A G E N D A

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METRO

MEETING: **JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION**

DATE: **September 13, 2007**

TIME: **7:30 A.M.**

PLACE: **Council Chambers, Metro Regional Center**

7:30 AM	1.		**CALL TO ORDER AND DECLARATION OF A QUORUM**	**Rex Burkholder, Chair**
7:35 AM	2.		**INTRODUCTIONS**	**Rex Burkholder, Chair**
7:35 AM	3.		**CITIZEN COMMUNICATIONS**	
7:40 AM	4.		**COMMENTS FROM THE CHAIR**	**Rex Burkholder, Chair**
7:45 AM	5.		**CONSENT AGENDA**	
		*	Consideration of JPACT minutes for August 9, 2007	**Rex Burkholder, Chair**
8:00 AM	6.		**ACTION ITEMS**	
	6.1	*	JPACT Bylaws – Approve proceeding with 30 day notice to members	**Andy Cotungo**
	7.		**INFORMATION ITEMS**	
8:30 AM	7.1	*	RTP Update • Public comment period – INFORMATION • RTP Round 1 System Analysis-Preliminary results – DISCUSSION	**Kim Ellis**
9:00 AM	8.		**ADJOURN**	**Rex Burkholder, Chair**

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

For agenda and schedule information, call Kelsey Newell at 503-797-1916. e-mail: Newellk@metro.dst.or.us
To check on closure or cancellations during inclement weather please call 503-797-1700.

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METRO

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
Minutes
August 9, 2007 – Regular Meeting
Council Chamber – Metro Regional Center

MEMBERS PRESENT	AFFILIATION
Rex Burkholder, Chair	Metro Council
Rod Park, Vice Chair	Metro Council
Brian Newman	Metro Council
Sam Adams	City of Portland
Royce Pollard	City of Vancouver
James Bernard	City of Milwaukie, representing Cities of Clackamas County
Don Wagner	Washington DOT
Dick Pederson	DEQ
Roy Rogers	Washington County
Ted Wheeler	Multnomah County
Jason Tell	Oregon DOT
Paul Thalhofer	City of Troutdale, representing Cities of Multnomah County

ALTERNATES PRESENT	AFFILIATION
Bill Kennemer	Clackamas County
Susie Lahsene	Port of Portland
Rian Windsheimer	Oregon DOT
Dean Lookingbill	SW WA RTC

GUESTS PRESENT	AFFILIATION
Vicki Diede	PDOT
Jonathan David	City of Gresham
Randy Shannon	City of Damascus
Jennifer Dill	PSU
Roland Chlapowski	City of Portland
Karen Schilling	Multnomah County
Paul Smith	City of Portland
Jim Howell	ADRTA
Kenny Asher	Milwaukie
Phil Selinger	TriMet
Cam Gilmour	Clackamas County
Lawrence Odell	Washington County
Elissa Gertler	Clackamas County

Dave Nordberg	ODEQ
Marianne Figgiraed	ODEQ
John Reinhold	Citizen TPAC Member
Claude Rory Rorabaugh	PCA – NW Cement Producers
Rex Wong	CEC
Jim Ressen	Portland Tribune
Sarah Masterson	Congressman Blumenauer's Office
Congressman Earl Blumenauer	
Edward Barnes	WSDOT Commission
Steffeni Mendoza Gray	City of Portland
Jack Burkman	WSDOT
Aaron Deas	TriMet
Tom Markgraf	Columbia River Crossing
Danielle Cowan	Wilsonville
David Cusack	Clark County

STAFF PRESENT
Andy Cotugno, Richard Brandman, Ted Leybold, Tom Kloster, Amelia Porterfield, Kathryn Sofich, Josh Naramore, Ken Ray, Mark Turpel, Caleb Winter, Pam Peck, Pat Emmerson

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Burkholder declared a quorum and called the meeting to order at 7:12 a.m. (Note: The meeting was advertised with a start time of 7:15 a.m. rather than 7:30 a.m.)

2. INTRODUCTIONS

Chair Burkholder introduced Chair Ted Wheeler, who will be Multnomah County's representative to JPACT.

3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

There were none.

4. COMMENTS FROM THE CHAIR AND MEMBERS

Chair Burkholder said that some items are on the consent agenda in order to move through them more quickly. If more discussion is needed on particular items, they can be pulled off the consent agenda.

Chair Burkholder referred to the survey of meeting times. The majority of respondents favor continuing to hold the JPACT meetings on Thursday at 7:30 a.m.

Paul Thalhofer noted that there is a meeting conflict; the Multnomah County representative leaves early for the county commissioners' meeting. He said the committee needs everyone to stay for the entire meeting in order to complete committee business.

Jason Tell said that one action coming out of this legislative session was the transfer of $56 million of ODOT's funds to the counties in recognition of their loss of federal forestry receipts. At the commission meeting this month, the OTC will discuss the impact on ODOT's program.

The 2008-11 draft STIP was to be discussed at the August meeting but will now be put on hold until after discussing the $56 million transfer.

Chair Burkholder noted that Multnomah and Washington Counties likely will receive little or none of those dollars and Clackamas County will receive a small amount. He asked if the committee wanted to draft a letter to the OTC to address the issue. Should we ask that any cuts in the STIP be proportionate to the amount transferred to counties in that region.

Rod Park noted hesitancy in the group's response and suggested that the legislative lobbyists get together to work on it and bring their findings to the committee.

Chair Burkholder said that there are important meetings in September and October for MPAC and JPACT regarding the round one findings of the RTP systems analysis. There will be a joint meeting on October 10 focusing on analysis, policy refinements for chapter one, and the investment list for the financially constrained version of the federal RTP.

Chair Burkholder also noted the Save the Date announcement for the Oregon MPO Consortium second workshop. It is an opportunity to talk about issues common to our urban areas. He said that Congressmen Defazio and Blumenauer have been invited. The members of Big Look Task Force are also invited.

5. CONSENT AGENDA

Andy Cotugno referred to an errata sheet on the air quality conformity determination, handed out at the meeting. The action still demonstrates conformity but the action needs to incorporate the errata sheet.

Motion: James Bernard moved to include the errata sheet on air quality conformity determination with the approval of Resolution No. 07-3824. Dick Pederson seconded the motion.
Vote: Hearing no objections, the motion passed unanimously.

5.1 Consideration of JPACT Minutes for July 12, 2007
5.2 Resolution No. 07-3824 For The Purpose Of Approving An Air Quality Conformity Determination For The 2008-2011 Metropolitan Transportation Improvement Program.
5.3 Resolution No. 07-3825 For The Purpose Of Approving The 2008-2011 Metropolitan Transportation Improvement Program For The Portland Metropolitan Area.

Motion: Dick Pederson moved to accept the Consent Agenda, which includes the JPACT minutes for July 12, 2007, Resolution No. 07-3824 including the errata sheet and Resolution No. 07-3825. The motion was seconded by Councilor Park.
Vote: Hearing no objections, the motion passed unanimously.

6. VISIT WITH CONGRESSMAN BLUMENAUER

Chair Burkholder welcomed Congressman Blumenauer, who talked about challenges with infrastructure.
Discussion included:

- Congressman Blumenauer is working on the ways and means committee. There is not enough money in the highway trust fund to deal with the current program or with inflation.
- There are three focus areas for Congressman Blumenauer: transportation, water infrastructure (storm water, wastewater and drinking water), and the reintroduction of a superfund tax.
- Regions across the country are making major investments in transportation. In Oregon, there is modest movement on this issue. The public will pay 60-70 cents more per gallon but are not willing to have a 1-2 cent gas tax. The idea of a mileage-based registration fee might be investigated.
- Congressman Blumenauer wants to be a part of the discussion in the broader community and see coalition building.
- Two pieces of legislation passed in the house, the first dealing with increasing fuel efficiency standards, and the second, tax provisions to support alternate energy sources (solar, wind, biodiesel, and wave energy). Both passed in the house with some modest bipartisan support, but with less enthusiasm for tax provisions. Included in tax provision is closing the hummer loophole and provisions for plug-in hybrids and kits to retrofit existing hybrids to allow plug-in technology. Green house gas controls and energy efficiency are a high priority for Speaker Pelosi.
- There is some money for programs, but not as much as is needed. The public will support the need for additional resources if they understand what they are for. There needs to be more money in the system.
- There is a need to change the reauthorization process in order to downsize federal supervision. Too much time gets consumed on unnecessary procedural requirements.
- It is easier to think of making a new investment than fixing what we have. The federal government seems to prioritize funding to politically attractive projects rather than high priority projects. We need to prioritize what we have and change the federal process.
- Looking ahead to 2009, there is opportunity because of the leadership we have in the state and federal government and because of a compelling opportunity to leverage public support. There is a lot of opportunity here that we should not miss.
- There is a potential for a carbon tax, a cap and trade system or something similar to deal with the global warming challenge. A lot of what is planned in the region adds value in terms of reducing the carbon footprint. The new federal administration will be more aggressive in dealing with global warming and will be more sensitive to infrastructure. We need to be ready to take advantage of that.
- Up until the Minnesota bridge collapse, none of the presidential candidates had made infrastructure a priority.

7. **ACTION ITEMS**

7.1 Resolution No. 07-3826, For The Purpose Of Amending The 2006-2009 Metropolitan Transportation Improvement Program (MTIP) To Reallocate $1 Million Of Regional Flexible Funds From The Construction Phase To The Design Phase Of The Eastside Streetcar Loop Project

Ted Leybold said he received a request from City of Portland to amend the existing TIP to reallocate $1 million to the preliminary engineering phase from the construction stage of the Eastside Streetcar Loop Project. This represents a change in scope and therefore requires approval as an MTIP amendment.

