000**

Air Quality Non-Exempt

RTP No.	Project Name	Regional	Local	Regional/Local Total
19999	Schwarzenegger Parkway - Phase 1	$2,100,000	$1,200,000	$3,300,000
				$0
				$0
				$0
				$0
				$0
				$0
Total Non-Exempt Project Costs				**$3,300,000**

2035 Financially Constrained Sub-Area Total ***$8,100,000***

2035 Financially Constrained Sub-Area Target ***$1,049,400,000***

2035 Regional Transportation Plan

Financially Constrained System

Washington County and cities

Regional/Local Portion of Projects Cost (2007 $)

	$239,900,000	$1,812,000,000

Air Quality Exempt Projects

RTP No.	Project Name	Regional	Local	Regional/Local Total
New	North Ventura Avenue Sidewalks	$2,000,000	$200,000	$2,200,000
New	South Ventura Avenue Sidewalks	$1,000,000	$100,000	$1,100,000
10000	Busy Bikeway	$1,000,000	$500,000	$1,500,000
				$0
				$0
				$0
				$0
Total Exempt Project Costs				**$4,800,000**

Air Quality Non-Exempt

RTP No.	Project Name	Regional	Local	Regional/Local Total
19999	Schwarzenegger Parkway - Phase 1	$2,100,000	$1,200,000	$3,300,000
				$0
				$0
				$0
				$0
				$0
				$0
Total Non-Exempt Project Costs				**$3,300,000**

2035 Financially Constrained Sub-Area Total ***$8,100,000***

2035 Financially Constrained Sub-Area Target ***$2,051,900,000***

2035 Regional Transportation Plan
Financially Constrained System

ODOT

Regional/Local Portion of Projects Cost (2007 $)

$828,600,000

Air Quality Exempt Projects

RTP No.	Project Name	Regional	Local	Regional/Local Total
New	North Ventura Avenue Sidewalks	$2,000,000	$200,000	$2,200,000
New	South Ventura Avenue Sidewalks	$1,000,000	$100,000	$1,100,000
10000	Busy Bikeway	$1,000,000	$500,000	$1,500,000
				$0
				$0
				$0
				$0
Total Exempt Project Costs				**$4,800,000**

Air Quality Non-Exempt

RTP No.	Project Name	Regional	Local	Regional/Local Total
19999	Schwarzenegger Parkway - Phase 1	$2,100,000	$1,200,000	$3,300,000
				$0
				$0
				$0
				$0
				$0
				$0
Total Non-Exempt Project Costs				**$3,300,000**

2035 Financially Constrained Sub-Area Total ***$8,100,000***

2035 Financially Constrained Sub-Area Target ***$828,600,000***

2035 Regional Transportation Plan

Financially Constrained System

TriMet and Metro Regional Programs

Regional/Local Portion of Projects Cost (2007 $)

$499,900,000

Air Quality Exempt Projects

RTP No.	Project Name	Regional	Local	Regional/Local Total
New	North Ventura Avenue Sidewalks	$2,000,000	$200,000	$2,200,000
New	South Ventura Avenue Sidewalks	$1,000,000	$100,000	$1,100,000
10000	Busy Bikeway	$1,000,000	$500,000	$1,500,000
				$0
				$0
				$0
				$0
Total Exempt Project Costs				**$4,800,000**

Air Quality Non-Exempt

RTP No.	Project Name	Regional	Local	Regional/Local Total
19999	Schwarzenegger Parkway - Phase 1	$2,100,000	$1,200,000	$3,300,000
				$0
				$0
				$0
				$0
				$0
				$0
Total Non-Exempt Project Costs				**$3,300,000**

2035 Financially Constrained Sub-Area Total ***$8,100,000***

2035 Financially Constrained Sub-Area Target ***$499,900,000***

2035 Regional Transportation Plan

Financially Constrained System

Willamette River Bridges

Regional/Local Portion of Projects Cost (2007 $)

$113,600,000

Air Quality Exempt Projects

RTP No.	Project Name	Regional	Local	Regional/Local Total
New	North Ventura Avenue Sidewalks	$2,000,000	$200,000	$2,200,000
New	South Ventura Avenue Sidewalks	$1,000,000	$100,000	$1,100,000
10000	Busy Bikeway	$1,000,000	$500,000	$1,500,000
				$0
				$0
				$0
				$0
Total Exempt Project Costs				**$4,800,000**

Air Quality Non-Exempt

RTP No.	Project Name	Regional	Local	Regional/Local Total
19999	Schwarzenegger Parkway - Phase 1	$2,100,000	$1,200,000	$3,300,000
				$0
				$0
				$0
				$0
				$0
				$0
Total Non-Exempt Project Costs				**$3,300,000**

2035 Financially Constrained Sub-Area Total ***$8,100,000***

2035 Financially Constrained Sub-Area Target ***$113,600,000***

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

METRO

DATE: July 27, 2007

TO: Metro Council and interested parties

FROM: Kim Ellis, Principal Transportation Planner

SUBJECT: 2035 RTP Performance Measures Work Group – Next Steps

****

PURPOSE

This memo summarizes next steps for continued development of the evaluation and monitoring framework for the 2035 Regional Transportation Plan (RTP). Attachment 1 summarizes the proposed framework.

