



METRO

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

MEETING: TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

DATE: November 2, 2007

TIME: 9:30 A.M.

PLACE: Metro Regional Center, Council Chambers & Annex

- | | | | |
|----------|-------|---|------------------|
| 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 | |
| 9:40 AM | 3. * | Approval of TPAC Minutes for September 28, 2007 | Andy Cotugno |
| 9:45 AM | 4. | Future Agenda Items <ul style="list-style-type: none"> • Willamette River Bridges (Next 5 Months) • High Capacity Transit System • CRC Project Status Report • Bicycle Transportation Study | Andy Cotugno |
| 9:50 AM | 5. | <u>ACTION ITEMS</u> | |
| | 5.1 * | Air Quality Consultation: I-5/Wilsonville Road Project in Wilsonville – <u>APPROVAL REQUESTED</u> | Mark Turpel |
| | 5.2 * | Resolution No. 07-3880, For the Purpose of Amending the 2004 Regional Transportation Plan (RTP) and 2006-2009 Metropolitan Transportation Improvement Program (MTIP) to Include the Construction Phase of the I-5/Wilsonville Road Interchange Project – <u>RECOMMENDATION TO JPACT REQUESTED</u> | Rian Windsheimer |
| | 6. | <u>INFORMATION/ DISCUSSION ITEMS</u> | |
| 9:55 AM | 6.1 * | 2035 RTP Draft Federal Component – <u>INFORMATION/DISCUSSION</u> | Kim Ellis |
| 10:55 AM | 6.2 * | Initiation of FY '09 Federal Appropriation Earmark Requests – <u>INFORMATION</u> | Andy Cotugno |
| 11:00 AM | 6.3 * | Initiation of the 2010-2013 Metropolitan Transportation Improvement Program – <u>INFORMATION</u> | Ted Leybold |
| 11:30 AM | 7.0 | ADJOURN | Andy Cotugno |

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

Please call 503-797-1916 for a paper copy



METRO

TRANSPORTATION POLICY ALTERNATES COMMITTEE

September 28, 2007
Metro Regional Center

MEMBERS PRESENT

Frank Angelo
Scott Bricker
Sorin Garber
Elissa Gertler
Nancy Kraushaar
Mike McKillip
Dave Nordberg
John Reinhold
Satvinder Sandhu
Sreya Sarkar
Karen Schilling
Phil Selinger
Paul Smith
Rian Windsheimer

AFFILIATION

Citizen
Citizen
Citizen
Clackamas County
City of Oregon City/Cities of Clackamas County
City of Tualatin/Cities of Washington County
DEQ
Citizen
FHWA
Citizen
Multnomah County
TriMet
City of Portland
ODOT

MEMBERS ABSENT

Jack Burkman
Bret Curtis
Greg DiLoreto
John Hoefs
Susie Lahsene
Dean Lookingbill
Ron Papsdorf

AFFILIATION

WASDOT
Washington County
Citizen
C-TRAN
Port of Portland
SW Washington RTC
City of Gresham

ALTERNATES PRESENT

Andy Back
Lynda David
Robin McCaffrey
Ed Pickering
Elaine Smith

AFFILIATION

Washington County
SW Washington RTC
Port of Portland
C-Tran
ODOT

GUESTS PRESENT

Jamie Armstrong

AFFILIATION

Public

Michael Bowers	City of Wilsonville
Tom Brennan	Nelson/Nygaard
John Cullerton	URS Corp.
Jonathan David	City of Gresham
Kate Dreyfus	City of Gresham
Evan Dust	HDR
Steve Mattheus	EPG
Margaret Middleton	City of Beaverton
Lawrence O'Dell	Washington County
Derek Robbins	City of Forest Grove
Patrick Sweeney	City of Portland
David Zigel	URS Corp.

STAFF

Andy Cotugno, Kim Ellis, Tom Kloster, Jon Makler, John Mermin, Amy Rose, Caleb Winter, Josh Naramore, Kelsey Newell

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Andy Cotugno declared a quorum and called the meeting to order at 9:34 a.m.

2. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

TPAC member Sreya Sarkar referred to a memorandum addressing Cascade Policy Institute's response to TriMet's comments on the Wheels to Wealth presentation. (Document included as part of the meeting record.) Ms. Sarkar was concerned that TriMet's JARC committee may not be the appropriate group to address Cascade's pilot proposal. She cited the committee's structure consisting of grant recipients and current workload as potential issues.

Chair Cotugno stated that the official 30-day notice for the proposed JPACT Bylaw amendments has been distributed to JPACT members for action at their November meeting. If JPACT adopts the amendments, TPAC will have an opportunity to readdress their Bylaws as well.

3. CONSENT AGENDA

Approval of TPAC Minutes for August 31, 2007

Air Quality Consultation for Transit Bus Emissions Project

In order to move forward with the Transit Bus Diesel Emissions project, the air quality consultation must be accelerated from next year's TIP to the current year TIP.

ACTION TAKEN: Mr. Paul Smith moved, Mr. Frank Angelo seconded, to approve consent agenda. The motion passed.

4. FUTURE AGENDA ITEMS

Future agenda items were not discussed.

5. ACTION ITEMS

5.1 Resolution No. 07-3864, For the Purpose of Amending the 2008-11 Metropolitan Transportation Improvement program (MTIP) to add \$145,109 to the Cleveland Avenue (Gresham) Project

Mr. Ted Leybold of Metro appeared before the committee and briefly addressed the City of Gresham's request for an MTIP amendment (handout included in the meeting record). The City completed the Division Street Boulevard Project under budget and requested that the remaining \$145,109 funds be reallocate to the SE Cleveland Project.

In general, an agency may request a transfer of regional flexible funding authority to another approved project as an administrative action. However, in this case, the Division Street project had closed prior to Gresham identifying the remaining funds. Without this approval, remaining fund authority after project closure reverts to the regional flex fund balance for reallocation to other projects.

Additional committee discussion included information on local match and project design elements.

MOTION: Mr. John Reinhold moved, Ms. Robin McCaffrey seconded, to approve Resolution No. 07-3864.

ACTION TAKEN: With all in favor, the motion passed unanimously.

6. INFORMATION / DISCUSSION ITEMS

6.1 Steering Committee Recommendation for Alternatives to Advance into a DEIS in the Lake Oswego to Portland Corridor

Mr. Ross Roberts of Metro appeared before the committee and provided a briefing on the Steering Committee recommendation for the Lake Oswego to Portland Transit and Trail Alternative Analysis project. He overviewed the transit mode, alignment and termini options that were recommended to move forward into the Draft Environmental Impact Statement (DEIS). In addition, Mr. Roberts highlighted the recommendation's compatibility with the Federal Transit Administration's (FTA) New Starts funding and sequencing plans. (Handouts included as part of the meeting record.)

Although a locally preferred alternative (LPA) decision will not be reached until the conclusion of the DEIS process, local jurisdictions are indicating their support for the project and the

Steering Committee recommendation for alternatives to advance into the DEIS. The Metro Council will address the project as an informational item in mid November.

The committee discussed trail financing, legal feasibility and its comparisons to transit ridership and demographics. Mr. Scott Bricker emphasized the public's support for the trail and reiterated a need for commitment to move the trail alternative forward into the EIS process.

Mr. Paul Smith indicated that the City of Portland is developing additional information on the Willamette Shoreline, Johns Landing Master Plan and Macadam alignments.

Additional committee discussion included economic development (tourism) and the DEIS funding sources.

6.2 2035 RTP (Federal Component)

Ms. Kim Ellis of Metro appeared before the committee and provided an update on the 2035 RTP local and regional investment priorities, recommended agency review focus and the policy issues and choices for the federal and state components. (Handouts included as part of the meeting record.) Highlighted next steps include the commencement of the public comment period on October 15th and a November 19th workshop to address public and agency comments on the draft plan. Final JPACT and Metro Council action on the draft 2035 RTP federal component is set for December 13th.

Discussion

Staff asked committee members for feedback on the policy questions that would be used to facilitate discussion on the priorities and funding investments for the federal and state 2035 RTP at the Joint MPAC/JPACT meeting on October 10th. Committee members (Windshimer, Back, Bricker and Smith) were concerned that the purposed questions were answered during the development of the financially constrained list and that it would be more appropriate to provide MPAC/JPACT an explanation of TPAC's methodology. It was felt that there was not sufficient quantitative or qualitative data to make specific decisions on projects at this time.

Additionally, committee members requested that the presentation clearly emphasize that the constrained list was a collaborative process developed in response to the policy committee's exercises. It was recommended that the process be outlined, stating that no new analytical data has been collected to date, but that it would be available shortly.

Some members highlighted the congestion management and performance evaluation (as it pertains to the state component) as high priority and the sole topic to be addressed at the joint meeting.

Additional committee discussion included the importance of maintaining wording consistency throughout the memorandum to MPAC and JPACT (e.g. "sufficient attention" verses "aggressive approach") and financial planning.

6.3 Primary Transit Network

Mr. Patrick Sweeney of the City of Portland appeared before the committee and gave a presentation on the City's Primary Transit Network (PTN). His presentation (included in the meeting record) included information on:

- Portland PTN project goals
- PTN corridors
- Process Summary
- Policy framework
- Transit Oriented Index (TOI) analysis
- Land-use anchors
- Draft map of the City's PTN

The PTN will be released to the public as part of the streetcar "kick-off" meetings scheduled for October 29th and November 13th and 15th.

Mr. Phil Selinger encouraged other jurisdictions to consider applying a similar framework to their regions. He noted TriMet's please with the strong correlation between the City's PTN and Trimet's frequent bus service.

Chair Cotugno observed that the 2040 Growth Concept has a designation entitled "Corridors" and that this framework would provide a good fundamental step for incorporating land-use and transit into future discussions.

Mr. John Reinhold requested that the Eastside streetcar solid line be changed to a dashed line to correctly reflect a "Planned High Capacity Transit" verses established streetcar line on the PTN map.