After the design phase, the City will come up with a financing plan for the construction of the project. When asked if the City would be coming back for more money from MTIP, Ted responded that at the TPAC meeting, City staff said they do not anticipate coming back for more funds for construction.

Motion: Sam Adams moved to approve Resolution No. 07-3826, For The Purpose Of Amending The 2006-2009 Metropolitan Transportation Improvement Program (MTIP) To Reallocate $1 Million Of Regional Flexible Funds From The Construction Phase To The Design Phase Of The Eastside Streetcar Loop Project, seconded by Councilor Park.
Vote: Hearing no objections, the motion passed unanimously.

7.2 RTP Update: Financial Constraint – Revenue Assumptions

Andy Cotugno summarized the spreadsheet of revenue assumptions, which was included in the packet. Prioritization is occurring to create a list of projects that the region can afford and to fulfill the federal RTP. We need a one-cent gas tax increase per year for road operations, maintenance and preservation to avoid reduction in purchasing power. Should we assume the increase given past history? When there is an increase, half goes to ODOT and half goes to local governments. Many revenue sources cannot be used for maintenance. ODOT's mandatory minimum for modernization could shift back to maintenance. Andy asked the following questions:
- In the city/county category, Washington County has an existing MSTIP and is planning for another MSTIP. Can we include that in the revenue target?
- System Development Charges (SDCs) are another revenue source. In Damascus, we are assuming there will be an SDC. The more recently the SDCs have been implemented, the higher they are. The current philosophy is that development should pay its own way. Should we assume existing SDCR increase.
- More local governments have adopted local maintenance revenues mechanisms. Should we assume that this trend will continue the next 10-15 years?
- Regarding light rail, the west side was built with state lottery bonds. Do we assume another round of $250 million dollars in light rail funds when the Milwaukie bonds are paid off?

Discussion included:
- Jason Tell asked how much of this assumes long-term revenues versus policy decisions. Are we getting too detailed and looking at policy questions rather than just picking projects for the RTP?
- Andy Cotugno responded that the items in black on the chart do forecast what Jason is talking about. The items in red are more of a judgment call and are the ones for which we are seeking feedback. This exercise is driven by the federal requirements. In spring, when we look at state requirements, we can get more aggressive in saying what we want to do. He also said that projects can be added if we have more revenue.
- Sam Adams said he would include the assumption that there will be another round of LRT funds light rail assumption is correct, that the allocation to cities and counties would go forward and that the gas tax will go forward. The City of Portland is looking at special SDC district revenues, on the waterfront for example. SDC increased revenues is a fair assumption, although we are not looking at increasing SDC rates. The City is repealing its transit oriented discount.

- Susie Lahsene asked if we do assume a conservative RTP, does it assist us in our legislative strategy, or is it beneficial to show what could be in the RTP? Those revenue sources that require public support or legislative action should be questioned.
- Chair Burkholder thinks that historically, credibility has been a problem if projects are included based on assumptions. If you say you are going to build it and then do not, the public asks why. We should have two lists: a conservative fiscally constrained list and the state RTP list based on what we need to build in terms of urban development. I would suggest we say that this is the money we have, but this is what we would like to do, so we need your help.
- Brian Newman said the 1-cent per year gas tax increase is a fair assumption and that 1/3 would be dedicated to modernization.
- Andy Cotugno said that inflation is built into the SDCs. Responding to a question about having a regional ballot measure, he said that they have not assumed it for the Federal RTP because it has not been a part of the track record. It may be on the table for the State RTP.
- Clackamas County has used "zone benefit" to capture additional values, for example for Sunnyside and 172nd.
- Rod Park said he is not comfortable assuming one cent per year because it will create false expectations with the public. He is also uncomfortable with the SDC assumption regarding Damascus because of potential fallout.
- Sam Adams suggested that a document be created in plain English that captures the plan. It could be used with decision makers and with the public. If we lead with what the federal government requires, the meaning gets lost. We need to translate what we want into what the federal government requires us to do, not the other way around.
- Paul Thalhofer said that the Minnesota bridge collapse reminds us of our aging infrastructure. Now is the time for a regional ballot measure for roadways and bridges. The SDC rate will get higher. We should count on the one-cent gas tax and we need to lobby for it.
- Chair Burkholder thanked the committee for guidance. He said that material will come back to MPAC and JPACT in September.

INFORMATION ITEMS

7.2 RTO Evaluation Framework and July 05-Dec06 Report

Pam Peck reviewed the goals of the Regional Travel Options program and presented highlights of the last 18 months.

Dr. Jennifer Dill from PSU Urban Studies said that the Regional Travel Options 2005-06 Program Evaluation is complete. The full report and executive summary are part of the meeting packet. In summary, the RTO programs have increased transit use, in particular for commuting to the downtown and Lloyd district areas. Improvements for carpooling, vanpooling, cycling and walking are not nearly as great. Most of the success was seen in core areas; suburban areas are more of a challenge. For future evaluations, she recommended developing a new strategic plan with specific output and outcome objectives. In addition, she recommended that a comprehensive evaluation be done every two years, with a comparison to other programs in other regions, and a minor update every year.

7.3 JPACT Bylaws Amendment

Andy Cotugno introduced the item, described in his memo and in the red line version of the bylaws, both included in the packet. The proposal to change the bylaws acknowledges that there have been changes in the last 35 years. It responds to the changes, giving the city of Portland two votes (not two members). It also decreases Washington State representatives from three to two. There is also a recommendation to not add the small transit districts but have the current seats represent them.

In response to a question about the clause that the Metro Council can introduce legislation to JPACT, Chair Burkholder said that this is a response to the federal government as part of our last update. The bylaws do include editorial changes as well. In September, we will bring this back for discussion with the full group.

Andy Cotugno said that the current Bylaws call for any MPO action recommended by JPACT to the Metro Council for approval. This change means that Council could also introduce something for JPACT to consider rather than reacting to items coming forward from JPACT. Either way, approval by JPACT and the Metro Council is required.

Royce Pollard said he thinks reducing State of Washington representation from 3 to 2 sends a bad signal to Southwest Washington.

Chair Burkholder said the issue is one of managing the committee size and is not a situation of over-representation from Washington State. He suggested changing it back to 3 members.

8. ADJOURN

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

Respectfully submitted,
Laura Dawson Bodner
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR AUGUST 9, 2007
The following have been included as part of the official public record:

	ITEM	TOPIC	DOC DATE	DOCUMENT DESCRIPTION	DOC. NO.
**	5.2	Memo & Replacement Pages	08/07/07	2008-2011 MTIP Air Quality Conformity Determination – Replacement Table/Page	080907j01
**	7.2	Memo	08/07/07	2035 Regional Transportation Plan Update – Public Comment Period Federal Component	080907j02
**	8.2	Chart	N/A	Potential JPACT Meeting Dates	080907j03
**	4.	Flyer	N/A	Oregon MPO Consortium Save the Date	080907j04
**		Correspondence	07/25/07	From City of Canby Mayor and Councilors to City of Wilsonville Mayor and Councilors re: the Elimination of Transit Service between Wilsonville and Canby	080907j05

**Distributed at meeting

M E M O R A N D U M
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METRO

DATE: September 6, 2007

TO: JPACT and MPAC members and interested parties

FROM: Andy Cotugno, Planning Director

SUBJECT: JPACT Bylaws Update Proposal

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INTRODUCTION

Over the past few months, a review of JPACT membership and operating bylaws was undertaken. A special Membership Subcommittee was formed to begin exploring options and potential revisions to JPACT bylaws. This memo is based on Subcommittee recommendations and initial discussion by JPACT at their August 9 meeting and proposes amendments to the JPACT Bylaws to change membership to address the representation of cities and transit districts.

ACTION REQUESTED

- Discuss and authorize proceeding with this or a revised proposal for amendment of the JPACT Bylaws. If JPACT concurs, a resolution will be drafted for adoption of the Bylaw amendments and submitted to the membership for the required 30-day written notice.

PROPOSED MEMBERSHIP CHANGES

Based on the special JPACT Membership Subcommittee, a draft revision to the JPACT Bylaws has been prepared. Member seats are proposed to be added to Multnomah, County for the second largest city, and Clackamas and Washington Counties for the largest city and second largest cities. The City of Portland is proposed to receive two votes. Stemming from discussion at the August 9 JPACT meeting, State of Washington representation in the proposed Bylaw changes has been restored to three voting members.The proposed JPACT membership changes are reflected below and are reflected by population in Table 1 and Table 2.

	Members	Votes
Multnomah County……	1	1
Washington County……..	1	1
Clackamas County……	1	1
City of Portland…….	1	2
Largest City of Washington County…….	1	1
Largest City of Clackamas County……	1	1
2nd Largest City of Multnomah County…….	1	1
2nd Largest City of Washington County…….	1	1
2nd Largest City of Clackamas County…….	1	1
Remaining Cities of Multnomah County…..	1	1
Remaining Cities of Washington County…..	1	1
Remaining Cities of Clackamas County…….	1	1
Oregon Department of Transportation……...	1	1
TriMet……...	1	1
Port of Portland…….	1	1
Department of Environmental Quality……..	1	1
Metro…….	3	3*
State of Washington…….	3	3
TOTAL	22	23

*The Metro Council's third vote only applies when the Chair votes in the case of a tie.

This Bylaw amendment does not propose to add an additional transit seat for Wilsonville Transit (SMART). Rather, language is proposed to clarify the role of TriMet as a regional transit representative and requiring periodic coordination with South Metro Area Rapid Transit (SMART). Additionally, the proposed "Remaining Cities of Clackamas County" member seat includes language that defines its representation of the City of Wilsonville, which is the governing body of SMART. Language is also proposed to be added that clarifies the Clackamas County member seat and describes its representation of Canby Area Transit (CAT), South Clackamas Transit District (SCTD) or the City of Molalla, and Sandy Area Metro (SAM), as regional transit service providers that provide service within the MPO boundary.