ACTION REQUESTED

- No action requested. This item is informational.

COMMENTS RECEIVED TO DATE

Staff presented the proposed RTP performance evaluation and monitoring framework to the Metro Council and Metro's advisory committees in July. A summary of comments provided to date provides additional direction to the RTP performance work group:

- ✓ Overall support for creating a system for evaluation and on-going monitoring of the RTP.
- ✓ Gaps in current evaluation measures include: safety, trip not taken, system reliability, system completion, time lost in traffic and other per capita measures that are relevant to the individuals.
- ✓ Monitoring measures to consider: percent of budget spent on transportation, safety, asthma rates, childhood obesity, consumer satisfaction of transit choices and reliability.
- ✓ Targets will be an important part of the framework and the work group should consider existing benchmarks/targets as a starting point (e.g., Oregon Transportation Planning Rule vehicle miles traveled per capita, greenhouse gas reduction targets recommended at the state level and others).
- ✓ Include land use perspectives from the Metro Technical Advisory Committee (MTAC) in the work group.
- ✓ The work group should recommend how the framework should apply to local plans and direct future data collection efforts.

NEXT STEPS

A small work group of TPAC, MTAC, Metro staff and the consultant team will begin meeting in August to develop a recommendation on a full set of measures for the 2035 RTP by the end of the 2007. Participants identified to date include: Phil Selinger (TriMet), Ron Weinman (Clackamas County), Andy Back (Washington County), Lidwien Rahman (ODOT), Paul Smith (City of Portland), Terry Moore

(ECONorthwest) and Phill Worth (Kittelson and Associates). MTAC will be asked to identify additional participants at their August 1 meeting.

The performance measures work group will meet 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 work group will also define a set of key measures and benchmarks that will be used to monitor implementation of the plan over time. This work will be integrated with work already underway with the Regional Freight and Goods Movement (RFGM) Technical Advisory Committee and (RFGM) Task Force.

RECOMMENDED PERFORMANCE MEASURES FOR EVALUATING THE FIRST ROUND OF ANALYSIS

	Indicator	Measure (change from 2005 base year to 2035)	Goals Addressed	Measured in 2000 RTP?
1	**Efficient access to daily needs**	**1.1** Average trip length	Goal 1: Efficient urban form, Goal 6: Human health and the environment	Yes
2	**Reduced reliance on driving to meet daily needs**	**2.1** Total vehicle miles traveled	Goal 1: Efficient urban form, Goal 5: Safety and security, Goal 6 Human health and the environment	Yes
		2.2 Vehicle miles traveled per person	Goal 1: Efficient urban form, Goal 5: Safety and security, Goal 6 Human health and the environment	Yes
3	**Viable travel options to meet daily needs and provide opportunities for physical activity**	**3.1** Transit riders per service hour	Goal 1: Efficient urban form, Goal 3: Transportation choices	Yes
		3.2 Percent of homes and jobs within ¼-mile of regional multi-use trail system	Goal 1: Efficient urban form, Goal 3: Transportation choices	No
		3.3 Percent of homes and jobs within ½-mile high capacity transit and ¼-mile frequent bus service	Goal 1: Efficient urban form, Goal 3: Transportation choices	Yes
		3.4 Non-auto person trips (miles)	Goal 3: Transportation choices, Goal 6 Human health and the environment	No
		3.5 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	Yes
4	**Accessibility to jobs and market areas**	**4.1** 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	Yes
		4.2 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	No
		4.3 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	No
		4.4 Percent of homes and jobs within each travel time contour (PM 2-hr peak period)	Goal 2: Sustain economic competitiveness and prosperity, Goal 3 Transportation choices	No
		4.5 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	Yes

	Indicator	Measure (change from 2005 base year to 2035)	Goals Addressed	Measured in 2000 RTP?
5	**Reliability of regional and statewide passenger and goods movement**	**5.1** 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	No
		5.2 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	Yes
		5.3 Volume/capacity ratio 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	Yes
		5.4 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	No
		5.5 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	No
6	**Clean air**	**6.1** Tons per year of greenhouse gas emissions (e.g., carbon dioxide)	Goal 2: Sustain economic competitiveness, Goal 6: Human health and the environment	No
		6.2 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	Some
7	**Improve safety and security**	**7.1** Percent of Safety Priority Index System (SPIS) locations addressed	Goal 5: Safety and security	No
		7.2 Percent of regional bicycle and pedestrian systems completed	Goal 5: Safety and security	No
8	**Environmental stewardship**	**8.1** Acres of regionally significant Goal 5 resources impacted by new transportation infrastructure	Goal 6: Human health and the environment	No
		8.2 Acres of riparian and wildlife corridors impacted by new transportation infrastructure.	Goal 6: Human health and the environment	No
9	**Equity**	**9.1** Percent of environmental justice target area homes within 1/2-mile high capacity transit and ¼-mile frequent bus service	Goal 3: Transportation Choices	No
		9.2 Percent of environmental justice target area homes within ¼-mile of multiple regional transit service routes	Goal 3: Transportation Choices	No

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.

Attachment 1

PERFORMANCE EVALUATION AND MONITORING FRAMEWORK FOR THE 2035 REGIONAL TRANSPORTATION PLAN

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. [1] 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.

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

[1] 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.