Additional committee discussion included transit origins and destinations, northwest Portland transit needs, the map title and purpose, and the collaboration between the City's PTN and Metro's regional High Capacity Transit (HCT) plan.

7. ADJOURN

As there was no further business, Chair Cotugno adjourned the meeting at 12:05 p.m.

Respectfully submitted,

Kelsey Newell
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR SEPTEMBER 28, 2007

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

ITEM	TOPIC	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
6.1	Map	N/A	Lake Oswego to Portland Steering Committee Recommendation	092807t-01
6.1	Chart	N/A	Federal Transit Administration (FTA) New Starts Sequencing Example	092807t-02
6.1	Chart	N/A	Federal Transit Administration (FTA) New Starts Funding Example	092807t-03
6.2	Memorandum	9/28/07	To: TPAC From: Kim Ellis RE: Federal Component of 2035 RTP – Recommended Focus for Agency Review	092807t-04
6.2	Memorandum	9/28/07	To: TPAC From: Deena Platman RE: Framework for Evaluating Performance on Regional Mobility Corridors	092807t-05
6.2	Memorandum	9/29/07	To: TPAC From: Kim Ellis RE: 2035 RTP Update – Draft Local/Regional Investment Priorities	092807t-06
6.3	Presentation	9/28/07	City of Portland Primary Transit Network (PTN)	092807t-07

**METRO**

TO: Andy Cotugno, Chair, and members of TPAC
FROM: Mark Turpel, Principal Transportation Planner
DATE: October 22, 2007
SUBJECT: Air Quality Consultation - I-5/Wilsonville Road Project in Wilsonville

Purpose

The purpose of this memo is to address the air quality aspects of a City of Wilsonville request to amend the Metro 2004 Regional Transportation Plan for the Wilsonville Interchange Project (2004 RTP #6138 Wilsonville Rd/I-5 Interchange Improvements - Phase 1 and 2). A separate memo is being produced to address the RTP amendment procedures and will take into consideration any TPAC recommendation about air quality.

Background

This Wilsonville Interchange project (PE and right-of-way only) was previously included in the list of projects approved by JPACT and the Metro Council for air quality purposes for the 2004 RTP in 2003 and the subsequent 2008-2011 MTIP. Recently, the City of Wilsonville requested that the construction of the project be moved up to the year 2015. From an air quality conformity determination perspective, there would be no change to the air quality modeling results, as the earlier work assumed the project was built and operational in the year 2015 (even though the earlier RTP and MTIP project included PE and right-of-way acquisition only).

Accordingly, Metro staff concluded that there was no air quality emission difference between the previously proposed project and the current request. However, in order to ensure consistency with Federal air quality statutes, that the various Federal and state agencies were consulted and that they had the opportunity to assess this request, an email was sent on October 3, 2007 to the air quality representatives of following agencies: US Environmental Protection Agency, Oregon Department of Environmental Quality, Federal Highway Administration, Federal Transit Administration, Oregon Department of Transportation and TriMet. The emails provided information about the proposed RTP amendment and requested comments by October 10 should agencies disagree with the proposed conclusion. No adverse comments were received.

Oregon statutes also provide for interagency consultation on air quality issues. TPAC is specifically called out in the regulations for this task.

Request for Action

Accordingly, TPAC is asked to consider the air quality results of this proposed Wilsonville Interchange RTP amendment. Staff recommend that TPAC concur that: 1) this change to the RTP would have the same air quality as the earlier PE and right-of-way only project and therefore has no adverse air quality result; and, 2) there is no need for a new air quality conformity determination for this specific proposed change to the RTP.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2004) RESOLUTION NO. 07- 3880
REGIONAL TRANSPORTATION PLAN (RTP))
AND 2006-09 METROPOLITAN) Introduced by Rex Burkholder
TRANSPORTATION IMPROVEMENT
PROGRAM (MTIP) TO INCLUDE THE
CONSTRUCTION PHASE OF THE
INTERSTATE 5: WILSONVILLE ROAD
INTERCHANGE PROJECT

WHEREAS, Resolution No. 03-3380A, "For the Purpose of the 2004 Designation of the 2004 Regional Transportation Plan as the Federal Metropolitan Transportation Plan to Meet Federal Planning Requirements," adopted by the Metro Council on December 11, 2003, is a 20-year blueprint for the Portland metropolitan region's transportation system; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council must approve amendments to the plan; and

WHEREAS, the City of Wilsonville has requested the Oregon Department of Transportation (ODOT) program the construction phase of the Interstate 5: Wilsonville Road Interchange project in the 2008-2011 Statewide Transportation Improvement Program (STIP); and

WHEREAS, federal regulations require modernization projects within Metropolitan Planning Areas to be included in Regional Transportation Plans (RTP) before they may be programmed in STIP documents; and

WHEREAS, the preliminary engineering (PE) and right-of-way (ROW) phases of the Interstate 5: Wilsonville Road Interchange project are currently included in the financially constrained component of the 2004 Metro RTP, and the 2008-2011 Metropolitan Transportation Improvement Program (MTIP); and

WHEREAS, Resolution No. 07-3824, "For the Purpose of Approving an Air Quality Conformity Determination for the 2008-11 Metropolitan Transportation Program," adopted by the Metro Council on August 10, 2007, the construction phase of the Interstate 5: Wilsonville Road Interchange project has been modeled and conformed for air quality; and

WHEREAS, the project is consistent with the 2002 Wilsonville Freeway Access Study and has been amended into the City of Wilsonville's Transportation System Plan. The project, to construct ramp improvements at the location of Town Center Loop to Boones Ferry Road ramps along Interstate 5, addresses concerns set forth in the Implementation Section of the 2004 RTP (Chapter 6 page 6-34); and

WHEREAS, the proposed project meets the required policy elements of the RTP as follows:

- Policies 6.0, 11.0, 16.0, 16.1, 17.0, 17.1 and 17.2 - Enhance pedestrian environment in and around the interchange.
- Policy 15.0 and 15.1 - Enhance freight mobility.
- Policy 20.0 - Have land use and transportation benefits
- Policy 6.0 - Improve safety
- Policy 11.0 - Be consistent with the function and character of surrounding land uses.
- Policy 13.0 - Meet demand identified in the RTP.

Now therefore,

BE IT RESOLVED that the Metro Council:

1. Approves the amendment of the 2004 Metro Regional Plan to include the construction phase of the Interstate 5: Wilsonville Road Interchange Road project.
2. Approves the addition of the construction phase of the Interstate 5: Wilsonville Road Interchange Road project in the 2008-11 MTIP.
3. Approves the transfer of funding from RTP Project #1163, 1164 & 1165 (I-205/Powell Boulevard/Division Interchange) in the amount of \$15,000,000 to Interstate 5: Wilsonville Road Interchange Road project to balance the federally constrained system project total.

ADOPTED by the Metro Council this 15th day of November, 2007.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 07-3880, FOR THE PURPOSE OF AMENDING THE 2004 REGIONAL TRANSPORTATION PLAN (RTP) AND 2006-2009 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO INCLUDE THE CONSTRUCTION PHASE OF THE INTERSTATE 5: WILSONVILLE ROAD INTERCHANGE PROJECT

Date: October 18, 2007

Prepared by: Andy Cotugno, Metro

BACKGROUND

The Interstate 5: Wilsonville Road Interchange project is critical to improve safety and enhance freight mobility along this segment of the interstate. The safety related issues are tied to the layout of the ramps and heavy use of the interchange by trucks. Freight mobility in the area is impacted also by the short and steep configuration of the ramps. While this area is home to corporate and/or core distribution facilities of businesses that include: Coca Cola, GI Joes, Orepac, Rite Aid, Wilsonville Concrete, and Marten Trucking, it is also the linchpin to an additional 170 acres of buildable industrial-commercial land. Wilsonville abides by a strict concurrency policy in order to maintain freeway capacity. However, the interchange is now operating at capacity and no new development can move forward until additional capacity is realized. This project will create additional capacity and improve safety at the interchange.

In 2003, the City of Wilsonville approved and funded a \$3.5 million Phase 1 project for improvements to the interchange, which allowed some development to move forward. However, the City of Wilsonville and the Oregon Department of Transportation (ODOT) agreed that completing both Phase 1 and 2 of the project together would be more cost-effective and provide greater safety in the project area. If the full project is not amended into the current STIP by November 2007, the City may be in legal jeopardy.

The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council voted to support this project as a high priority, both in the current STIP and the 2008-11 STIP. The preliminary engineering (PE) and right-of-way (ROW) acquisition phases of the project are included in the current 2004 RTP Financially Constrained system for \$6,500,000. At the time the 2004 RTP was developed, funding for the construction phase of this project was not included in the federally-required financially constrained revenue forecast. Because the PE and ROW phases for the project were included in the 2004 RTP financially constrained revenue forecast, the project was included in the Air Quality Conformity Determination for the 2004 RTP and 2006-09 Metropolitan Transportation Improvement Program, as required by state and federal law. The project has since been conformed in the 2008-11 Metropolitan Transportation Improvement Program (MTIP) that has been forwarded to the OTC for approval in the 2008-11 STIP.

On June 25, 2007, the City and ODOT both signed a Memorandum of Understanding for the project and each has committed funding for Phase 1 and Phase 2 as shown in Attachment 1 to this staff report. The project is ready to move forward to design and construction. Amending the current 2004 RTP and 2006-09 MTIP to add the construction phase of the project would allow the project to move forward and allow the City and ODOT to complete an Inter-Governmental Agreement.

Metro staff reviewed the request, and concluded that there was no air quality emission difference between the previously proposed project and the current request. However, in order to ensure consistency with

Federal air quality statutes, that the various Federal and State agencies were consulted and that they had the opportunity to assess this request, an email was sent on October 3, 2007 to the air quality representatives of following agencies: U.S. Environmental Protection Agency, Oregon Department of Environmental Quality, Federal Highway Administration, Federal Transit Administration, Oregon Department of Transportation and TriMet. The email provided information about the proposed RTP amendment, and requested comments by October 10 should agencies disagree with the proposed conclusion. No adverse comments were received.