Attached is a copy of the proposed JPACT Bylaws with strikethrough edits to reflect all these proposed membership changes.

BACKGROUND

As part of the 2004 Federal Triennial Certification Review, the Federal Highway Administration and Federal Transit Administration issued the following recommendations to review the bylaws and membership of JPACT to reflect the dramatic changes in the region's area and population since the inception of the committee:

> *1. Because of the recent inclusion of the City of Wilsonville and the emerging City of Damascus in the MPO boundary, the considerable growth of the MPO population in general and public comments indicating a perception that smaller jurisdictions may not be adequately represented in MPO matters, it is recommended that the MPO members review*

the existing policy board representation and voting structure and either reaffirm its adequacy or agree on appropriate modifications

2. It is strongly recommended that other MPO members also evaluate the effectiveness of SMARTs input opportunities and consider appropriate alternatives.

Federal law requires that MPO policy boards be comprised of local elected officials, officials of public agencies that administer or operate major modes of transportation in the metropolitan area, and appropriate State officials[1]. In response to this recommendation, Metro agreed to initiate a review of JPACT membership and operating bylaws. Amending bylaws requires a two-thirds vote of the full JPACT and a majority vote of the Metro Council.

Two memos have been presented to JPACT. The first explored population growth trends in the incorporated and unincorporated areas as well as the demographic changes in the cities and counties. The region's population has grown dramatically from 1980 – 2005 with more than 80 percent living within cities. To better reflect this change in urban populations, the Subcommittee proposed adding additional city seats to all three counties. Additionally, because the City of Portland comprises 37 percent of the region's population, the Subcommittee proposed adding a second vote for the Portland member.

The second memo identified regional transit service districts that provide service into or within the MPO boundary. Although important regional transit providers offering services within the MPO boundary, the Subcommittee did not propose adding additional member seats for SMART, CAT, SAM or the SCTD. The Subcommittee instead proposed language to clarify SMART's JPACT representation through the "Remaining Cities of Clackamas County" seat and for CAT, SAM and SCTD through the Clackamas County seat.

A discussion of requirements for becoming an Area Commission on Transportation (ACT) is scheduled for a future meeting.

[1] "Metropolitan Planning." Title 49 U.S.Code, Sec. 5303. <http://frwebgate4.access.gpo.gov/cgi-bin/waisgate.cgi?WAISdocID=61971321540+0+0+0&WAISaction=retrieve >

TABLE 1 - Proposed Membership Changes

Local Government	Votes	2005 Population	Share of Local Government Votes	Share of Population
City of Portland	2	554,130	15%	37%
2nd Largest City in Multnomah County	1	95,900	8%	6%
Remaining Cities of Multnomah County	1	27,760	8%	2%
Unincorporated Multnomah County	1	0*	8%	<1%
Multnomah County Total	**5**	**672,906**	**38%**	**45%**
Largest City in Washington County	1	83,095	8%	5%
2nd Largest City in Washington County	1	82,025	8%	5%
Remaining Cities of Washington County	1	116,510	8%	7%
Unincorporated Washington County	1	211,239**	8%	15%
Washington County Total	**4**	**492,869**	**31%**	**33%**
Largest City in Clackamas County (Lake Oswego)	1	33,740	8%	2%
2nd Largest City in Clackamas County (Oregon City)	1	28,965	8%	2%
Remaining Cities of Clackamas County	1	90,430	8%	6%
Unincorporated Clackamas County	1	182,190**	8%	14%
Clackamas County Total	**4**	**335,325**	**31%**	**22%**
Total Local Government	**13**	**1,501,100**	**100%**	**100%**
Other Seats	**10**			
GRAND TOTAL	**23**			

*Lack of population in unincorporated Multnomah County makes population estimates uneven and imprecise.

**Unincorporated population figures reflect unincorporated populations for all of Clackamas and Washington Counties inside and outside of the Metro boundary. Incorporated population figures reflect cities within the Metro boundary.

Table 2 below shows the cities within each of the three counties by 2005 population from largest to smallest. As proposed, the City of Gresham would gain a seat as the "2nd Largest City of Multnomah County" and the "Remaining Cities of Multnomah County" would represent four cities: Troutdale, Fairview, Wood Village and Maywood Park. As the "Largest City of Washington County" and "2nd Largest City of Washington County" both the City of Beaverton and City of Hillsboro would gain a seat. The "Remaining Cities of Washington County" seat would represent seven cities: Tigard, Tualatin, Forest Grove, Sherwood, Cornelius, King City, and Durham. As the "Largest City of Clackamas

County" and "2nd Largest City of Clackamas County" the City of Lake Oswego and Oregon City would gain seats. The "Remaining Cities of Clackamas County" seat would represent eight cities: West Linn, Milwaukie, Wilsonville, Gladstone, Damascus, Happy Valley, Johnson City, and Rivergrove.

TABLE 2 – Cities by 2005 Population

	2005 Population	% of Regional Population
Lake Oswego	33,740	**2%**
Oregon City	28,965	**2%**
West Linn	24,075	**2%**
Milwaukie	20,655	**1%**
Wilsonville	14,855	**1%**
Gladstone	12,170	**1%**
Damascus	9,670	**1%**
Happy Valley	7,275	**0%**
Johnson City	630	**0%**
Rivergrove	315	**0%**
Unincorporated Clackamas County**	182,190	**12%**
Clackamas County	**334,540**	**22%**
Portland	554,130	**37%**
Gresham	95,900	**6%**
Troutdale	14,880	**1%**
Fairview	9,250	**1%**
Wood Village	2,880	**0%**
Maywood Park	750	**0%**
Unincorporated Multnomah County	0*	**~1%**
Multnomah County	**672,906**	**45%**
Beaverton	83,095	**6%**
Hillsboro	82,025	**5%**
Tigard	45,500	**3%**
Tualatin	22,400	**1%**
Forest Grove	19,565	**1%**
Sherwood	14,940	**1%**
Cornelius	10,585	**1%**
King City	2,130	**0%**
Durham	1,390	**0%**
Unincorporated Washington County**	211,239	**14%**
Washington County	**492,869**	**33%**

*Lack of population in unincorporated Multnomah County makes population estimates uneven and imprecise.

**Unincorporated population figures reflect unincorporated populations for all of Clackamas and Washington Counties inside and outside of the Metro boundary. Incorporated population figures reflect cities within the Metro boundary.

EXHIBIT A

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

BYLAWS

ARTICLE I

This committee shall be known as the JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT).

ARTICLE II
MISSION

It is the mission of JPACT to coordinate the development of plans defining required regional transportation improvements, to develop a consensus of governments on the prioritization of required improvements and to promote and facilitate the implementation of identified priorities.

ARTICLE III
PURPOSE

Section 1. The purpose of JPACT is as follows:

a. To provide the forum of general purpose local governments and transportation agencies required for designation of ~~the~~ Metro~~politan Service District as~~ the metropolitan planning organization for the Oregon ~~urbanized~~ portion of the Portland metropolitan area, defined as the Metro jurisdictional boundary or the Metro urban growth boundary whichever is greater, and to provide a mechanism for coordination and consensus on regional transportation priorities and to advocate for their implementation.

b. To provide recommendations to the Metro Council under state land use requirements for the purpose of adopting and enforcing the Regional Transportation Plan.

c. To coordinate on transportation issues of bi-state significance with the Clark County, Washington metropolitan planning organization and elected officials.

~~d. (Pending establishment of an Urban Arterial Fund) To establish the program of projects for disbursement from the Urban Arterial Fund.~~

Section 2. In accordance with these purposes, the principal duties of JPACT are

as follows:

a. To approve and submit to the Metro Council for adoption the Regional Transportation Plan (RTP) and periodic amendments.

b. To approve and submit to the Metro Council for adoption short and long-range growth forecasts and periodic amendments upon which the RTP ~~and other Metro functional plans~~ will be based.

c. To approve and submit to the Metro Council for adoption the Unified Planning Work Program (UPWP) and periodic amendments for the Oregon and Washington portions of the metropolitan area. The Metro Council will adopt the recommended action or refer it back to JPACT with a recommendation for amendment.

d. To approve and submit to the Metro Council for adoption the Transportation Improvement Program (TIP) and periodic amendments. The Metro Council will adopt the recommended action or refer it back to JPACT with a recommendation for amendment.

e. To approve and submit to the Metro Council for adoption the transportation portion of the State Implementation Plan for Air Quality Attainment for submission to the Oregon Department of Environmental Quality. The Metro Council will adopt the recommended action or refer it back to JPACT with a recommendation for amendment.

f. To periodically adopt positions that represent the region's consensus on ~~con-~~ transportation policy matters, including adoption of regional priorities on federal funding, ~~the Surface Transportation Act~~ federal transportation reauthorizations and appropriations, the ~~Six-Year Highway~~ State Transportation Improvement Program priorities and regional priorities for LRT funding. The Metro Council will adopt the recommended action or refer it back to JPACT with a recommendation for amendment.

g. To review and comment on the RTP and TIP for the Clark County portion of the metropolitan area and include in the RTP and TIP for the Oregon urbanized portion of the metropolitan area a description of issues of bi-state significance and how they are being addressed.

h. To review and comment, as needed, on the regional components of local comprehensive plans, public facility plans and transportation plans and programs of ODOT, Tri-Met and the local jurisdictions.

i. The Metro Council may propose legislation on any of the matters described above for the consideration of JPACT.