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 throughways, 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

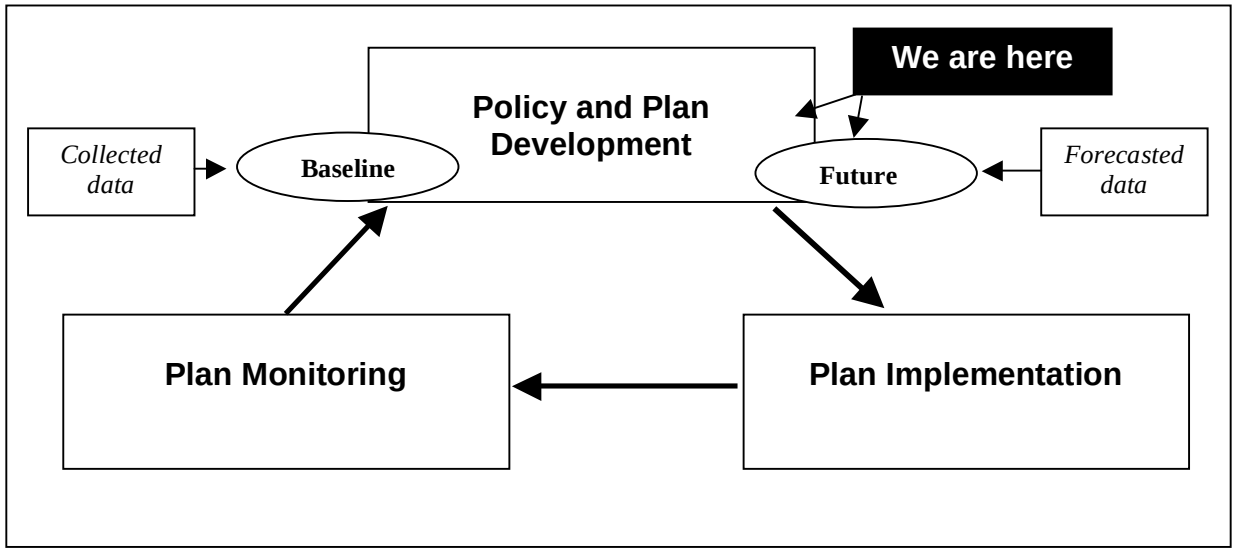
Performance evaluation is an important communication and reporting tool that can be used as an iterative feedback mechanism for setting and evaluating transportation policy and planning objectives and informing transportation investment actions and priorities. The evaluation and monitoring of system 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.[2]

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

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.

- 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 using forecasted data, 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, making decisions on future transportation investments and monitoring progress over time. 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 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 work group will also recommend a set of key measures and benchmarks that will be used to monitor implementation of the plan over time.

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.[3] 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.[4] A parallel effort is underway to develop a finance strategy for the second level of RTP investments.

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 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 work group will also define a set of key measures and benchmarks that will be used to monitor implementation of the plan over time. This work will be integrated with work already underway with the Regional Freight and Goods Movement (RFGM) Technical Advisory Committee and (RFGM) Task Force.

PRINCIPLES FOR SELECTING A KEY SET OF PERFORMANCE MEASURES FOR EVALUATION AND MONITORING OF 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 identification of a set of key performance measures to conduct a system-level of analysis of RTP investments and actions and monitor implementation of the plan over time:

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.

[3] 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.
[4] 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.

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.** 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. For *system evaluation*, 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 GIS data. For *monitoring implementation* of the RTP, data should be derived from collected data that can be gathered and updated on a periodic basis. 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.

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

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).

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METRO

DATE: July 27, 2007

TO: TPAC and interested parties

FROM: John Mermin, Associate Transportation Planner

SUBJECT: 2035 RTP Update – Regional Transportation Trail Project Submittals

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Purpose
The purpose of this memo is to provide TPAC members with feedback received by staff at the Quarterly Regional Trails meeting regarding 2035 Regional Transportation Plan (RTP) trail project submittals. This working group is composed of trail planners and advocates from across the region.

Action Requested
- Review the list of additional trail projects recommended for submittal
- Submit Attachment A from the RTP Solicitation packet for the trail projects within your jurisdiction by **August 13** to me at merminj@metro.dst.or.us.

Background and Context
At the July 18th Quarterly Trails meeting, Metro staff asked committee members to compare the trails submitted to the RTP with a map of eligible transportation trails. The group provided staff with recommendations for additional trails that should be added to the RTP, as well as some additional comments and minor corrections to the project list.

The following trail projects are the gaps recommended to be added to the RTP project list. Since these projects do not affect modeling, we can accept refinements and local jurisdictions nominations for these projects by **August 13**.

Clackamas County and cities
- ***River to River Trail***
  This trail will connect the Willamette and Tualatin rivers via Wilson Creek and/or Pecan Creek.

- ***Tonquin Trail*** (the eastern branch through the City of Tualatin to the Tualatin River)
  This branch will connect the Tonquin trail to the Tualatin town center and the Fanno Creek Greenway trail.

- ***Willamette Greenway loop*** around West Linn (from Willamette Park to Tualatin River)

This trail will connect the commercial areas in Bolton and the Willamette Historic District via the Willamette River

- ***East Buttes Loop trail***
  This branch will connect the Scouter's Mountain Trail in Happy Valley to Damascus and then north to the Multnomah County branch of the trail.