Oregon statutes also provide for interagency consultation on air quality issues. The Transportation Policy Advisory Committee (TPAC) is specifically called out in the regulations for this task. Accordingly, TPAC considered the air quality results of this proposed Wilsonville Interchange RTP amendment on November 2, 2007.

ANALYSIS/INFORMATION

1. **Known Opposition:** None known.

2. **Legal Antecedents:**

Federal regulations include:

- Clean Air Act, as amended [42 U.S. C. 7401, especially section 176(c)];
- Federal statutes concerning air quality conformity [23 U.S.C. 109(j)]; and
- U.S. Environmental Protection Agency transportation conformity rules (40 CFR, parts 51 and 93).

State regulations include:

- Oregon Administrative Rules for Transportation Conformity, (OAR Chapter 340, Division 252); and
- Portland Area Carbon Monoxide Maintenance Plan and Portland Area Ozone Maintenance Plan.

Metro legislation includes:

- Resolution No. 03-3380A (For the purpose of Adopting the 2004 Regional Transportation Plan as the federal metropolitan transportation plan to meet federal planning requirements), approved on December 11, 2003.
- Resolution No. 03-3382A (For the purpose of Adopting the Portland Area air quality Conformity Determination for the 2004 Regional Transportation Plan and 2004-07 Metropolitan Transportation Improvement Program), approved on January 15, 2004.

3. **Anticipated Effects:** Design and construction of the Wilsonville Road/I-5 Interchange project can move forward and the City of Wilsonville can avoid legal jeopardy under their concurrency rules.

4. **Budget Impacts:** No budget impacts are anticipated.

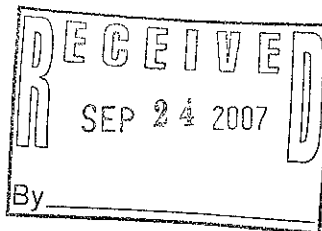
RECOMMENDED ACTION

Approve this resolution.



Oregon

Theodore R. Kulongoski, Governor



Department of Transportation

Region 1
123 NW Flanders
Portland, OR 97209-4019
(503) 731-8200
FAX: (503) 731-8259

DATE: September 20, 2007

TO: Ted Leybold – Metro
Transportation Improvement Program Manager

FROM: Akin Owosekun – ODOT Region 1 ^{A.O.}
Program and Funding Services Manager

SUBJECT: Request to Amend the Metro Regional Transportation Plan to include
Construction Phase of I-5: Wilsonville Interchange Project

File Code:

As we have discussed over the past few days, the City of Wilsonville has requested ODOT program the construction phase of the I-5: Wilsonville interchange project in the 2008-2011 Statewide Transportation Improvement Program (STIP). ODOT cannot reflect the construction phase, until Metro processes a Regional Transportation Plan (RTP) amendment. The preliminary engineering (PE) and right-of-way (ROW) phases of the project are included in the financially constrained component of the RTP. The construction phase has already been modeled for conformity. The PE and ROW phases are identified in ODOT's draft STIP, which is scheduled to be approved by the Oregon Transportation Commission (OTC) shortly.

As you are aware, the purpose of the project is to improve the Wilsonville Road Interchange, which currently is operating at near capacity. Specifically, the proposed improvements include:

- Widening of Wilsonville Road to add a third approach lane into the interchange area
- Creation of dual left turn lanes onto both directions of I-5
- Address vertical curve on Wilsonville Road
- Set back abutment wall
- Improve ramps to meet standards

This project is consistent with the 2002 Wilsonville Freeway Access Study, which was amended into the city's Transportation System Plan. It should be noted that the Implementation Section of the 2004 RTP (Chapter 6 page 6-34), contains discussion concerning I-5 South and the need for a corridor plan to address specific factors. The RTP notes:

"...the need to analyze the effects to freight mobility and local circulation due to diminished freeway access capacity in the I-5/Wilsonville corridor."

This section of the plan also notes:

"...design elements to be included as part of the proposed corridor studies and consideration to:

- *Provide additional freeway access improvements in the I-5/Wilsonville corridor to improve freight mobility and local circulation*



- *Provision of auxiliary lanes between all I-5 freeway on-ramps and off-ramps in Wilsonville.”*

This project aims to address those concerns set forth in the aforementioned language. It also addresses some additional needs within the corridor.

Several elements are particularly important relative to the I-5/Wilsonville Road project because the project is expected to:

- Enhance pedestrian environment in and around the interchange (**RTP Policy - 6.0, 11.0, 16.0, 16.1, 17.0, 17.1 and 17.2**)
- Enhance freight mobility (**RTP Policy - 15.0 and 15.1**)
- Have land use and transportation benefits (**RTP Policy 20.0**)
- Improve safety (**RTP Policy - 6.0**)
- Be consistent with the function and character of surrounding land uses (**RTP Policy 11.0**)
- Meet demand identified in the RTP (**RTP Policy - 13.0**).

The Oregon Department of Transportation believes that this proposed project meets the required elements for completing an RTP amendment. Please let me know of any additional information you need in order to work through this amendment.

I may be reached by phone at (503) 731-3397 or email at: akin.o.owosekun@odot.state.or.us.

Copies to

Kim Ellis, Metro
Danielle Cowan, City of Wilsonville
Rian Windsheimer, ODOT - Region 1
Fred Eberle, ODOT – Region 1
Andrew Johnson, ODOT – Region 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



DATE: October 25, 2007
TO: TPAC and MTAC members and Interested Parties
FROM: Kim Ellis, Principal Transportation Planner
SUBJECT: Federal Component of 2035 RTP Public Review Draft – Recommended Focus of Agency Review

Purpose

The purpose of this memo is to identify what elements of the public review draft 2035 Regional Transportation Plan (RTP) should be the focus of local, regional and state agencies review during the comment period. Members should come prepared to raise major issues and recommended refinements identified during this review and begin discussion of possible amendments to address the issues raised.

Action Requested

- Raise major issues identified to date that require more detailed discussion and possible amendments to the public review draft.
- Begin discussion of issues raised. These issues will also be brought forward to the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC) for discussion and direction on November 8 and November 14, respectively.

Background

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 and address new federal (SAFETEA-LU) planning requirements. The current plan expires on March 5, 2008, under federal planning regulations.

The federal component of the update focused on:

1. updating regional policies that guides planning and investments in the regional transportation system to respond to key trends and issues facing the region;
2. incorporating projects that have been adopted in local and regional plans, and corridor studies through a public process since the last Regional Transportation Plan (RTP) update in 2004;
3. updating the transportation revenue forecast and regional investment priorities to match current funding sources and historic funding trends; and
4. identifying additional issues to be addressed during the state component of the RTP update.

The 2035 RTP public comment period began on October 15 and ends on November 15, 2007 at the close of the final Metro Council public hearing. The public review draft 2035 RTP has been mailed to TPAC and MTAC members and is also available for review on Metro's website at www.metro-region.org/rtp. Printed copies of the document are available from Metro upon request.

This memorandum recommends the following three areas be the focus of more detailed review by local, regional and state agencies review during the comment period:

1. **Review updated goals, objectives and potential actions in Chapter 3** to identify gaps and specific recommended language changes.
2. **Review functional classification system maps in Chapter 3** and develop a list of map amendments recommended in local transportation plans adopted since December 2003, and endorsed by Metro. The functional map changes should include the following information: street name, to/from location and recommended RTP change in functional classification.
3. **Review the unresolved issues in Chapter 7 (Section 7.8)** to identify gaps and specific recommended language changes.

The focus of this review is on Federal compliance elements, not Transportation Planning Rule (TPR) or other regional requirements. The TPR and regional requirements will be the focus of the state component of the RTP update in 2008. Electronic submittals of recommended changes are requested to help staff compile and respond to recommended changes more efficiently.

Next Steps

Upcoming discussions that are scheduled to occur to finalize the federal component of the 2035 RTP, include:

- October 15** Public comment period begins – discussion draft document released
- November 2** TPAC discussion of draft plan and identification of issues for further discussion by JPACT
- November 7** MTAC discussion of draft plan and identification of issues for further discussion by MPAC
- November 8** JPACT discussion of draft plan and issues identified by TPAC
- November 14** MPAC discussion of draft plan and issues identified by MTAC
- November 15** Public comment period ends
- November 19** TPAC/MTAC workshop to discuss public comments received and develop recommendations on proposed changes to the draft 2035 RTP
- November 21** MTAC recommendation to MPAC
- November 28** MPAC recommendation to JPACT and the Metro Council
- November 29** TPAC recommendation to JPACT
- December 13** JPACT and Metro Council consider final action on 2035 RTP (federal component)

Please contact me if you have any questions at ellisk@metro.dst.or.us or 503-797-1617.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE) RESOLUTION NO. 07-3831
FEDERAL COMPONENT OF THE 2035)
REGIONAL TRANSPORTATION PLAN (RTP)) Introduced by Councilors Rex Burkholder and
UPDATE) Rod Park

WHEREAS, the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) approved Resolution No. 06-3661 (For the Purpose of Approving A Work Program For the 2035 Regional Transportation Plan (RTP) Update and Authorizing the Chief Operating Officer to Amend Contract No. 926975), on June 15, 2006; and

WHEREAS, Metro was awarded a Transportation & Growth Management Grant for the 2005 – 2007 Biennium to prepare a regional plan for freight and goods movement and recommendations from this planning effort will be forwarded for consideration as part of the 2035 RTP update; and

WHEREAS, the RTP is the federally recognized metropolitan transportation plan for the Portland metropolitan region that must be updated every four years and serves as the threshold for all federal transportation funding in the region; and