ARTICLE IV
COMMITTEE MEMBERSHIP

Section 1. Membership

a. The Committee will be made up of representatives of the following voting jurisdictions and agencies:

	Members	Votes
Multnomah County……	1	1
Washington County……	1	1
Clackamas County……	1	1
City of Portland……	1	2
Largest City of Washington County……	1	1
Largest City of Clackamas County…….	1	1
2nd Largest City of Multnomah County…	1	1
2nd Largest City of Washington County…	1	1
2nd Largest City of Clackamas County…	1	1
Remaining Cities of Multnomah County	1	1
Remaining Cities of Washington County	1	1
Remaining Cities of Clackamas County..	1	1
Oregon Department of Transportation…	1	1
TriMet……...	1	1
Port of Portland……..	1	1
Department of Environmental Quality….	1	1
~~Metropolitan Service District (~~Metro~~)~~….	3	3*
State of Washington……	3	3
TOTAL	~~17~~22	23

*The Metro Council's third vote only applies when the Chair votes in the case of a tie.

b. Alternates may be appointed to serve in the absence of the regular members.

c. Members and alternates will be individuals in a position to represent the policy interests of their jurisdiction.

Section 2. Appointment of Members and Alternates

a. Members and alternates from the City of Portland and the Counties of Multnomah, Washington and Clackamas will be elected officials from those jurisdictions and will be appointed by the chief elected official of the jurisdiction. The member and alternate will serve until removed by the appointing jurisdiction. The Clackamas County seat shall represent the regional transit service providers Sandy Area Metro (SAM), South Clackamas Transit District (SCTD) or City of Molalla, and Canby Area Transit (CAT) that provide services within the MPO boundary.

b. Members and alternates from the Largest City of Washington and Clackamas Counties and the 2nd Largest City of Multnomah, Clackamas, and Washington CCountyvies will be elected officials from those jurisdictions and will be appointed by the chief elected official of the jurisdiction. The member and alternate will serve until removed by the appointing jurisdiction.

bc. Members and alternates from the Remaining Cities of Multnomah, Washington and Clackamas Counties will be elected officials from the represented cities represented by these positions of each county (except Portland) and will be appointed through the use of a mail ballot of all represented cities based upon a consensus field of candidates developed through a forum convened by the largest city being represented. The member and alternate will be from different jurisdictions, one of which will be from the city of largest population if that city's population constitutes the majority of the population of all the cities represented for that county. The member and alternate will serve for two-year terms. In the event the member's position is vacated, the alternate will automatically become member and complete the original term of office. The member and alternate will periodically consult with the appropriate transportation coordinating committees for their area. The Remaining Cities of Clackamas County seat represents the City of Wilsonville, which as the governing body represents South Metro Area Rapid Transit (SMART).

cd. Members and alternates from the two statewide agencies (Oregon Department of Environmental Quality and Oregon Department of Transportation) will be a principal staff representative of the agency and will be appointed by the director of the agency. The member and alternate will serve until removed by the appointing agency.

de. Members and alternates from the two tri-county agencies (TriMet and the Port of Portland) will be appointed by the chief board member of the agency. The member and alternate will serve until removed by the appointing agency. As the regional transit representative, TriMet will periodically coordinate with the South Metro Area Rapid Transit (SMART).

ef. Members and alternates from the Metropolitan Service District Council will be elected officials and will be appointed nominated by the Presiding Officer of the Metro Council President in consultation with the Metro Executive Officer and confirmed by the Metro Council and will represent a broad cross-section of geographic areas. The members and alternate will serve until removed by the Metro Council President Presiding Officer of the Metro Council.

fg. Members and alternate from the State of Washington will be either elected officials or principal staff representatives from Clark County, the City of Vancouver, the Washington Department of Transportation, the Southwest Washington Regional Transportation Council and C-TRAN. The members will be nominated by Clark County, the City of Vancouver, the Washington Department of Transportation and C-TRAN and will serve until removed by the nominating agency. The three Washington State members will be selected by the Southwest Washington Regional Transportation Council IRC Transportation Policy Committee.

h. Terms for all members and alternates listed above commences on January 1.

ARTICLE V
MEETINGS, CONDUCT OF MEETINGS, QUORUM

a. Regular meetings of the Committee will be held monthly at a time and place established by the chairperson. Special or emergency meetings may be called by the chairperson or a majority of the membership. In the absence of a quorum at a regular monthly meeting or a special meeting, the chairperson may call a special or emergency meeting, including membership participation and vote by telephone, for deliberation and action on any matters requiring consideration prior to the next meeting. The minutes shall describe the circumstances justifying membership participation by telephone and the actual emergency for any meeting called on less than 24 hours' notice.

b. A majority of the voting members (or designated alternates) of the full Committee (12 of 22 members) shall constitute a quorum for the conduct of business. The act of a majority of those present at meetings at which a quorum is present shall be the act of the Committee.

c. Subcommittees to develop recommendations for JPACT can be appointed by the Chair. The Chair will consult on subcommittee membership and charge with the full membership at a regularly scheduled meeting. Subcommittee members can include JPACT members, JPACT alternates and/or outside experts.

d. All meetings shall be conducted in accordance with Robert's Rules of Order, Newly Revised.

e. The Committee may establish other rules of procedure as deemed necessary for the conduct of business.

f. ~~Each member~~ The City of Portland member shall be entitled to ~~one~~ two (~~1~~2) votes and all other members shall be entitled to one (1) vote on all issues presented at regular and special meetings of the Committee. In the absence of the member, the alternate shall be entitled to ~~one (1)~~ vote. ~~The chairperson shall vote only in case of a tie.~~

g. Unexcused absence from regularly scheduled meetings for three (3) consecutive months shall require the chairperson to notify the appointing agency with a request for remedial action. In the case of the representative for the "Remaining ~~c~~Cities" of Multnomah, Washington and Clackamas Counties, the chairperson will contact the largest city being represented to convene a forum of represented cities to take remedial action.

h. The Committee shall make its reports and findings public and available to the Metro Council.

i. Metro shall provide staff, as necessary, to record the actions of the Committee

and to handle Committee business, correspondence and public information.

ARTICLE VI
OFFICERS AND DUTIES

a. The chairperson and vice-chairperson of the Committee shall be ~~designated~~ ~~nominated~~ appointed by the Metro ~~Presiding Officer~~Council President and confirmed by the Metro Council.

b. The chairperson shall preside at all meetings he/she attends and shall be responsible for the expeditious conduct of the Committee's business.

c. The chairperson shall vote only in the case of a tie.

~~c~~d. In the absence of the chairperson, the vice-chairperson shall assume the duties of the chairperson.

ARTICLE VII
RECOGNITION OF TPAC

a. The Committee will take into consideration the alternatives and recommendations of the Transportation Policy Alternatives Committee (TPAC) in the conduct of its business.

ARTICLE VIII
AMENDMENTS

a. These bylaws may be amended or repealed only by a two-thirds vote of the full membership of the Committee and a majority vote of the Metro Council.

b. Written notice must be delivered to all members and alternates at least 30 days prior to any proposed action to amend or repeal Bylaws.

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: September 6, 2007

TO: JPACT and interested parties

FROM: Kim Ellis, Principal Transportation Planner

SUBJECT: 2035 Regional Transportation Plan (RTP): Public Comment Period and Round 1 System Analysis Background

****

PURPOSE
The purpose of your upcoming meeting is for staff to:

- Provide an overview of public comment period that will be held on the federal component of RTP from October 15 to November 15, 2007. **Attachment 1** to the worksheet describes the public comment period and draft "2035 RTP Federal Decision Packet" in more detail.
- Provide background information on Round 1 RTP system analysis in preparation for a discussion of federal investment priorities and other policy issues with MPAC on October 10.

ACTION REQUESTED
- Identify policy issues for discussion with MPAC during a joint meeting to be held on October 10, 2007. These issues will be forwarded to TPAC and MTAC for discussion at their upcoming meetings.

BACKGROUND
The Regional Transportation Plan (RTP) is the long-range policy and investment 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 RTP is to implement the Region 2040 vision for land use, transportation, the economy and the environment.

Round 1 RTP Investment Solicitation – In Spring 2007, Metro conducted the RTP solicitation process to create a pool of investment candidates for the 2035 RTP financially constrained *(federal component)* and illustrative *(state component)* systems that address regional transportation needs and support Region 2040. At total number of 1,061 projects and programs were submitted by ODOT, local agencies, TriMet and Metro, with an estimated cost of $ 21.4 billion (in 2007 dollars). Approximately $6.5 billion (in 2007 dollars) is estimated to be available for modernization/capital projects during the RTP plan period. This does not include revenues for transit or highway operations, maintenance, and preservation.

Table 1 shows a preliminary assessment of the project list by 2040 Program Areas and project mode. The pool of projects submitted served as a starting point for analysis and "testing" the draft policy framework this summer.

Table 1. Preliminary Assessment of 2035 RTP Project List (Version 3.0)

2040 Program Areas	# of Projects	% of Total Projects	Cost of Projects	% of Total Cost
State and Regional Mobility Corridors*	117	11.03%	$14,510,434,671	67.72%
Centers and Main Streets	339	31.95%	$2,316,188,251	10.81%
Industrial and Employment Areas	211	19.89%	$1,962,390,907	9.16%
2040 Corridors	188	17.72%	$1,206,696,484	5.63%
Regional Bridges	7	0.66%	$402,000,000	1.88%
Other Areas	199	18.76%	$1,030,145,884	4.81%
	1061	**100.00%**	**$21,427,856,196**	**100.00%**
Project Mode Category				
Highway/Throughways	97	9.14%	$4,465,050,180	20.84%
Bridges	9	0.85%	$409,511,000	1.91%
Transit Capital**	168	15.83%	$10,587,362,729	49.41%
Regional Programs	8	0.75%	$211,470,000	0.99%
Bike & Pedestrian	192	18.10%	$523,635,110	2.44%
Regional Trails	57	5.37%	$282,422,712	1.32%
Freight	56	5.28%	$733,829,431	3.42%
Roads	474	44.67%	$4,214,575,034	19.67%
	1061	**100.00%**	**$21,427,856,196**	**100.00%**

Table Notes:
*State and Regional Mobility Corridors include High Capacity Transit and Regional Trails.
**Transit capital projects submitted by TriMet well exceed the 200% cost target and not all projects were included in the Round 1 system analysis. The transit capital projects reflect ideas and needs communicated from local agencies, TriMet, ODOT and other stakeholders through the County Coordinating Committees and regional mobility workshops held in spring 2007.