Multnomah County and cities

- ***East Buttes Loop Trail***
  This branch connects Powell Butte to the East Buttes Power Line Trail to Pleasant Valley, then to the Clackamas County branch of the trail and then travels north to the Springwater trail.

Washington County and cities

- ***Tualatin River Greenway Trail*** (from Willamette River to City of Tualatin boundary)
  This branch connects the Willamette River and the Historic Willamette District in West Linn to the City of Tualatin

- ***Fanno Creek to Red Electric trail*** connection
  This branch connects the end of the Red Electric trail (Portland boundary) to the Fanno Creek Greenway Trail in Washington County

- ***Tualatin River Bike/Ped bridge***
  This bridge will connect the Westside trail to the Tonquin trail, creating a continuous N/S route on the Westside connecting the Willamette River in Wilsonville to Forest Park and the Willamette River in Portland.

Please contact me if you have any questions by phone at (503) 797-1747 or by e-mail at merminj@metro.dst.or.us.

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System Development Charges

During the next 30 years, more than one million more people will be living in the greater Portland region. Regardless of whether these people will live in existing urban areas or new communities, providing essential community support systems such as water, sewer, roads, parks and schools will take money. How do we pay for those costs? Are there creative ways to finance the cost of our urban infrastructure?

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A new ideas workshop for developers, lenders, builders, city planners, elected officials and citizen boosters

7:30 to 10 a.m.
Friday, July 13, 2007
Multnomah Athletic Club
1849 SW Salmon St., Portland

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REGISTRATION

ULI members register at: **www.uli.org/register/index.cfm?id=2700**
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$25 per person includes breakfast
Deadline to register is 5 p.m., Monday, July 9, 2007.

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7:30 to 8 a.m. Registration and breakfast
8 to 10 a.m. Program

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SPONSORED BY

The Urban Land Institute Oregon/SW Washington District Council and Metro

WELCOME AND INTRODUCTIONS

David Bragdon, Metro Council President

Skip Rotticci, Chair, Urban Land Institute Oregon/SW Washington District Council

CREATIVELY FINANCING PROGRESSIVE DEVELOPMENT: A MARKET ANALYSIS

Christopher B. Leinberger, Visiting Fellow, The Brookings Institution, and Professor of Practice and Director, Graduate Real Estate Development Program, University of Michigan

THE IMPACT OF SDCS ON ECONOMIC DEVELOPMENT

Arthur C. (Chris) Nelson, Ph.D., ASCE, FAICP, Professor and Director of the Metropolitan Institute, Virginia Tech University

LOCAL EXPERIENCES WITH SYSTEM DEVELOPMENT CHARGES AND IMPACT FEES

Bob Radloff, P.Eng., Director of Development Services, City of Prince George, British Columbia

Desmond Parrington, AICP, Infill Coordinator, City of Sacramento

Deborah Galardi, Principal, Galardi Consulting Group

QUESTIONS AND ANSWERS

CLOSING REMARKS

David Bragdon, Metro Council President

Memorandum

Date: July 24, 2007
To: Andy Cotugno, Kim Ellis, Ted Leybold, Richard Brandman; Metro
From: Steven M. Siegel
Subject: Revised Financially Constrained Revenue Estimates

1. Background

In April a preliminary estimate of financially constrained revenues was prepared for the initial solicitation of project lists. The basis for those preliminary revenue estimates were primarily derived from the ECO Northwest Report entitled "*Preliminary Financial Analysis for the 2035 Regional Transportation Plan Update*" dated December 2006, and ODOT's *Financial Assumptions Report*. Metro provided additional assumptions.

This memorandum updates the preliminary estimate to account for additional information provided by the counties, several cities, and the Port of Portland. Most, but not all, of the updated information was incorporated in the revenue estimates presented to JPACT in May. The numbers presented herein continue to be a work in progress, and may be refined based on additional information developed through the RTP update process.

The financially constrained RTP is based on amounts identified for six funding pools:

- ODOT Road Modernization Funding Pool
- Alternative Mode Modernization/Capital Project Funding Pool
- Washington County and Cities Road Modernization Funding Pool
- Clackamas County and Cities Road Modernization Funding Pool
- City of Portland Road Modernization Funding Pool
- Multnomah County and Cities (excl. Portland) Road Modernization Funding Pool

A specific array of revenue sources was identified for each of these pools based on the historic use of the revenue sources and financial plans adopted by local governments. Certain funding sources and revenue amounts that will be included in the final financially constrained plan that are not estimated in the initial estimates shown in this memorandum. This is for several reasons. First, some revenues cannot be estimated until the project lists are identified – for example, the amount of Section 5309 New Start/Small Start Funds will depend on the identified LRT and streetcar projects. Second, because some revenues are used for several purposes, simplifying assumptions were made about their use that might change based on the project list. For example, existing state highway trust fund revenues (state gas tax and registration fees) apportioned to cities and counties are assumed to be solely used for OM&P. A jurisdiction may chose to assume that a portion of their apportionment will be used for road modernization. These refinements will be identified as the process proceeds.

Table 1 shows the revenue sources included in each funding pool.