WHEREAS, the RTP fulfills statewide planning requirements to implement Goal 12 Transportation, as implemented through the Oregon Transportation Planning Rule (TPR); and

WHEREAS, the RTP is a central tool for implementing the Region 2040 Growth Concept, and constitutes a policy component of the Regional Framework Plan; and

WHEREAS, it is Metro's intent to integrate this update to the RTP with the New Look regional planning process and consolidate periodic updates to the RTP to meet applicable federal, state and regional planning purposes; and

WHEREAS, the most recent update to the RTP was completed in March 2004 and the next federal update must be approved by the United States Department of Transportation in consultation with the Environmental Protection Agency by March 2008 to provide continued compliance with federal planning regulations and ensure continued funding eligibility of projects and programs using federal transportation funds; and

WHEREAS, the 2035 RTP update timeline and process was expanded by the Metro Council, at the recommendation of JPACT, to allow for completion of the federal component of the 2035 RTP before the current plan expires on March 5, 2008 and provide for additional technical analysis and policy development to address state and regional planning requirements by Fall 2008; and

WHEREAS, the Metro Council approved Resolution No. 07-3793 (For the Purpose of Accepting the Chapter 1 Regional Transportation Policy Framework as the Provisional Draft For the Purpose Of Completing Phase 3 of the 2035 Regional Transportation Plan (RTP) Update), on March 15, 2007; and

WHEREAS, the federal update requires the development of a "financially constrained" system of investments that address regional travel demand, yet are constrained to reasonably anticipated funding levels during the plan period; and

WHEREAS, the Collaborative Environmental Transportation Agreement for Streamlining (CETAS) work group, consisting of the Oregon Department of Transportation and ten state and federal transportation, natural resource, cultural resource and land-use planning agencies, was consulted on

potential environmental impacts and mitigation strategies on October 16, 2007, and were provided an opportunity to comment on the federal component of the 2035 RTP; and

WHEREAS, the state component of the 2035 RTP will continue in 2008 to address outstanding issues identified during the federal component of the 2035 RTP, including amendments to both the Oregon TPR and Oregon Transportation Plan, and development of a transportation finance strategy to funded needed investments that exceed revenues anticipated to be available during the plan period; and

WHEREAS, the federal component of the 2035 RTP is set forth in "Exhibit A," attached hereto, and will be updated to reflect key findings and recommendations from additional technical and policy analysis to be conducted during the state component of the RTP update in 2008; and

WHEREAS, a 30-day public comment period was held on the federal component of the 2035 RTP from October 15 to November 15, 2007; and

WHEREAS, the Metro Council, JPACT, the Metro Policy Advisory Committee (MPAC), Metro Technical Advisory Committee (MTAC), Transportation Policy Advisory Committee (TPAC), the Regional Travel Options (RTO) Subcommittee of TPAC, the Regional Freight and Goods Movement Technical Advisory Committee, the Bi-State Transportation Committee, the Regional Freight and Goods Movement Task Force and other elected officials, city and county staff, and representatives from the business, environmental, and transportation organizations from the Portland-Vancouver metropolitan region assisted in the development of and were provided an opportunity to comment on the federal component of the 2035 RTP; and

WHEREAS, JPACT and MPAC have recommended that the federal component be approved by the Metro Council; now, therefore

BE IT RESOLVED BY THE METRO COUNCIL THAT:

1. The Metro Council approves the federal component of the 2035 Regional Transportation Plan update, attached and incorporated into this resolution as Exhibit "A."
2. Staff shall conduct the federally-required air quality conformity analysis, hold a 30-day public comment period on the results of the analysis and develop findings demonstrating compliance with federal planning requirements.

ADOPTED by the Metro Council this ____ day of December 2007.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 07-3831, FOR THE PURPOSE OF APPROVING THE FEDERAL COMPONENT OF THE 2035 REGIONAL TRANSPORTATION PLAN (RTP) UPDATE

Date: October 9, 2007

Prepared by: Kim Ellis

BACKGROUND

Metro is the regional government responsible for regional land use and transportation planning under state law and the federally designated metropolitan planning organization (MPO) for the Portland metropolitan region. As the federally designated MPO, Metro is responsible for updating the metropolitan transportation plan, also referred to as the Regional Transportation Plan (RTP), every four years in coordination with the agencies that own and operate the region's transportation system. Metro is also responsible for developing a regional transportation system plan (TSP), consistent with Oregon Transportation Planning Rule (TPR) requirements.

Metro's jurisdictional boundary encompasses the urban portions of Multnomah, Washington and Clackamas counties. Metro's planning partners include the 25 cities, three counties and affected special districts of the region, ODOT, Oregon Department of Environmental Quality (DEQ), Port of Portland, South Metro Area Rapid Transit (SMART), TriMet and other interested community, business and advocacy groups as well as state and federal regulatory agencies such as the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Metro also coordinates with the City of Vancouver, Clark County Washington, the Port of Vancouver, the Southwest Washington Regional Transportation Council (RTC), C-Tran, the Washington Department of Transportation, the Southwest Washington Air Pollution Control Authority and other Clark County governments on bi-state issues. The Southwest Washington Regional Transportation Council is the federally designated MPO for the Clark County portion of the Portland-Vancouver metropolitan region.

2035 REGIONAL TRANSPORTATION PLAN UPDATE

The 2035 RTP update represents the first significant update to the plan since 2000. The region is experiencing unprecedented growth and increasing competition for limited funds. The current RTP includes projects that would cost more than twice the anticipated funding. This update involved a new approach to address these issues and federal requirements. The Metro Council initiated the 2035 RTP Update on September 22, 2005 with approval of Resolution #05-3610A (for the Purpose of Issuing a Request for Proposals to Develop a Work Scope for an Expanded 2005-08 Regional Transportation Plan Update that Incorporates the "Budgeting for Outcomes" Approach to Establishing Regional Transportation Priorities).

The new approach (1) included a strong education component to increase community and stakeholder awareness of the issues, (2) used an outcomes-based approach to assess 2040 implementation and to evaluate and prioritize the most critical transportation investments, (3) emphasized collaboration with regional partners and key stakeholders to resolve the complex issues inherent in realizing the region's 2040 Growth Concept, and (4) integrated land use, economic, environmental and transportation objectives that are part of the 2040 Growth Concept. The process considered information learned from the 2005 *Cost of Congestion Study*, 2006 New Look public opinion research and the *Regional Freight and Goods Movement Plan*.

In January 2007, the 2035 RTP update timeline and process was expanded by the Metro Council, at the recommendation of JPACT, to allow for completion of the federal component of the 2035 RTP before the

current plan expires on March 5, 2008 and provide for additional technical analysis and policy development to address state and regional planning requirements by Fall 2008.

The federal component of the update is anticipated to be complete by December 2007 to allow adequate time to complete air quality conformity analysis and federal consultation before the current plan expires on March 8, 2008.

SUMMARY OF DECISION-MAKING FRAMEWORK

Metro's transportation planning activities are guided by a federally mandated decision-making framework, called the metropolitan transportation planning process. Metro leads this process in consultation and coordination with federal, state, regional and local governments, and engagement of other stakeholders with an interest in or who are affected by this planning effort. Metro facilitates this consultation and coordination through four advisory committee bodies—the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC), the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

The 2035 RTP update process relied on this existing decision-making structure for development, review and adoption of the plan. MPAC, JPACT and the Metro Council made recommendations at key decision points based on input from TPAC, MTAC, the Council-appointed Regional Freight Plan Task Force and the public participation process. SAFETEA-LU provisions for additional consultation with state and federal resource agencies, and tribal groups not represented on Metro's existing committee structure were met through a consultation meeting with the Collaborative Environmental Transportation Agreement for Streamlining (CETAS) work group, consisting of the Oregon Department of Transportation and ten state and federal transportation, natural resource, cultural resource and land-use planning agencies, on October 16.

Finally, the *Regional Freight and Goods Movement Plan* element of the RTP update was guided by a Council-appointed 33-member Task Force and a Technical Advisory Committee (TAC).¹ Recommendations from the Regional Freight TAC were forwarded to the Regional Freight and Goods Movement Plan Task Force. The Task Force recommendations to date have been forwarded to the 2035 Regional Transportation Plan process for adoption into the region's long-range transportation system plan.

APPROACH AND TIMELINE DEVELOPMENT OF FEDERAL COMPONENT OF 2035 RTP

The process addressed new federal planning requirements, including SAFETEA-LU legislation. The new federal transportation law—SAFETEA-LU—made changes to requirements for transportation planning, including amending the formal update cycle to four years and making specific changes to requirements affecting planning for special needs, security, safety, system management and operations and environmental mitigation. The changes are addressed in this update to the plan.

Consistent with SAFETEA-LU, the federal component of the update focused on:

1. updating regional policies that guide planning and investments in the regional transportation system to respond to key trends and issues facing the region and meet federal planning requirements;

¹ The Regional Freight and Goods Movement Task Force was comprised of 33 members from the community, private and public sectors, representing the many elements of the multimodal freight transportation system and community perspectives on freight. The Freight Technical Advisory Committee (TAC) was comprised of public sector staff from the local, regional, and state agencies operating within Metro's jurisdictional boundaries. The TAC will provide input and review of technical work products.

2. incorporating projects and programs that have been adopted in local and regional plans, and corridor studies through a public process since the last RTP update in 2004;
3. updating the transportation revenue forecast and regional investment priorities to match current funding sources and historic funding trends that are “reasonably anticipated to be available;”
4. identifying additional issues to be addressed during the state component of the RTP update in 2008.

The following section describes the RTP timeline and process for developing the federal component of the 2035 RTP.

June 2006-January 2007 – Research and Policy Development – Metro staff conducted background research on trends and issues affecting travel in the region, convened five stakeholder workshops on desired outcomes and needs for the region’s transportation system and conducted scientific public opinion research on transportation needs and priorities. This information is available to download on Metro’s website at www.metro-region.org/rtp.