Refinements to the draft RTP project list may be identified by agency project coordinators in Fall 2007 during development of the federal investment priorities. Additional refinements may also be identified during the state component of the RTP update or come from recommendations from the Regional High Capacity Transit study, Columbia River Crossing Study and other studies currently underway in the region in 2008.

Round 1 RTP System Analysis - Using Metroscope, a 2035 regional household and employment growth forecast was prepared by Metro and serves as the basis for the RTP. In addition, 2035 forecast travel volumes were estimated using the Metro regional travel demand model. Roadway projects included in the Round 1 network were derived from projects submitted by ODOT and local agencies. This includes the following major capital investments:

- I-5 Columbia River Crossing (CRC) 10-lane bridge with tolling, and includes four lanes from Hayden Island to Delta Park, and three lanes south of Delta Park (T9 network from CRC study).
- Sunrise Project from I-205 to 122nd Avenue
- Sunrise Parkway from 172nd to US 26

- OR 217, OR 213 and I-205 interchange improvements
- I-84/I-5 interchange improvements
- I-5/99W connector

Transit capital projects included in the Round 1 network were derived from projects submitted by TriMet and local agencies. The Round 1 transit network does not include all transit capital investments identified in the project list. The Round 1 transit network includes the following major capital investments in addition to expanded bus service and frequencies:

- Milwaukie light rail
- CRC light rail on Main Street to Lincoln Park-n-Ride facility (T-17.3 network from CRC study)
- Portland streetcar service to Lowell Street
- Bus rapid transit along McLoughlin Boulevard from Milwaukie to Oregon City.

Development of federal investment priorities – Agencies are currently working to identify federal investment priorities following the principles outlined in **Attachment 2**. The priorities must fall within financially constrained revenue targets provided to the three counties, TriMet, ODOT and the City of Portland, which consist of locally-generated revenue and a sub-allocation of regional flexible funds that is based on previous RTP update practice. Those projects that best support multiple RTP goals were encouraged to be submitted as federal investment priorities.

NEXT STEPS

- **September 17** – TPAC and MTAC discuss preliminary results from the Round 1 system analysis and preliminary federal investment priorities during a joint workshop.
- **September 28** – TPAC discusses key findings of the RTP system analysis, policy framework refinements and the narrowed list of federal investment priorities.
- **October 3** – MTAC discusses key findings of the RTP system analysis, policy framework refinements and the narrowed list of federal investment priorities.
- **October 9** – Metro Council discusses key findings of the RTP system analysis, policy framework refinements and the narrowed list of federal investment priorities.
- **October 10** – JPACT and MPAC discuss key findings of the RTP system analysis, policy framework refinements and the narrowed list of federal investment priorities. JPACT and MPAC requested to release draft "2035 Federal Decision Packet" for public comment.
- **October 15 to December 13, 2007 -** The federal component of the RTP released for a 30-day public comment period. A public comment summary and recommended refinements to address comments received will be presented to MTAC, TPAC, MPAC, JPACT and the Metro Council for consideration.
- **December 13, 2007 –** JPACT and Metro Council action on 2035 RTP Federal Decision Packet, pending air quality analysis
- **January 2008** – State component of RTP update begins

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

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Attachment 1

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: August 24, 2007

TO: RTP Interested Parties

FROM: Kim Ellis, Principal Transportation Planner

SUBJECT: 2035 Regional Transportation Plan Update – Public Comment Period for Federal Component

****

Background
This memorandum describes the 30-day public comment period that will be held for the federal component of the 2035 Regional Transportation Plan (RTP). Metro is required to complete an update to the federal component of the RTP by December 2007 in order to maintain continued compliance with the federal Clean Air Act. The current plan expires on March 5, 2008, under federal planning regulations.

After the federal component of the 2035 RTP is submitted to federal agencies for review, the focus will shift to the state component of the RTP update. Additional opportunities for public comment on the state component will be provided in 2008.

2035 RTP Update - Federal Component
The federal component of the update is focused on updating the policy framework that guides investments in the regional transportation system to respond to key trends and issues facing the region. The federal component will also incorporate projects and programs that have been adopted in local and regional plans and corridor studies through a public process since the last Regional Transportation Plan update in 2004, consistent with the updated policy framework.

Public Comment Period – Federal Component
The 2035 RTP public comment period is scheduled to begin on October 15 at 2 p.m. and end on November 15, 2007 at 5 p.m. The public comment period will focus on a discussion draft "2035 RTP Federal Decision Packet" that will serve as the public review document. The decision packet will be organized into five discussion elements, as follows:

Element 1	State of the Region and Effects on Transportation
Element 2	The Region's Blueprint for Transportation
Element 3	Proposed 25-year Regional Transportation Investment Strategy
Element 4	State of Transportation Funding in the Region
Element 5	Implementing the Region's Investment Strategy

The decision packet will be available for review on Metro's website at www.metro-region.org/rtp (Click on 2035 RTP Update), and as printed documents. The decision packet will also include

instructions for submitting comments through Metro's website, e-mail, fax and testimony presented at scheduled public hearings.

A series of four open houses and public hearings will be held around the region in conjunction with Metro Council meetings, as follows:

Open house and public hearing	Date/Time	Location
#1	**Thursday, October 25** • Open house begins at 4 p.m. • Public hearing begins at 5 p.m.	Clackamas County Public Services Building 2051 Kaen Road Oregon City, OR 97045
#2	**Thursday, November 1** • Open house begins at 1 p.m. • Public hearing begins at 2 p.m.	Metro Regional Center Council Chambers 600 NE Grand Avenue Portland, OR 97232
#3	**Thursday, November 8** • Open house begins at 4 p.m. • Public hearing begins at 5 p.m.	Hillsboro Civic Center Auditorium 150 E. Main Street Hillsboro, OR 97123
#4	**Thursday, November 15** • Open house begins at 1 p.m. • Public hearing begins at 2 p.m.	Metro Regional Center Council Chambers 600 NE Grand Avenue Portland, OR 97232

Comments will be accepted through 5:00 PM on November 15, 2007, which also coincides with a Metro Council hearing on the 2035 RTP update. Comments will be entered into the public record and will be provided to staff and elected officials prior to final consideration and action on the federal component of the 2035 RTP. Final consideration by JPACT and the Metro Council is scheduled for December 13, 2007. This action is pending completion of the federally-required air quality conformity analysis.

2035 RTP Air Quality Conformity Analysis
The conformity analysis will occur from December 2007 to January 2008. The results of the analysis will be subject to a second 30-day public comment period from January 21-February 20, 2008. JPACT and the Metro Council are scheduled to consider final action on the federal component of the 2035 RTP on February 28, 2008.

With approval by JPACT and the Metro Council, the federal component of the 2035 RTP will be submitted to the U.S. Department of Transportation and U.S. Environmental Protection Agency to certify that the process used to develop the federal component meets federal planning requirements. The Federal Highway Administration and Federal Transit Administration share responsibility for coordinating this federal review.

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

Materials following this page were distributed at the meeting.



A New Look at Transportation

Linking Transportation to Land Use, the Economy and the Environment

RTP Update - Draft RTP Investment Pool and Round 1 System Analysis

Kim Ellis, Principal Transportation Planner
Metro | Portland, Oregon

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2035 Regional Transportation Plan Update

Purpose of Today

- Status report
- Summary of draft RTP Investment Pool
- Background on key modeling assumptions
- Public comment period overview

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2035 Regional Transportation Plan Update

Project Timeline

Feb.-June ‘06	• Phase 1: Scoping
June ‘06 -March ‘07	• Phase 2: Research and Policy Development
March-Sept. ‘07	• Phase 3: System Development and Analysis (federal component)
Oct. ‘07-March ‘08	• Phase 4: Review & Adoption Process (federal component)
Jan.-April ‘08	• Phase 5: System Development and Analysis (state component)
May-June ‘08	• Phase 6: Review & Adoption Process (state and federal component)

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Draft 2035 RTP Investment Pool

A Few Caveats...