Table 1: Initial Mod/Capital Revenue Sources by Funding Pool

	ODOT Modernization Pool	Alternative Mode Modernization Pool	Local Government Modernization Pools
Existing State and Formula Federal Funds Excluding Federal Funds Allocated to Local Governments	X		
High Priority Projects and Other Federal Discretionary Grants: State Share Allocated to Metro Region	X		
New State Revenue Source: Assumed for Analytical Purposes to be the Metro Region Share of State Share of $15 Vehicle Registration Fee Increase Every 8 Years	X		
Metro Region STP Funds		X	**X**
CMAQ Funds: Allocation from State		X	
Transportation Enhancement Funds from State		X	
State Support of Transit Capital Programs		X	
5309 Discretionary Bus Grant		X	
5309 Discretionary New/Small Start Grant		O	
Lottery Funds		O	
Transit District General and Federal Formula Funds		O	
Property Tax/Non-Transportation Sources		O	X
SDC/TIF			X
Franchise Fee			X
Urban Renewal		0	X
Private Development		O	X
Special Assessment		0	X
Metro Region City and County Share of $15 Vehicle Registration Fee Increase Every 8 Years			X
Local Bridge Program (Large/Small)			X
Miscellaneous Local Sources			X
Port of Portland Funds			X
Metro Region City and County Share of Existing Highway Trust Fund and Any Increases to Trust Fund			O
Utility Fees and Local Gas Tax			O

X - Funding source included in initial revenue amounts in funding pool; can be shifted to another pool subject to agreement with applicable jurisdiction(s).

o - Funding source not included in initial revenue amounts in funding pool; may/will be added through process.

Table 2 through Table 7, below, show the revised estimates of financially constrained revenues by funding pool. These estimates reflect revenues, and have not been doubled to reflect the targets for project solicitations.

Table 2: ODOT Road Modernization Funding Pool (2007$)

Funding Source	Financially Constrained Amount	Adjustments from Preliminary Estimate
Metro Region Share of Existing State and Federal Formula Funds excluding Fed Funds Allocated to Local Governments	$331.1	Corrected Metro Region Share of State Mod Program to 28.8%
ODOT Share of High Priority Project and Other Discretionary Fed Grants in Metro Region	$335.3	Same as Preliminary Estimate
Metro Region Share of New Revenues: Assumed for Analytical Purposes to be State Share of $15 Vehicle Registration Fee Increase for Modernization Every 8 Years beginning 7/1/09	$162.2	Corrected Metro Region Share of State Mod Program to 28.8%
All ODOT Road Mod Funds in Metro Region	$828.6	

Table 3: Alternative Mode Mod/Capital Funding Pool (2007$)

Funding Source	Financially Constrained Amount	Adjustments from Preliminary Estimate
Metro Region CMAQ Funds	$306.0	No Change
Alternative Mode Share (25%) of Metro Region STP Funds	$120.7	No Change
Metro Region Enhancement Funds	$44.2	Corrected Metro Region Share of State Mod Program to 28.8%
5309 Discretionary Bus Grants	$29.0	No Change
State Support for Transit Capital Programs	Preliminary estimated assumed capital program funded with "Westside Lottery Bond" moneys beginning in 2012; instead those lottery funds will be used for Milwaukie LRT Lottery Bonds and are not available for general transit capital program.	
Total Alternative Mode Pool	$499.9	

Table 4: Clackamas County/Cities Road Modernization Funding Pools

	Clackamas County/Cities	Adjustments from Preliminary Estimate
Regional High Priority Projects/Other Disc. Grants	$88.4	No Change
Regional STP Funds	$95.5	No Change
"Other" Federal Funds Exc. Bridge	$13.8	Reflects updated Metro region share
Bridge	$14.2	Previous estimates over-estimated regional total of bridge funds; shares remain same as in initial estimates
General Fund	$0.0	Previous estimate mistakenly included general fund contributions.
SDC-TIF	$585.0	Changed to reflect Clackamas County 20-year plan and new SDC for new urban area beginning in 2010 in same annual amount as County "Joint Area" SDC, includes some other slight adjustments based on additional information.
Urban Renewal	$116.0	Reflects additional information.
Private Development	$109.6	No Change
Special Assessment	$3.2	Initial estimates assumed revenues not included in County plan.
Other Local Sources	$99.5	No Change
Share of $15 VRF Increase Every 8 Years	$46.9	No Change
Financially Constrained Amount	$1,172.0	

Table 5: Washington County/Cities Road Modernization Funding Pools

	Washington County/Cities	Adjustments from Preliminary Estimate
Regional High Priority Projects/Other Disc. Grants	$100.9	No Change
Regional STP Funds	$109.0	No Change
"Other" Federal Funds Exc. Bridge	$15.8	Reflects updated Metro region share
Bridge	$14.2	Previous estimate over-estimated regional total of bridge funds; shares remain same
General Fund	$1,119.3	Slight adjustment lower per new information
SDC-TIF	$327.2	No Change
Urban Renewal	$43.5	No Change
Private Development	$89.7	No Change
Special Assessment	$45.0	No Change
Other Local Sources	$126.2	Slightly adjusted lower based on new information.
Share of $15 VRF Increase Every 8 Years	$61.1	No Change
Financially Constrained Amount	$2,051.9	