January-March 2007 - Provisional Policy Framework Development – The background research in the previous phase guided development of a provisional draft policy framework that established goals and objectives for the regional transportation system. At the recommendation of the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT), the provisional draft policy framework (Chapter 1) was accepted by the Metro Council to guide identification of transportation needs and investment priorities.

April 2007 – Identification of Regional Mobility Corridor Priorities – In March and April 2007, the Regional Freight and Goods Movement Task Force, MPAC and JPACT participated in separate workshops to identify mobility issues and priorities for investments in the RTP. In April, Metro, TriMet and the Oregon Department of Transportation (ODOT) convened a technical workshop to build on the direction provided in the previous policy-level discussions. Nearly 60 participants attended this workshop, including Transportation Policy Alternatives Committee (TPAC) and Metro Technical Advisory Committee (MTAC) members and other local government staff.

Summer 2007 - RTP Project Solicitation and System Analysis - In June 2007, agencies submitted projects and programs that came from local and regional plans or studies that had been previously adopted through a public process. The investments submitted responded to the provisional policy framework. ODOT and TriMet collaborated with Metro and local agencies to identify investments that respond to mobility corridor priorities identified by the Freight Task Force, JPACT and MPAC in April. In addition, local agency TPAC representatives for each of the three counties worked with the cities within their respective county to identify other community-building investments to complement the regional mobility corridor investments. The result of this effort was the development of the 2035 RTP Investment Pool. Proposed investments were submitted in one of two complementary investment strategy tracks:

- **Track 1: State and Regional Mobility Corridor Investment Strategy** focuses on regional mobility corridor investments that leverage the 2040 Growth Concept and improve interstate, intrastate and cross-regional people and goods movement.
- **Track 2: Community-Building Investment Strategy** focuses on community-building investments that leverage 2040 Growth Concept through street and transit system improvements that provide for community access and mobility.

Metro conducted a technical analysis of the performance of the system projects and programs submitted. The results of the analysis are included in the federal component of the 2035 RTP.

August – October 2007 – Development of RTP Financially Constrained System and Draft 2035 - Metro staff worked with local governments, ODOT, SMART and TriMet to narrow the 2035 RTP Investment Pool to match expected revenue that can “reasonably be expected to be available” during the

plan period. This set of investments is also called the financially constrained system. In addition, staff further refined the policy framework to respond to key findings of the technical analysis, policy discussions at the Freight Regional and Goods Movement Task Force, MPAC, JPACT and the Metro Council and informal comments provided by local governments and interested stakeholders over the summer.

SUMMARY OF STAKEHOLDER ENGAGEMENT AND PUBLIC PARTICIPATION PLAN FOR THE FEDERAL COMPONENT OF THE 2035 RTP UPDATE

The public participation plan was designed to meet regional and federal requirements for public participation and respond to the key issues raised during the scoping phase in 2006. This section describes the *stakeholder engagement and outreach* components that will inform development of an updated 2035 RTP plan, and support the decision-making role of the Metro Council, JPACT and MPAC and the participatory role of public agencies, targeted stakeholder groups and the general public.

Metro's targeted stakeholders and planning partners include the 25 cities, three counties and affected special districts of the region, Oregon Department of Transportation (ODOT), Oregon Department of Environmental Quality, Port of Portland, SMART, TriMet and other interested community, business and advocacy groups as well as state and federal regulatory officials and resource agencies. Metro also coordinates with the City of Vancouver, Clark County Washington, the Port of Vancouver, the Southwest Washington Regional Transportation Council (RTC), C-Tran, the Washington Department of Transportation, the Southwest Washington Air Pollution Control Authority and other Clark County governments on bi-state issues.

This broad spectrum of stakeholders was the primary focus of the public participation plan. A variety of methods for engaging public agencies and targeted public and private sector stakeholder groups were used, including focused discussions at Regional Forums, Mayors'/Chair's Forums, stakeholder workshops, Metro Advisory Committees and established County Coordinating Committee's meetings, technical workshops and other methods of communication and engagement as described below. In September and October of 2006, Metro staff also met with several groups of citizens and planners to solicit input on the bicycle and pedestrian needs and issues background reports. The groups included local citizen bicycle and/ pedestrian citizen advisory groups, local bicycle and pedestrian planners/advocates and the Regional Trails working group. Metro held a separate bike and pedestrian workshop with local pedestrian and bike planners from local and state government, advocacy groups and the private sector. The participants provided information about trends and current research underway, barriers to developing the pedestrian and bicycle systems, and policy gaps at the regional level.

A second priority for outreach is the general public. The general public was engaged and provided opportunities to give input throughout the planning process. A significant element of this portion of the work program was a scientific public opinion survey that was conducted to solicit a statistically valid measure of public values and needs. In addition, Metro's website hosted an interactive project website that included an on-line survey during the research phase of the update. The project website was also to provide information about the update process, timeline with key decision points identified, fact sheets, newsletters and other pertinent information about the process. The transportation hotline included a 2035 RTP update message program that includes timely information about key decision points and provided an option for requesting additional information. In addition, feedback was solicited on a discussion draft 2035 RTP during the public comment period that was held from October 15 to November 15, 2007, through four Metro Council public hearings, Metro's website and four open houses held during the comment period.

Media outreach was also a significant element of the participation plan with the intent of using earned mass media to provide information to the general public and key stakeholders throughout the process. This included briefings of reporters and editorial boards, press releases, media packets and civic journalism. Several electronic-newsletters and fact sheets were developed throughout the process and at

key decisions points. The newsletters and fact sheets were distributed through Metro's website, at events and upon request. Summary reports documenting the results and findings of major tasks were also developed and made available on Metro's website and through presentations at Metro's advisory committees.

Notices of key decisions were distributed through community newspapers, electronic newsletters, the transportation hotline and the Metro website. A formal 30-day public comment period was held to coincide with release of a discussion draft RTP in September 2007. Comments were collected through Metro's website, US mail, fax, email and testimony provided at four Metro Council public hearings during this period. Comments received were entered into the public record and provided to staff and elected officials prior to final consideration and action on the federal component of the 2035 RTP. Finally, the RTP and its attendant Air Quality Conformity Analysis will be made available for a formal 30-day public review period before final adoption in February 2008.

OUTSTANDING ISSUES TO BE ADDRESSED DURING STATE COMPONENT OF THE 2035 RTP UPDATE

The system the region can afford with "expected revenue" is not expected to be sufficient to achieve the region's vision for the future. The state component of the RTP update will, as a result, focus on identifying those investments that the region truly needs to achieve the 2040 Growth Concept and RTP goals, and developing a funding strategy that supports implementation of those investments over time.

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. The state component of the 2035 RTP will continue in 2008 to address outstanding issues identified during the federal component of the 2035 RTP, including amendments to both the Oregon TPR and Oregon Transportation Plan, and development of a transportation finance strategy to funded needed investments that exceed revenues anticipated to be available during the plan period.

Staff recommends these areas to be the focus of policy discussion and additional technical analysis during the state component of the RTP update in 2008:

1. Performance measures and evaluation framework

Background: The first round of technical analysis (which included the RTP investment pool of projects) demonstrated that system-level measures are no longer sufficient to determine whether investments lead to a safe, efficient and reliable transportation system or meet other RTP goals for land use, the economy and the environment.

What does an outcomes-based evaluation and monitoring framework look like? What measures and benchmarks are most important?

2. Congestion management and regional mobility corridors

Background: How to address increasing demand on our multimodal transportation system is a critical issue for the region, particularly the *Regional Mobility Corridors* – transportation corridors centered on the region's network of interstate and state highways that include parallel networks of arterial roadways, high capacity and regional transit routes and multi-purpose paths. The network of corridors is intended to move people and freight between different parts of the region and connect the region with the rest of the state and beyond. Despite significant investments assumed in the region's transit and roadway systems, the region appears to lose ground on congestion and system reliability. When the pool of investments is narrowed to match available revenue to develop the Financially Constrained RTP, additional congestion and reductions in system reliability are expected.

How should the region measure success for these corridors and what is the mix of strategies and investments that will help us get there?

3. **Oregon Transportation Planning Rule (TPR) implications for land use**

Background: Recent amendments to the TPR may affect the region's ability to manage growth consistent with the 2040 Growth Concept.

What are the implications of recent TPR amendments on the ability of the RTP and local TSPs to comply with OAR 660-012-0060, which requires land use and transportation plans to be balanced?

4. **Transportation finance**

Background: The region's funding gap is so significant, the region must use every tool at our disposal to address current and future transportation needs in support of the Region 2040 Growth Concept. The region needs a strategy that effectively links land use and transportation investment decisions. Community building investments are tied primarily to locally generated growth-related revenues. In addition, new growth areas need seed money before system development charges can begin to be collected. Both short-term and long-term strategies are needed to raise new revenues to fund needed investments.

How do we know what level of investment we need to achieve Region 2040? Who should have primary responsibility for addressing needs on ODOT's state and district highways? Who should have primary responsibility for addressing operations, maintenance and other needs of regional bridges? What funding sources should be used to address all of the different regional mobility and community building needs?

Additional opportunities for public comment on the state component will be provided in Fall 2008.

ANALYSIS/INFORMATION

1. **Known Opposition:** None known.
2. **Legal Antecedents:** There are a wide variety of past Federal, State and regional legal actions that apply to this action.

Federal regulations include:

- Clean Air Act, as amended [42 U.S. C. 7401, especially section 176(c)];
- Federal statutes concerning air quality conformity [23 U.S.C. 109(j)];
- US EPA transportation conformity rules (40 CFR, parts 51 and 93); and
- USDOT rules that require Metro to update RTPs on a four-year cycle [23 CFR 450.322(a)].

State regulations include:

- Oregon Administrative Rules for Transportation Conformity, (OAR Chapter 340, Division 252); and
- Portland Area Carbon Monoxide Maintenance Plan and Portland Area Ozone Maintenance Plan.