- Preliminary and subject to refinement
- Represents only capital costs except for bridges
- Basis for narrowing to financially constrained list

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Draft 2035 RTP Investment Pool

...A Few Caveats

- Transit costs well exceed 200% target and include ideas and gaps identified during process to date
- Not all transit included in round 1 modeling
- Some highway costs represent placeholders pending future corridor refinement planning/ NEPA process
- Multimodal street, bridge, bike and pedestrian investments fairly well defined

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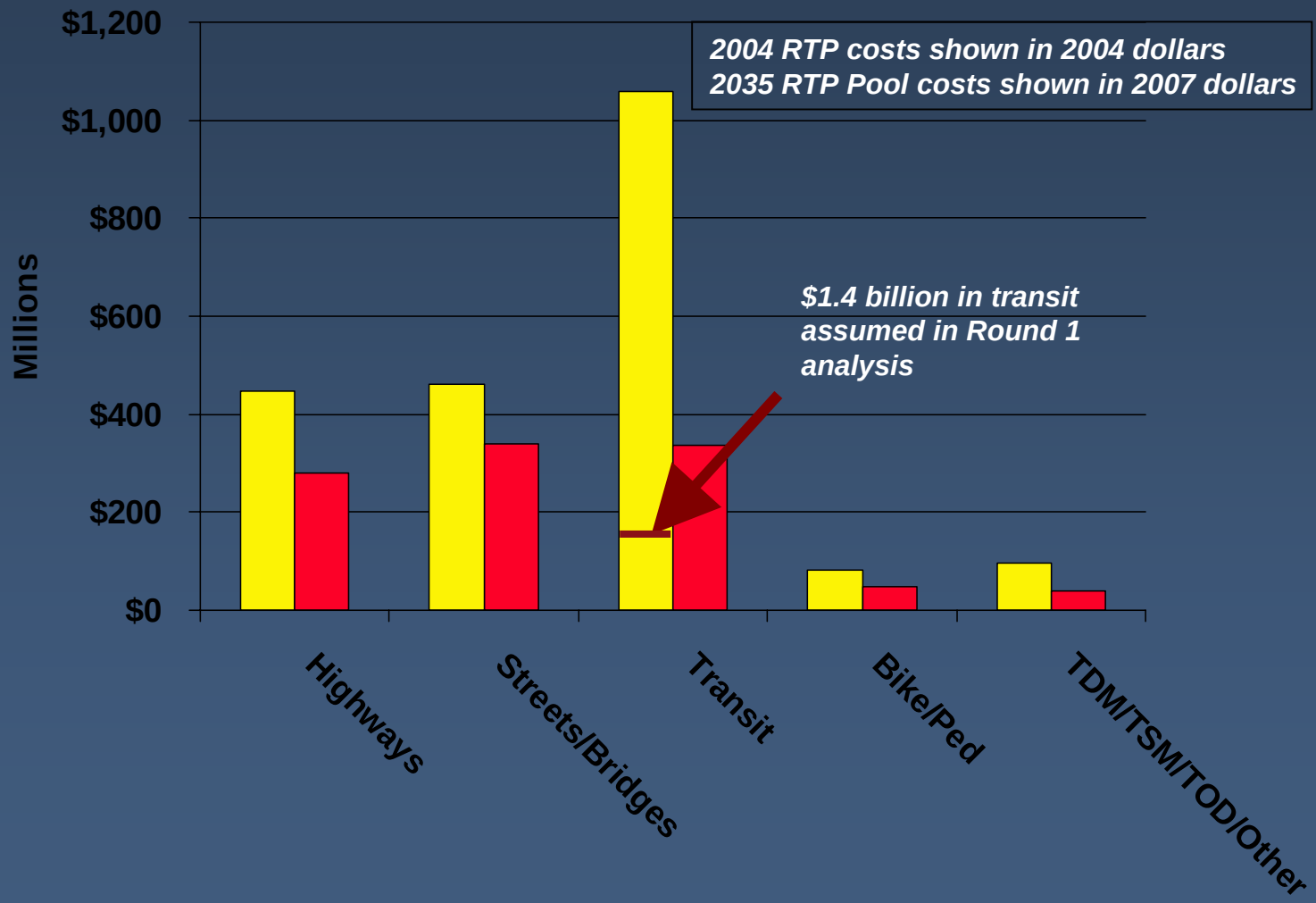
Draft 2035 RTP Investment Pool

Regional Investments



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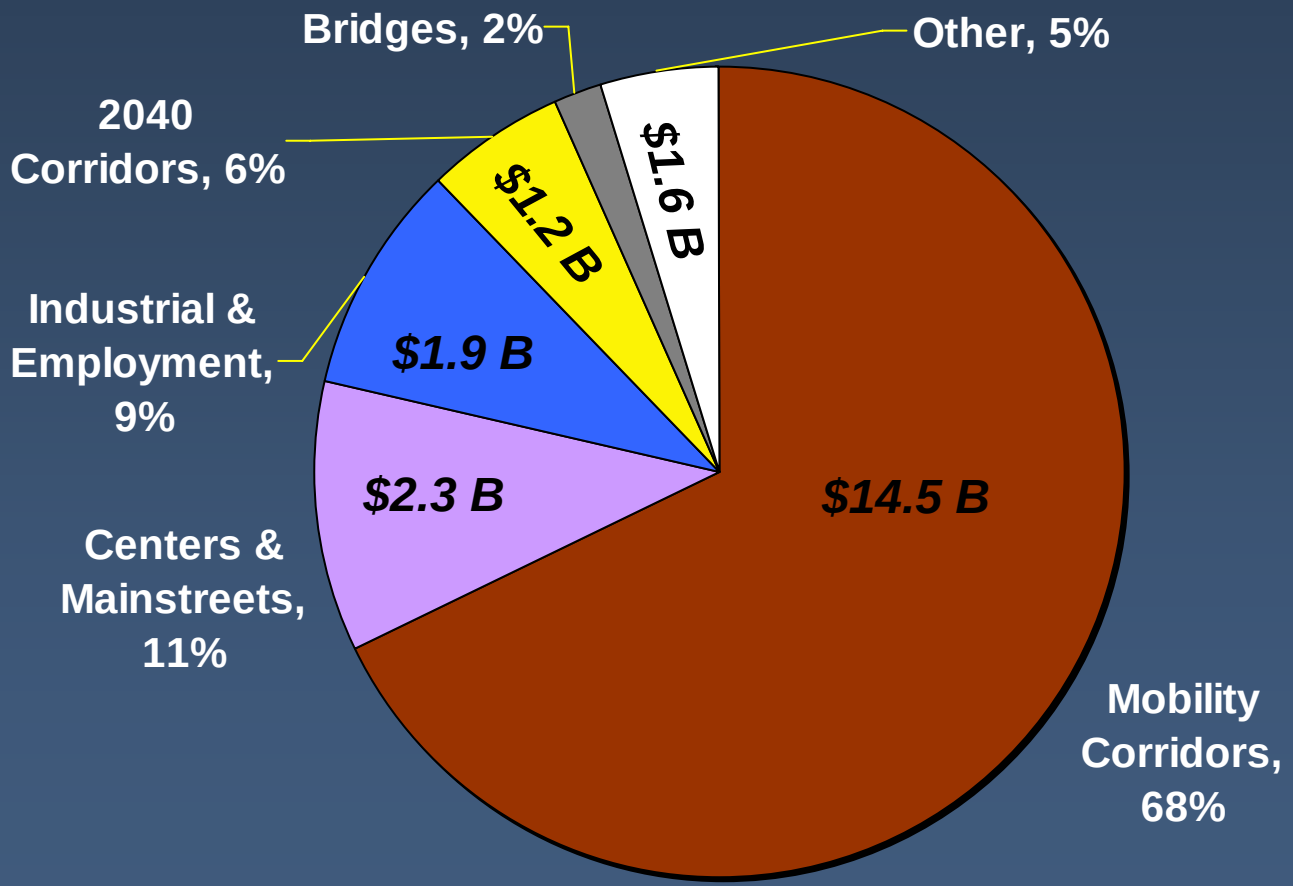
Draft RTP Investment Pool – subject to refinement

2040 Program Areas



Percent of total cost of Draft RTP Investment Pool (Version 3.0). Cost shown in billions (2007 dollars). Based on total estimated cost of $21.4 billion.

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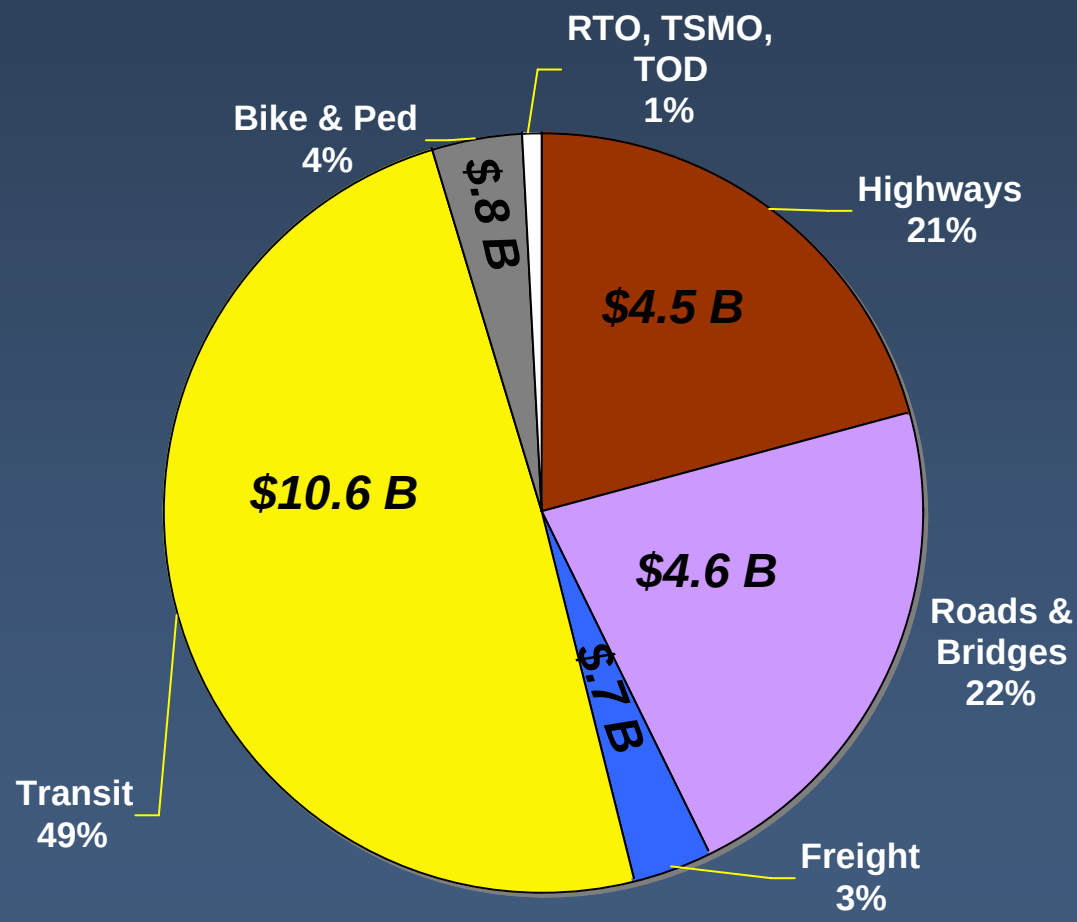
Draft RTP Investment Pool – subject to refinement

Project Costs by Mode



Percent of total cost of Draft RTP Investment Pool (Version 3.0). Cost shown in billions (2007 dollars). Based on total estimated cost of $21.4 billion.