Table 6: Portland Road Modernization Funding Pools

	Portland	Adjustments from Preliminary Estimate
Regional High Priority Projects/Other Disc. Grants	$117.6	No Change
Regional STP Funds	$126.9	No Change
"Other" Federal Funds Exc. Bridge	$18.4	Reflects updated Metro region share
Bridge	$0.0	No Change
General Fund	$0.0	Eliminated per PDOT
SDC-TIF	$222.0	Per PDOT, this is currently being revised by PDOT; this temporary placeholder doubles previous estimate
Urban Renewal	$203.0	No Change
Private Development	$69.3	No Change
Special Assessment	$17.7	No Change
Other Local Sources	$58.0	Lowered per PDOT
Port of Portland Funds	$134.0	Added per email from Robin McCaffrey
Share of $15 VRF Increase Every 8 Years	$82.6	No Change
Financially Constrained Amount	$1,049.4	

Table 7: Multnomah County/Cities Excluding Portland Road Modernization Funding Pools

	Multnomah County/Cities excl. Portland	Adjustments from Preliminary Estimate
Regional High Priority Projects/Other Disc. Grants	$28.4	No Change
Regional STP Funds	$30.6	No Change
"Other" Federal Funds Exc. Bridge	$4.4	Reflects updated Metro region share
Bridge	$113.6	Per County, lowered to correct overestimation of bridge revenues
General Fund	$0.0	Previous estimate mistakenly included general fund contributions.
SDC-TIF	$339.1	Increased to reflect Gresham finance plan
Urban Renewal	$66.7	Increased to reflect Gresham finance plan
Private Development	$240.7	Increased to reflect Gresham finance plan
Special Assessment	$0.0	No Change
Other Local Sources	$72.8	Slight adjustments based on additional information
Share of $15 VRF Increase Every 8 Years	$42.0	No Change
Financially Constrained Amount	$938.3	

These preliminary draft totals are proffered with the following caveats:

- The numbers shown address modernization/capital projects; this memorandum does not address transit or highway operations, maintenance, and preservation revenues.
- The numbers shown are in 2007 dollars. Recent FHWA rules on RTP financial plans require that costs and revenues be shown in year of expenditure dollars. Ultimately such numbers will be produced; but for the initial solicitation of projects it is best to keep both costs and revenues in constant dollars. To ensure consistency, the project solicitation must require all projects costs to be shown in 2007 dollars.
- Because many of the funding sources can be used for either modernization or OM&P, it is necessary to make some simplifying assumptions about how these funding sources are spent (i.e., the assumed split between their use for modernization or OM&P). These assumptions may be adjusted based on initial project list. Also, revenue for funding sources identified in Table 1 by 'o' will be incorporated in future drafts based on results of initial project list.

2. Methodology

2.1 ODOT Road Modernization Funding Pool

There are three components to this funding pool:

- *Metro Region Share of Existing State and Formula Federal Funds Excluding Federal Funds Allocated to Local Governments*
- *ODOT Share of High Priority Projects and Other Discretionary Grants in Metro Region*
- *Metro Region Share of $15 Vehicle Registration Fee Increase for Modernization Every Eight Years Beginning 7/1/09*

The "*Metro Region Share of Existing State and Formula Federal Funds*" uses the estimates of state and federal funds shown in Table 3-1 the ECO Northwest (ECONW) report entitled *Preliminary Financial Analysis for the 2035 Regional Transportation Plan Update (December 2006)*. The ECONW numbers were primarily derived from ODOT's *Financial Assumptions for the Development of Metropolitan Transportation Plans 2005-2030 (December 2004)*. ECONorthwest extrapolated the ODOT numbers to 2035, converted them to 2007 dollars, and allocated statewide totals to the Metro Region. As used in the estimate of ODOT Road Mod funds, federal funds apportioned to MPOs and "Other Federal Funds" are excluded. The underlying estimates of state and formula federal funds by ECONW and ODOT assumed, among other items:

- An extrapolation of existing state and federal revenues.
- Implementation of OTIA program.
- A 1-cent per year increase to the state gas tax (with associated weight-mile increases). However, the ODOT methodology attributed all of these future

revenue increases to OM&P. The revenues attributed to road modernization were limited to that minimally required by ORS 366.507. Thus, the assumed 1-cent per year gas tax increase does not affect ODOT's estimate of federal and state funds available for road modernization.

- A constant $8.1M (2003$) annual statewide "flex" to transit.
- While ECO NW assumed the Metro region total is 24% of the statewide total; this has been corrected in the current memorandum to be 28.8%.

The *ODOT Share of High Priority Projects and Other Discretionary Grants in Metro Region* uses the SAFTEA-LU-based estimate of HPPP and Discretionary grants shown in Table 3-2 in the ECO NW report, and pursuant to an agreement between Metro and ODOT, assumes that ODOT will be the grantee for one-half of these funds.

The ECO NW report, similar to the ODOT assumptions, assumes that there will be new state revenue available to the mod program, which for analytical purposes is calculated as a $15 increase in the state vehicle registration fee every 8 years and that these revenues would be split 50/30/20 between ODOT, counties, and cities. The ODOT share would be specifically dedicated for road modernization. The *Metro Region Share of $15 Vehicle Registration Fee Increase for Modernization Every Eight Years Beginning 7/1/09* uses the statewide forecasts of the ODOT share of a $15 VRF increase every eight years shown in Table E-2 in the ECO NW report, and applies a revised 0.288 factor (initial estimate used 0.24) to estimate the Metro region share of these ODOT mod funds.