Metro legislation includes:

- Resolution 05-3610A (For the Purpose of Issuing a Request for Proposals to Develop a Work Scope for an Expanded 2005-08 Regional Transportation Plan Update that Incorporates the "Budgeting for Outcomes" Approach to Establishing Regional Transportation Priorities), on September 22, 2005.

- Resolution No. 06-3661 (For the Purpose of Approving A Work Program For the 2035 Regional Transportation Plan (RTP) Update and Authorizing the Chief Operating Officer to Amend Contract No. 926975), on June 15, 2006; and
 - Resolution No. 07-3793 (For the Purpose of Accepting the Chapter 1 Regional Transportation Policy Framework as the Provisional Draft For the Purpose Of Completing Phase 3 of the 2035 Regional Transportation Plan (RTP) Update), on March 15, 2007.
3. **Anticipated Effects:** The proposed federal component of the 2035 Regional Transportation Plan meets federal requirements for metropolitan transportation planning. With approval, staff will proceed with the federally-required air quality conformity analysis and development of federal findings of compliance.
4. **Budget Impacts:** There is no financial impact to approval of this resolution.

RECOMMENDED ACTION

Approve Resolution No. 07-3831.



EXHIBIT A to Resolution No. 07-3831
Full document available to download from Metro's
website at www.metro-region.org/rtp



Public
Review Draft

*2035 Regional
Transportation Plan
Federal Component*

October 15, 2007



METRO

PEOPLE PLACES
OPEN SPACES

Metro

People places • open spaces

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

Your Metro representatives

Metro Council President – David Bragdon

Metro Councilors – Rod Park, District 1; Brian Newman, District 2; Carl Hosticka, District 3; Kathryn Harrington, District 4; Rex Burkholder, District 5; Robert Liberty, District 6.

Auditor – Suzanne Flynn

Metro's web site: www.metro-region.org

Project web site: www.metro-region.org/rtp

The preparation of this report was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this report are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.

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2035 Regional Transportation Plan

Thank you for taking the time to review 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 and address new federal (SAFETEA-LU) planning requirements. The current plan expires on March 5, 2008, under federal planning regulations.

The new federal transportation law—SAFETEA-LU—made changes to requirements for transportation planning, including amending the formal update cycle to four years and making specific changes to requirements affecting planning for special needs, security, safety, system management and operations and environmental mitigation. The changes are addressed in the 2007 update to the plan.

In addition, the federal component of the update focused on:

1. updating regional policies that guide planning and investments in the regional transportation system to respond to key trends and issues facing the region and meet federal planning requirements;
2. incorporating projects and programs that have been adopted in local and regional plans, and corridor studies through a public process since the last RTP update in 2004;
3. updating the transportation revenue forecast and regional investment priorities to match current funding sources and historic funding trends;
4. identifying additional issues to be addressed during the state component of the RTP update in 2008.

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 Fall 2008.

Timeline and Process for Development of Federal Component of 2035 RTP

The following section describes the RTP timeline and process for developing the federal component of the 2035 RTP.

June 2006-January 2007 – Research and Policy Development – Metro staff conducted background research on trends and issues affecting travel in the region, convened five stakeholder workshops on desired outcomes and needs for the region's transportation system and conducted scientific public opinion research on transportation needs and priorities. This information is available to download on Metro's website at www.metro-region.org/rtp.

January-March 2007 - Provisional Policy Framework Development – The background research in the previous phase guided development of a provisional draft policy framework that established goals and objectives for the regional transportation system. At the recommendation of the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT), the provisional draft policy framework (Chapter 1) was accepted by the Metro Council to guide identification of transportation needs and investment priorities.

April 2007 – Identification of Regional Mobility Corridor Priorities – In March and April 2007, the Regional Freight and Goods Movement Task Force, MPAC and JPACT participated in separate workshops to identify mobility issues and priorities for investments in the RTP. In April, Metro, TriMet and the Oregon Department of Transportation (ODOT) convened a technical workshop to build on the direction provided in the previous policy-level discussions. Nearly 60 participants attended this workshop, including Transportation Policy Alternatives Committee (TPAC) and Metro Technical Advisory Committee (MTAC) members and other local government staff.

Summer 2007 - RTP Project Solicitation and System Analysis - In June 2007, agencies submitted projects and programs that came from local and regional plans or studies that had been previously adopted through a public process. The investments submitted responded to the provisional policy framework. ODOT and TriMet collaborated with Metro and local agencies to identify investments that respond to mobility corridor priorities identified by the Freight Task Force, JPACT and MPAC in April. In addition, local agency TPAC representatives for each of the three counties worked with the cities within their respective county to identify other community-building investments to complement the regional mobility corridor investments. The result of this effort was the development of the 2035 RTP Investment Pool. Proposed investments were submitted in one of two complementary investment strategy tracks:

- Track 1: State and Regional Mobility Corridor Investment Strategy focuses on regional mobility corridor investments that leverage the 2040 Growth Concept and improve interstate, intrastate and cross-regional people and goods movement.
- Track 2: Community-Building Investment Strategy focuses on community-building investments that leverage 2040 Growth Concept through street and transit system improvements that provide for community access and mobility.

Metro conducted a technical analysis of the performance of the system projects and programs submitted. The results of the analysis are included in the draft document.

August – October 2007 – Development of RTP Financially Constrained System and Draft 2035 - Metro staff worked with local governments, ODOT, SMART and TriMet to narrow the 2035 RTP Investment Pool to match expected revenue that can “reasonably be expected to be available” during the plan period. This set of investments is also called the financially constrained system. In addition, staff further refined the policy framework to respond to key findings of the technical analysis, policy discussions at the Freight Regional and Goods Movement Task Force, MPAC, JPACT and the Metro Council and informal comments provided by local governments and interested stakeholders over the summer.

Public Comment Opportunities

The public comment period is scheduled to begin on October 15 and end on November 15, 2007 at the close of the final Metro Council public hearing. The public comment period will focus on a discussion draft “2035 Regional Transportation Plan Federal Component” that will serve as the public review document.

The public review document will be available for review on Metro's web site (<http://www.metro-region.org/rtp>), and as a printed document during the 30-day public comment period.

You may submit comments in the following ways:

- on-line from Metro's website: www.metro-region.org/rtp
- e-mail to rtp@metro-region.org
- mail to Metro Planning, 600 NE Grand Avenue, Portland, Oregon 97232 (attention: Pat Emmerson)
- fax to (503) 797-1911
- testify at a Metro Council public hearing.

During the comment period, a series of four open houses and public hearings will be held around the region in conjunction with Metro Council meetings:

Open house and public hearing	Date/Time	Location
#1	Thursday, October 25 <ul style="list-style-type: none"> • 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 <ul style="list-style-type: none"> • 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 <ul style="list-style-type: none"> • 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 <ul style="list-style-type: none"> • 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 received 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.

For more information

For more information, call Regional Transportation Planning at (503) 797-1839, or send e-mail to rtp@metro-region.org. The hearing impaired can call (503) 797-1804.

Overview

Transportation shapes our communities and daily lives in profound and lasting ways. Transportation enables residents of the region to reach jobs and recreation, access goods and services, and meet daily needs. What we plan for and invest in today will affect the health of our economy, residents, communities and environment for generations to come.

Over the past 15 years growth has brought significant opportunity and prosperity to the Portland-Vancouver region. Growth, however, has also brought growing pains. Like many other metropolitan areas across the U.S., the region faces powerful trends that require new ways of thinking about our future. Globalization of the economy, limited funding, increasing transportation costs, aging baby boomers, climate change and other powerful trends must be addressed as we work to keep this region a great place to live and work for everyone.

By 2035, the region will grow by more than 1 million people and add more than 500,000 jobs, doubling trips on the transportation system each day. By 2035, freight transportation needs are expected to more than double the freight, goods and services that will travel to this region by air and over bridges, roads, water and rails.

To address current transportation needs and prepare for future growth, the region must invest in expanding the transportation system, improving safety and completing key missing links. The Regional Transportation Plan (RTP) must be bolder, smarter and more strategic with transportation investments, and better integrate the region's land use, economic, environmental and transportation objectives in its decision-making process.

This document represents the first major update to the RTP since 2000. The updated plan provides a blueprint for building a sustainable transportation future that allows the region to compete in the global economy and preserve the unique qualities and natural beauty that define our region. An overarching aim of the RTP is to move the region closer to the vision of the 2040 Growth Concept.

The plan expands personal choices for travel, providing safer and more reliable travel between home and school, work, shopping and recreation destinations. The updated RTP emphasizes reliability of the system, particularly for commuting and moving freight. Reliability and other performance measures will be evaluated and monitored through an integrated multi-modal corridor strategy and performance monitoring system. The performance monitoring system will be finalized during the state component of the RTP update in 2008.

Implementation of the plan will be both challenging and exciting, demanding new levels of collaboration among the Metro Council, public and private sector leaders, community groups, businesses and the residents of the region. Our success in addressing the challenges will be measured in many ways and by many people, including future generations who will live and work in the region.



The 2035 Regional Transportation Plan (RTP) provides an updated blueprint to guide transportation planning and investments in the tri-county Portland metropolitan region. This discussion draft document extends the planning horizon of the current plan through the year 2035 and was developed to meet new federal (SAFETEA-LU) planning requirements by the end of 2007.

The focus of this update is on Federal compliance elements, not the Oregon Transportation Planning Rule (TPR) or other regional requirements. The TPR and regional requirements will be the focus of the state component of the update in 2008. Additional opportunities for public comment on the state component will be provided in 2008.