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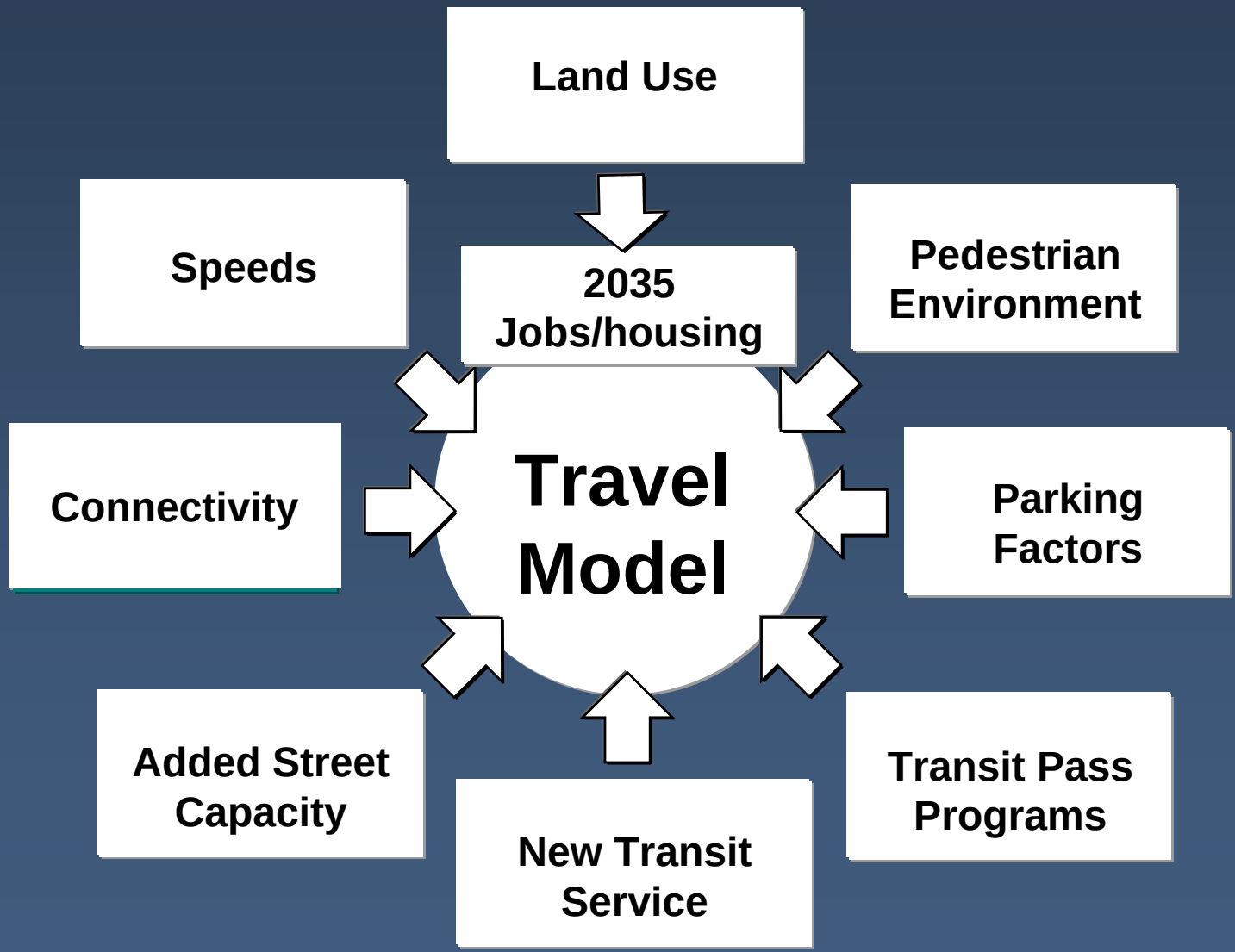
Regional Travel Demand Model

Model Inputs



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Round 1 RTP System Analysis

Key Round 1 Elements

- Major Highway Assumptions
  - I-5 Columbia River Crossing
  - Sunrise Project (I-205 to Rock Creek)
  - I-5/99W Connector
  - I-5/I-84 interchange
  - US 26, OR 217, OR 213 and I-205
- Major Transit Assumptions
  - Columbia River Crossing light rail
  - Milwaukie light rail
  - Commuter rail service extended to all day
  - Bus rapid transit to Oregon City and CTC
- Multi-modal arterial gaps and upgrades
- Bike, pedestrian and regional trail gaps and upgrades not modeled

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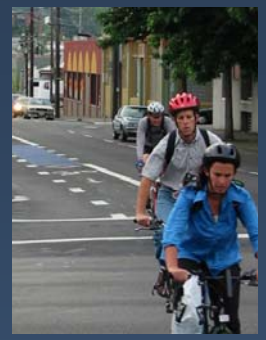
Round 1 RTP System Analysis

Preliminary Findings…

- Positive trends for many key system indicators
- Increase in transit, walk, bike and shared ride mode shares
- Decrease in vehicle miles traveled per person and trip lengths
- Losing ground on reliability and threatens freeways most



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Round 1 RTP System Analysis

...Preliminary Findings...

- System level measures insufficient to conclude whether investments maintain reliability on critical corridors or meet other RTP goals
- Multi-modal mobility corridor analysis needed to fully tell story
- Analysis of changes to centers and industry access also critical
- More technical work needed to better tie systems analysis to the goals we are trying to achieve

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Round 1 RTP System Analysis

...Preliminary Findings

- Other indicators need to be considered:
  - System completion
  - Environmental and equity impacts
  - Safety
- System and demand management measures need further development
- Reliability measures need further development
- Congestion continues to increase despite significant investments in transit and roads

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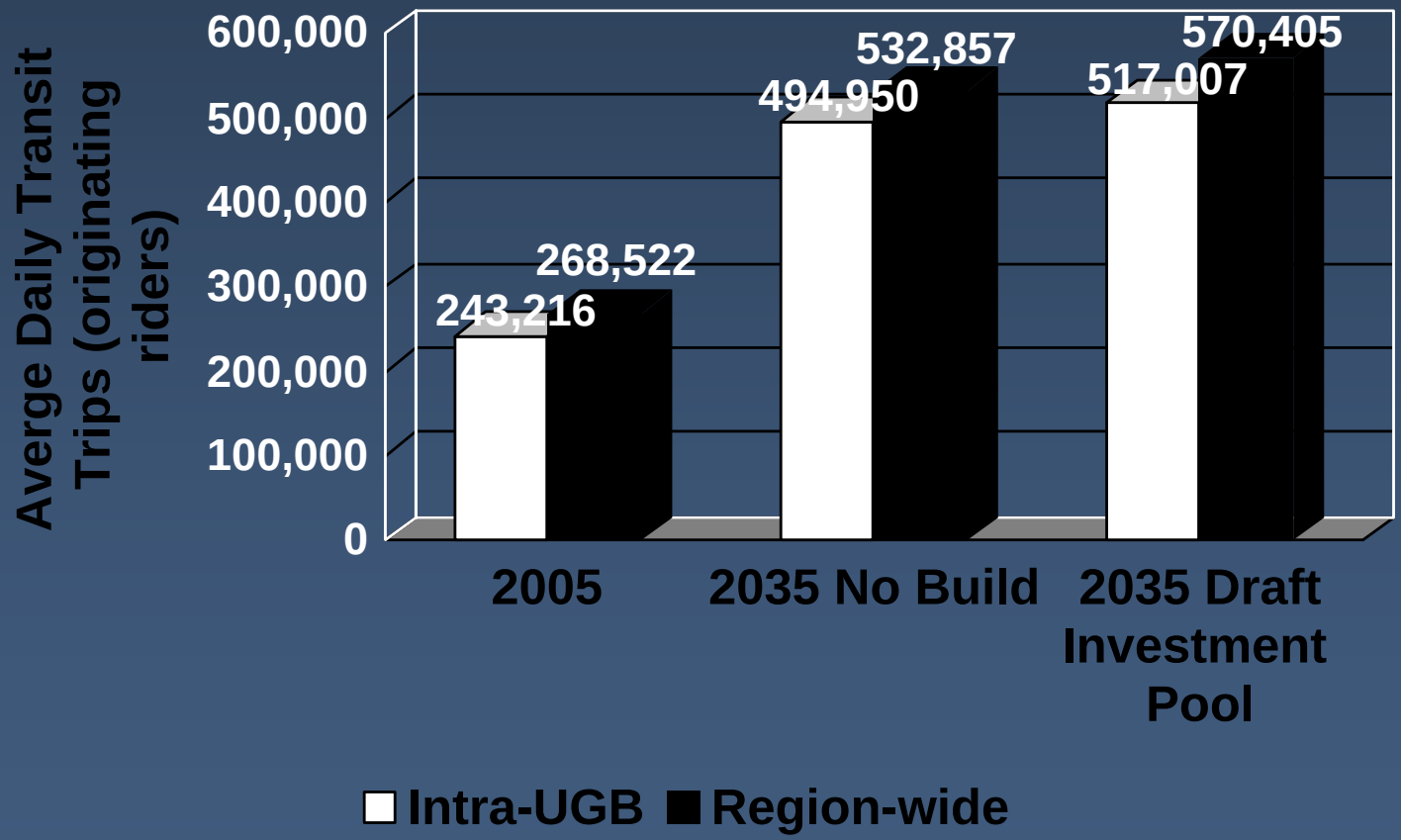
Preliminary Round 1 RTP System Analysis