2.2 Alternative Mode Modernization/Capital Project Funding Pool

As revised, there are four components to this funding pool:

- *Metro Region CMAQ Funds*
- *Alternative Mode Share of Regional STP Funds*
- *Metro Region Enhancement Funds*
- *5309 Discretionary Bus Grants*

The *Metro Region CMAQ Funds* were estimated by converting the statewide CMAQ estimate provided in ECO NW Report Table E-6 to 2007 dollars, applying the estimated Metro share of 80% documented in the ECO NW Report, and assuming that all of the Metro Region CMAQ funds would be allocated to the Alternative Mode Pool.

The *Alternative Mode Share of Regional STP Funds* were estimated by using the Metro Region STP funds forecast in Table 3-3 in the ECO NW Report, and assuming that 25% would be allocated to alternative modes.

The *Metro Region Enhancement Funds* were estimated by converting the statewide Enhancement Funds estimate provided in ECO NW Report Table E-6 to 2007 dollars, applying the estimated Metro share of 28.8%, as revised from the ECO NW Report, and assuming that all of the Metro Region Enhancement Funds would be allocated to the Alternative Mode Pool.

The *5309 Discretionary Bus Grants* were estimated at $1 million per year in 2007 dollars, based on historic trends.

The *State Support of Transit Capital Programs* funds, which were included in the ECO NW report and the preliminary estimate were deleted in this current estimate because underlying these monies was the assumption that they would be derived from the lottery revenues used to repay the Westside LRT bonds. These lottery revenues are now committed to the Milwaukie LRT lottery bonds, and are not available as initially assumed.

There are several funding sources that are anticipated to be included in later iterations of the Alternative Mode Pool that are not included in this initial estimate because the estimation of their amounts is dependent on the project list. These include:

- *5309 Discretionary New/Small Start Grant*
- *Lottery Funds*
- *Transit District General and Federal Formula Funds*
- *SDC/TIF*
- *Urban Renewal*
- *Private Development*
- *Special Assessment*

2.3 Local Governments Road Modernization Pools

Individual road modernization pools are estimated for Clackamas Counties and Cities, Washington County and Cities, Portland, and Multnomah County and Cities Excluding Portland.

The *Regional Share of High Priority Projects and Other Discretionary Grants in Metro Region* uses the SAFTEA-LU-based estimate of HPPP and Discretionary grants shown in Table 3-2 in the ECO NW report, and assumes that regional governments will be the grantee for one-half of these funds, pursuant to an agreement between Metro and ODOT

The *Metro Region STP Funds for Roads* were estimated by using the Metro Region STP funds forecast in Table 3-3 in the ECO NW Report, and assuming that 75% would be allocated to road modernization projects.

The *Metro Region Share of "Other" Federal Funds Excluding Bridge* uses the "MTIP Allocation Basis" estimate of "Other" funds in Table E-6 in the ECO NW report, and excludes the Bridge, Enhancement, Rural Roads and CMAQ components of that table. This memorandum adjusts the initial estimate by correcting the Metro region share of the state total to 28.8%.

The above calculations provide totals of state and federal funds for the Metro region. These Metro-wide totals were disaggregated to four sub-districts (Portland, Washington

County, Clackamas County, and Multnomah County excluding Portland) on the basis of their proportionate population. Since the relative population between sub-districts changes annually based on the differing sub-district growth rates, an approximate mid-point population for each sub-district was used which was calculated as the average of population of the sub-districts between 2005 and 2035.

The initial estimates of Statewide *Bridge Fund* totals were taken from Table E-6 in the ECO NW report and multiplied by 80%, per ECO NW documentation, to determine the Metro Region share. Based on conversations with Karen Schilling, it was concluded that the bridge total was about twice as large as it should have been, and has been reduced in the current estimate. As before, 80% of the Metro region share is anticipated to be Large Bridge funds apportioned to Multnomah County, and Washington and Clackamas County are anticipated to receive 10% each from the Bridge funds for Small Bridges.

Table 3-6 in the ECO NW report forecasts local revenues by year for the entire Metro region. This table was based on the data shown in Tables E-11(A), E-11(B), and E-11(C) in the appendix to the ECONW report, which shows local revenues by jurisdiction.

The initial forecast assumed:

- All state gas tax/registration fee revenues allocated to cities and counties, other than the $15 registration fee increases are used for OM&P.
- City and county revenues derived from the assumed $15 registration fee increase are used for road modernization projects.
- All local gas tax and utility fee revenues are dedicated to OM&P.
- ECO NW's forecasts of "*General Fund*," "*SDC/TIF*," "*Franchise Fee*," "*Special Assessment*," and "*Other*" local revenues by jurisdiction are used for road modernization projects.
- ECO NW's forecast of $10 million per year of *Urban Renewal* funds for road modernization projects is composed of $7 million per year from Portland, and $1.5 million per year each within Clackamas and Washington Counties. <u>While all Urban Renewal funds are initially shown in the road modernization pool, it is anticipated that future forecasts will transfer some of these funds to the alternative mode pool.</u>
- ECONW's forecast of $10 million per year in *Private Development* revenues is allocated to sub-districts based on their proportion of 2005-2035 population growth.