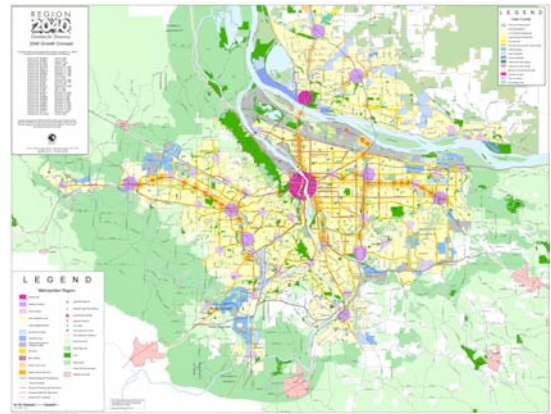
Executive Summary

Linking Transportation to Land Use, the Economy and the Environment

2040 Growth Concept

In the 1990s, the residents of the Portland metropolitan region developed Metro's 2040 Growth Concept through an extensive public process. Adopted in 1995, the concept represents a vision of shared community values and desired outcomes that continue to resonate throughout the region:

- Safe and stable neighborhoods for families
- Compact development that uses land, transportation infrastructure and money more efficiently
- A healthy economy that generates jobs and business opportunities
- Protection of farms, forests, rivers, streams and natural areas
- A balanced transportation system to move people and goods
- Housing for people of all incomes in every community



The Regional Transportation Plan

Metro's transportation planning activities are guided by a federally mandated decision-making framework, called the metropolitan transportation planning process. The Regional Transportation Plan (RTP), first adopted by the Metro Council in 1983, is a long-range blueprint for transportation in the Portland metropolitan region. The RTP is updated every four years to reflect changing conditions in the Portland metropolitan region. The purpose of the RTP is to:

- implement the Region 2040 vision ;
- identify transportation-related actions that respond most effectively to the trends and challenges facing the metropolitan region; and
- comply with federal, state and regional planning requirements.

As the federally designated Metropolitan Planning Organization (MPO), Metro is responsible for coordinating development of the RTP with the region's transportation providers—the 25 cities and three counties in the Metro boundary, the Oregon Department of Transportation, Oregon Department of Environmental Quality, Port of Portland, TriMet, South Metro Area Rapid Transit (SMART), Washington Regional Transportation Council, Washington Department of Transportation and other Clark County governments. Metro facilitates this consultation, coordination and decision-making through four advisory committee bodies—the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC), the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC). In addition, the Metro Committee for Citizen Involvement (MCCI) provides advice to the Metro Council on how to best engage residents in regional planning activities.

State law establishes a hierarchy of consistency of plans at the state, regional and local levels. The RTP must be consistent with the Oregon Transportation Plan and the Transportation Planning Rule (TPR). Local plans must be consistent with the RTP. The RTP also serves as the threshold for all federal

transportation funding in the Portland metropolitan region. Projects and programs must be included in the RTP financially constrained system to be eligible for federal and state funding.

Challenges and Opportunities Ahead – Five Things You Should Know

The Portland metropolitan region is at an important crossroads.

- **About a million more people are expected to live here in the next 25.** They will all need to get to work, school and stores on the region’s transportation system. Growing congestion is expected to accompany this growth, affecting the economic competitiveness of our region and the State of Oregon, our environment and our quality of life.
- **The Portland-Vancouver metropolitan region is a global transportation gateway and West Coast domestic hub for commerce and tourism.** An international airport, river ports, rail connections and an interstate highway system make this region both a global transportation gateway and West Coast domestic hub for freight and goods movement and tourism-related activities. The 2005 study, *Cost of Congestion to the Economy of the Portland Region*, estimated potential losses in the region of \$844 million annually in 2025 from increased freight costs and lost worker productivity due to increases in travel time if our investments do not keep pace with growth. Freight transportation needs are expected to more than double the amount of freight, goods and services that will travel to this region by air and over bridges, roads, water and rails. The economy of our region and state depends on our ability to support the transportation needs of these industries and provide reliable access to gateway facilities. The economic health of the region also depends on industries that are attracted to the region by our well-trained labor pool, relatively low cost of living and high quality of life.
- **Geopolitical instability and other trends will continue to drive up transportation costs, affecting project costs and household expenditures.** Rising prices for all petroleum products—not just fuel—are here to stay. For example, the price of liquid asphalt jumped 61 percent in Oregon during the first seven months of 2006—from \$207 a ton to \$333 a ton—doubling project costs in some cases. Due to the rising cost of gas and greater driving distances between destinations, transportation costs per household in the region are also increasing. Transportation is the second highest household expense after housing, with lower-income households spending a higher percentage of their income on transportation costs.
- **Federal and state transportation sources are not keeping up with growing needs.** At current spending levels and without new sources of funding, the federal highway trust fund will expend all available revenues projected to be collected by 2009. State and local government purchasing power is steadily declining because the gas tax has not increased since 1993. Reduced purchasing power of current revenues leads to increasing competition for transportation funds, and less capability to expand, improve and maintain the transportation infrastructure we currently have. Meanwhile, the region’s transportation infrastructure continues to age, requiring increasing maintenance. Over the next two decades, the gap will grow between the revenues we have and the investments we need to make just to keep our throughway, street and transit systems in their current condition.
- **Climate change poses a serious and growing threat to Oregon’s economy, natural resources, forests, rivers, agricultural lands, and coastline.** Transportation activities are the second largest source of greenhouse gas emissions in Oregon. Transportation accounts for and estimated 38 percent of the state’s carbon dioxide emissions, and vehicle emissions are predicted to increase by 33 percent by 2025 because of increased driving. New regulations to reduce emissions associated with climate change are likely in the RTP’s planning horizon, which would put more emphasis on less polluting transportation modes.

A Proposed Blueprint to Guide the Region’s Response

The draft plan RTP updates the region's transportation blueprint through the year 2035, responding to the challenges and opportunities ahead. The plan includes:

1. **A renewed focus on protecting livability.** The RTP has a responsibility to serve the needs of residents in the region, protect our unique setting and landscape and leave a better place for future generations. The goals and objectives in Chapter 3 establish a vision of what we want the regional transportation system to look like and achieve in the future, shaping the actions the region will take to achieve that vision. The RTP emphasizes linking transportation planning to the region’s long-range vision for vibrant communities, a healthy economy and environmental protection.
2. **A systems approach that emphasizes completing gaps in the regional transportation network and protecting regional mobility corridors to address safety and congestion deficiencies.** The plan views the transportation system as an integrated and interconnected whole that supports land use and all modes of travel for people and goods movement. This approach relies on a broader, multi-modal definition of transportation need, recognizing that the region’s ability to physically expand right-of-way to increase capacity is limited by fiscal, environmental and land use constraints. This approach responds in part to recent policy direction from the federal and state levels to better link system management with planning for the region’s transportation system and direction from the residents of the region to provide a balanced transportation system that expands transportation choices for everyone. Reliability of the system, particularly for commuting and freight, is emphasized and will be evaluated and monitored through an integrated multi-modal mobility corridor strategy. Completing gaps in pedestrian, bicycle and transit systems is also a critical part of this strategy.

This approach requires more aggressive management of the transportation system and consideration of strategies such as value pricing to better manage capacity and peak use on the throughways in the region. To date, this tool has not been applied in the Portland metropolitan region despite successful application of this tool in other parts of the U.S. and internationally. Value pricing may generate revenues to help with needed transportation investments, however, more work is needed to gain public support for this tool.

3. **A new focus on stewardship and sustainability to preserve our existing transportation assets and achieve the best return on public investments.** Government must be a responsible steward of public

Regional Transportation System Goals

- **Goal 1: Foster Vibrant Communities and Efficient Urban Form**
- **Goal 2: Sustain Economic Competitiveness and Prosperity**
- **Goal 3: Expand Transportation Choices**
- **Goal 4: Emphasize Effective and Efficient Management of the Transportation System**
- **Goal 5: Enhance Safety and Security**
- **Goal 6: Promote Environmental Stewardship**
- **Goal 7: Enhance Human Health**
- **Goal 8: Ensure Equity**
- **Goal 9: Ensure Sustainability**
- **Goal 10: Deliver Accountability**

Regional Transportation System Components

Regional multi-modal transportation facilities and services include the following eight components:

1. Regional Throughway and Street System, which includes the National Highway System (NHS) and State highways
2. Regional Transit System
3. Regional Bicycle System
4. Regional Pedestrian System
5. Regional Freight System
6. Regional Systems Design
7. System Management Strategies
8. Demand Management Strategies

investment and the social, built and natural environments that shape our communities. Planning and investment decisions must consider the land use, economic, environmental and public impacts and benefits of actions as well as dollar costs. We must also prioritize maintaining and optimizing the infrastructure we have, because dollars are too limited to do everything we want. To maximize return on public dollars, the plan places the highest priority on cost-effective transportation investments that achieve multiple goals. The plan also directs future actions to stabilize transportation funding in this region. This includes raising new revenue for needed infrastructure, a crucial step to achieving the Region 2040 vision and specific goals described in Chapter 3.

The RTP recognizes the diversity of transportation needs throughout the Portland-Vancouver metropolitan region, and attempts to balance needs that often compete. While advocating for a transportation system that adequately serves all modes of travel, the plan recognizes that the automobile will likely continue to be chosen by people for most trips over the life of the plan. However, the RTP also recognizes the need for expanded transportation options for traveling to everyday destinations, and to provide access and mobility for those unable to travel by automobile. Even the occasional use of transit, walking, bicycling or sharing a ride can help the region maintain its clean air, conserve energy and efficiently accommodate more people within a compact urban form.

Finally, the RTP recognizes that the transportation system plays a crucial role in sustaining the economic health of the region and the state of Oregon. Many sectors of the regional economy heavily depend on the safe and efficient movement of goods and services by truck, rail, air and water. Additionally, the economic health of the region also depends on industries that have been attracted to the region because of our well-trained labor pool, relatively low cost of living and high quality of life.