Transit Ridership



Assumes $1.4 billion in transit capital investments. Draft results – numbers subject to change due to model refinement

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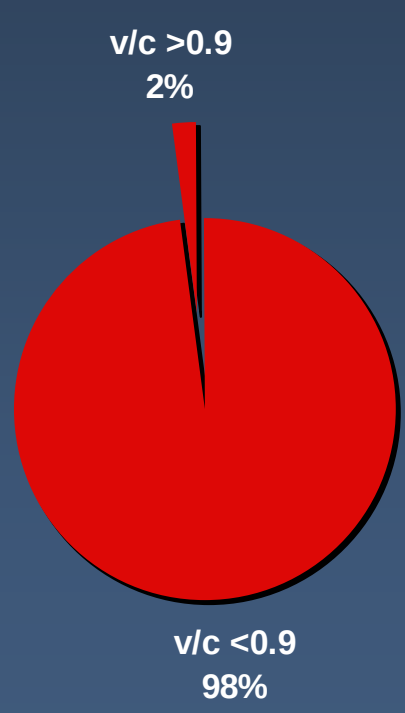
Preliminary Round 1 RTP System Analysis

Extent of Congestion (2005)

Freeways (~497 miles)

Arterials (~6,331miles)



Based on model outputs for network miles during the PM 2-HR peak for total region trips for the year 2005.

Draft results – numbers subject to change due to model refinement

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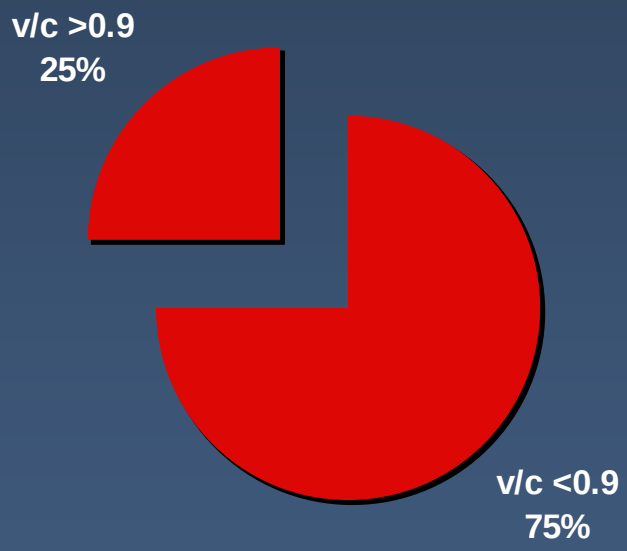
Preliminary Round 1 RTP System Analysis

Extent of Congestion
(2035 No Build)

Freeways
(~510 miles)



Arterials
(~6,403 miles)

Based on model outputs for network miles during the PM 2-HR peak for total region trips for the year 2035.

Draft results – numbers subject to change due to model refinement

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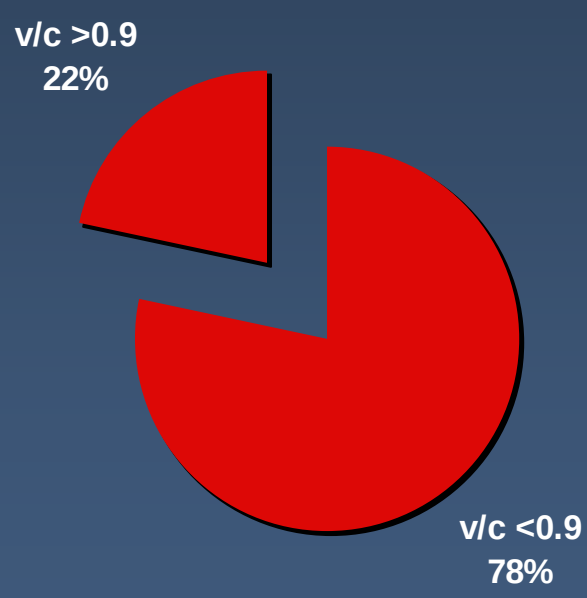
OPEN SPACES

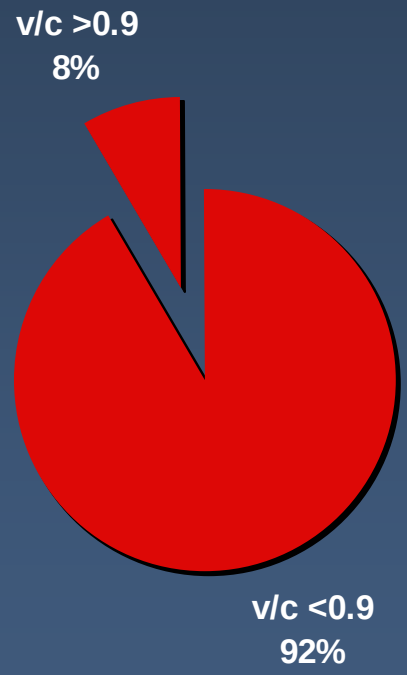
Preliminary Round 1 RTP System Analysis

Extent of Congestion
(2035 Draft Pool)

Freeways
(~514 miles)



Arterials
(~6,562 miles)



Based on model outputs for network miles during the PM 2-HR peak for total region trips for the year 2035.

Draft results – numbers subject to change due to model refinement

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2035 Regional Transportation Plan Update

Upcoming JPACT Discussions

- Oct. 10 meeting with MPAC
  - RTP system analysis and policy implications
  - Discussion draft RTP, including updated policy framework
- Oct. 15-Nov. 15 public comment period
  - Four open houses and public hearings
- Nov. 8 meeting
  - Discuss public comments received to date and possible refinements
- Dec. 13 meeting
  - Consider final action on draft 2035 RTP ***(federal component)***

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2035 Regional Transportation Plan Update

Project Timeline

Feb.-June ‘06	• Phase 1: Scoping
June ‘06 -March ‘07	• Phase 2: Research and Policy Development
March-Sept. ‘07	• Phase 3: System Development and Analysis (federal component)
Oct. ‘07-March ‘08	• Phase 4: Review & Adoption Process (federal component)
Jan.-April ‘08	• Phase 5: System Development and Analysis (state component)
May-June ‘08	• Phase 6: Review & Adoption Process (state and federal component)

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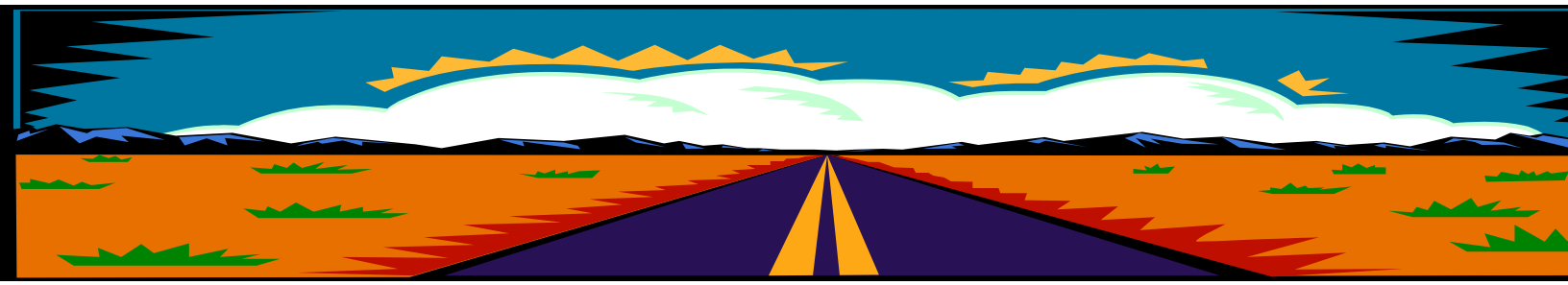
Oregon MPO Consortium Summit 2007



Where are we going?

Wittenberg Inn ◆ Keizer, Oregon

Friday, October 12

Optional pre-summit dinner and evening presentation

- Meet historian Dr. Jerry McGee, author of newly released historical novel, *It's a Long Way to Oregon*.

Saturday, October 13

The view from Washington

- The sparse transportation-funding landscape

Expanding population, shrinking resources, aging infrastructure

- Policy-makers and planners from Washington, California and Colorado share different approaches to creative collaborations

Extended travel patterns create "greater regions" with greater needs

- Commercial, commuter and personal travel patterns extend beyond jurisdictional boundaries. Cross-disciplinary, multi-organizational, pan-geographic discussions address real situations and potential solutions.

For lodging reservations at the Wittenberg call 503-390-4733 or 1-800-299-7221. Ask for the "Metro Conference Rate."

For more information, visit www.ompoc.org

RAIL~VOLUTION 2007

Building Livable Communities with Transit

October 31–November 3 in Miami, Florida