This memorandum revises these forecasts, primarily as follows:

- The initial Clackamas County revenue estimates did not properly match the County's 20-year plan. The totals in the County plan have been incorporated in the revised estimates, and have been extrapolated to 29 years. In addition, the County's 20-year forecast did not incorporate SDC revenues for the land recently added to the UGB in the Damascus area. Thus, an amount was added to the Clackamas County/City SDC total to reflect the assumption that SDC's would be

levied in this area beginning in 2010 that would generate the same level of proceeds as that projected for the "joint area" in the county.

- Per conversations with PDOT, the initial estimates for the City of Portland mistakenly incorporated recurring general fund revenues and significantly overestimated "other revenues." These revenues were adjusted per communications with PDOT. In addition, the initial Portland totals did not reflect ongoing revenues expended in the Portland limits by the Port of Portland. Based on communications with Port staff, these revenues have been added. Lastly, PDOT is in process of updating City SDCs, and will provide a revised estimate in near future. For purposes of this memorandum, it was assumed that this new estimate will be roughly twice the initial estimate. This rough estimate will be revised when the new estimate is received from PDOT.
- Several substantial revisions were made to the Multnomah County/Cities of Multnomah County Excluding Portland revenue estimate. Based on input from County staff, it was concluded that the bridge revenue estimate was about twice as high as it should have been; the current estimate corrects this over-estimation. The total was also revised to reflect Gresham's 20-year finance plan, which incorporated substantially higher SDCs, Urban Renewal, and Private Developer Fee revenues than in the initial estimate.
- Revenues derived from ODOT were revised to reflect a 28.8% Metro region share of these funds, rather than the 24% factor previously applied.

RTP Financial Constrained Revenue Assumptions

Category of Transportation Needs	Revenue Assumption	Use of Revenue
State Highway Needs		
ODOT Share of State Highway Trust Fund	Grows approx. 1% per year	Operations, Maintenance & Preservation of Highway and Bridges
ODOT Share of Federal Highway Formula Funds	Grows with inflation	Operations, Maintenance & Preservation of Highway and Bridges
ODOT Share of 1-cent gas tax increase per year, including weight-mile tax	50% of increased revenue to ODOT	Operations, Maintenance & Preservation of Highway and Bridges
State mandated minimum Modernization allocation	approx. $11.4 m./year to Metro part of Region 1	Major State Highway Modernization (Interstate and Stewide Routes)
State Share of Federal Highway Earmarks	approx. $11.6 m./year to Metro part of Region 1	Major State Highway Modernization (Interstate and Stewide Routes)
State Share of $15 vehicle reg. fee increase every 8 years	approx. $5.6 m./year to Metro part of Region 1	Major State Highway Modernization (Interstate and Stewide Routes)
City/County Road and Street Needs		
City/County Share of State Highway Trust Fund	Grows approx. 1% per year	Operations, Maintenance & Preservation of Streets, Roads and Bridges
City/County Share of 1-cent gas tax increase per year, including weight-mile tax	50% of increased revenue to Cities/Counties	Operations, Maintenance & Preservation of Streets, Roads and Bridges
Local Share of Federal Bridge Funds	Grows with inflation	Bridge Repair & Replacement
Federal Transportation Enhancement Funds	Grows with inflation	Bike, Ped., Trail
City/County Share of $15 vehicle reg. fee increase every 8 years	50% of increased revenue to Cities/Counties	City/County Modernization
City/County Share of Federal Highway Earmarks	approx. $11.6 m./year to Metro part of Region 1	City/County Modernization
MSTIP	**Washington County MSTIP grows @ 3 %/year - or- Should the RTP assume MSTIP 2?**	City/County Modernization
System Development Charges	**Continuation of Existing - or - extenion into new UGB expansion areas (especially Damascus)?**	Growth-related Modernization
Franchise Fees	Grows with inflation	Operations, Maintenance & Preservation of Streets, Roads and Bridges
Urban Renewal	Tied to Projects	Urban Renewal-related Modernization
Street Utility Fees	**Continuation of Existing - or - continuation of current trend of more cities adopting this mechanism; in either case: grows with inflation?**	Operations, Maintenance & Preservation of Streets, Roads and Bridges
TriMet Transit Needs		
Payroll Tax	Grows with inflation and employment growth; rate is in the process of being increased by .1% over 10 years	Operations and routine capital
Fares	Grows with inflation and ridership	Operations and routine capital
Federal Formula and Discreationary Funds	Grows with inflation	Operations and routine capital
Federal New Start Funds	60% of capital cost tied to projects	LRT construction
Federal Small Starts Funds	Up to $75 million per project tied to projects	Small Start projects
State Lottery	**$250 million tied to Milwaukie LRT - or - Should we assume another $250 million when bonds are paid off?**	LRT construction
State support for Elderly & Disabled	maintain status quo	Capital and operations of service to elderly and disabled
Regional Discreationary Funds		
Regional STP & CMAQ	Grows with inflation	Roads & Streets Capital, Transit Capital, LRT, Bike, Ped., Trail, Boulevards, RTO, TOD, ITS, Planning