Plan Organization

- **Chapter 1 – Regional Decision-Making and Regulatory Context:** This chapter describes Metro’s role in transportation planning, the regional transportation decision-making process and the federal, state and regional regulatory context of the RTP.
- **Chapter 2 – Challenges and Opportunities:** This chapter describes key trends and issues affecting travel in the region and expected growth in population, the economy and travel for the year 2035.
- **Chapter 3 – Regional Policy:** This chapter presents the policy framework of goals, objectives and actions for the regional transportation system that best support the Region 2040 vision.
- **Chapter 4 – Investment Pool:** This chapter describes the projects and programs submitted by local, state and regional agencies responsible for providing transportation infrastructure and services.
- **Chapter 5 – Financial Plan:** This chapter documents a financial analysis of current funding sources and historic funding trends that serve as the basis for the financially constrained system of investments
- **Chapter 6 – Investment Priorities:** This chapter presents the proposed Financially Constrained System, which represents a statement of the highest priority need, given current transportation funding constraints.
- **Chapter 7 – Implementation:** This chapter describes the processes of plan implementation and issues that remain unresolved at the time the federal component of the RTP is adopted.
- **Glossary:** Definitions of transportation-related planning and engineering terms used throughout the document.



A New Look at Transportation

Linking Transportation to Land Use, the
Economy and the Environment

2035 Regional Transportation Plan

Kim Ellis, Principal Transportation Planner
Metro | Portland, Oregon



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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.-June '08

- Phase 5: System Development and Analysis (state component)

Fall '08

- Phase 6: Review & Adoption Process (final plan)



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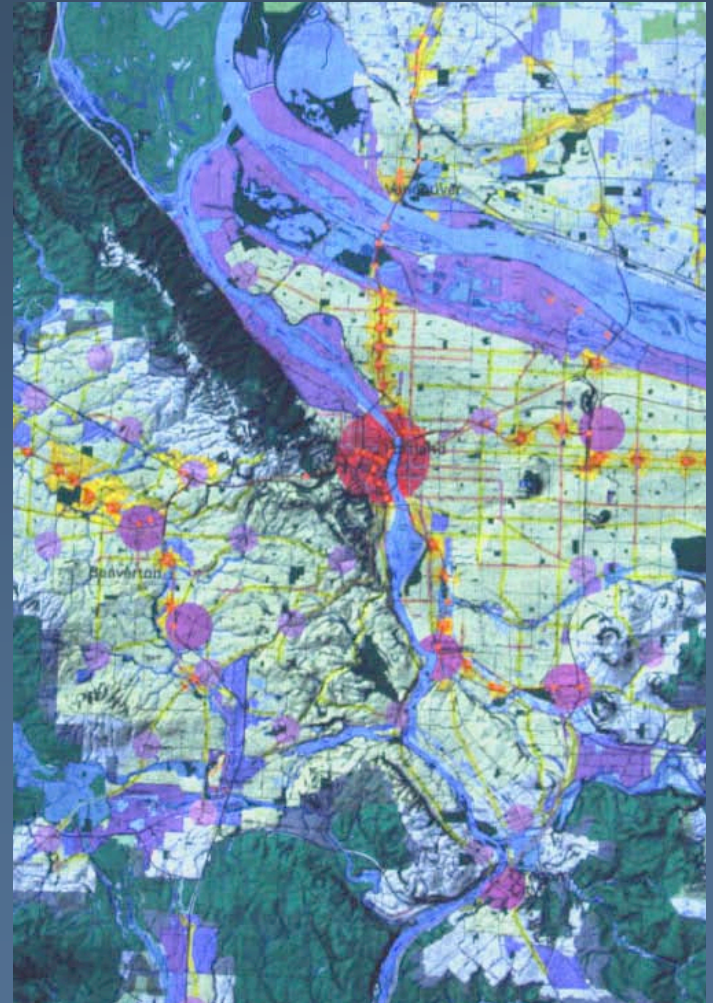
**1 million people are
coming to our region in
the next 20 years...**



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2035 Regional Transportation Plan 2040 Growth Concept

- 50-year vision for managing region's growth
- Features an access and mobility vision for major centers and industry
- Growth focused in centers and along transit corridors
- RTP a key implementation tool



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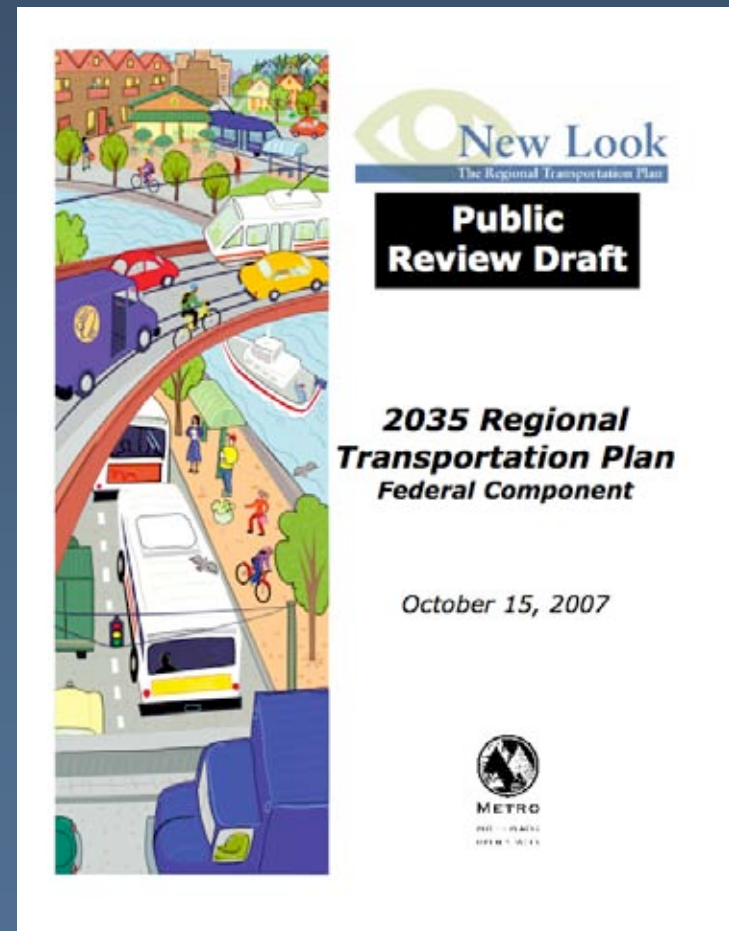
RTP
Moving
Toward
Federal
Adoption

2035 Regional Transportation Plan Update Where We Are Now

- Draft plan for public review from Oct. 15 – Nov. 15, 2007
- Final action on federal component JPACT and Council on Dec. 13, 2007



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2035 Regional Transportation Plan Update Public Process

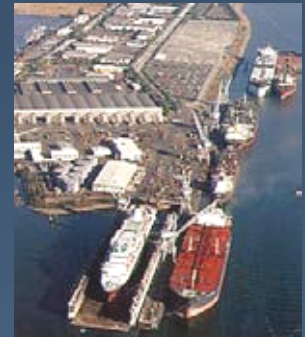
- Metro policy and technical advisory committees
- Stakeholder workshops
- Regional forums
- Public opinion research
- Technical workshops
- Fact sheets and print media
- Open houses and public hearings
- Project website



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2035 Regional Transportation Plan Update Our Vision for the System

- Goal 1 Foster Vibrant Communities & Efficient Urban Form
- Goal 2 Sustain Economic Competitiveness and Prosperity
- Goal 3 Expand Transportation Choices
- Goal 4 Emphasize Management
- Goal 5 Enhance Safety and Security
- Goal 6 Promote Environmental Stewardship
- Goal 7 Enhance Human Health



RTP
Moving
Toward
Federal
Adoption

2035 Regional Transportation Plan Update How We Get There

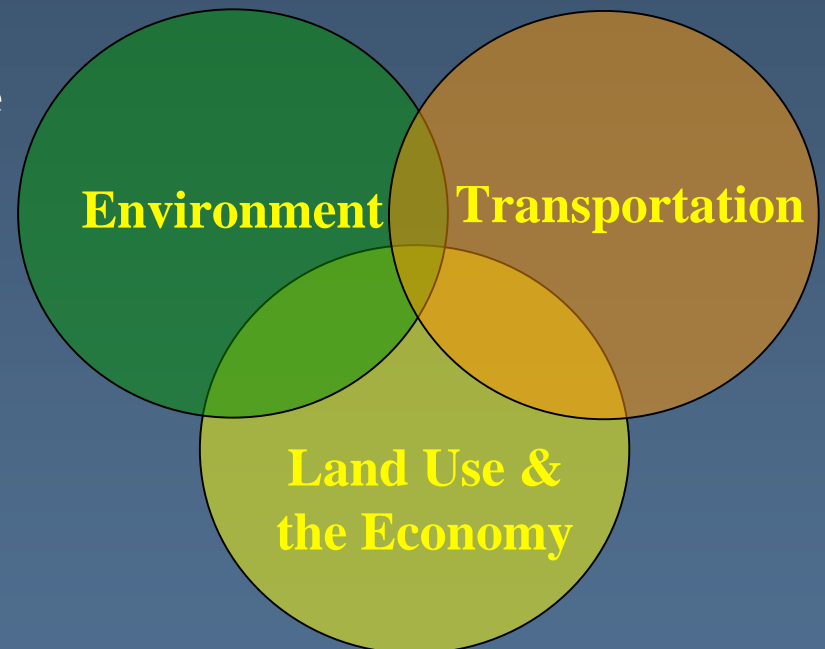
- Goal 7 Ensure Equity
- Goal 8 Ensure Sustainability
- Goal 9 Deliver Accountability



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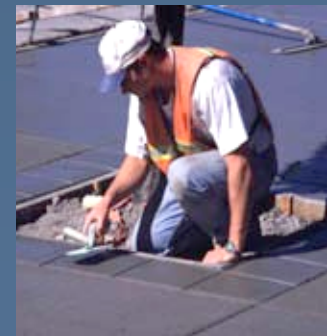
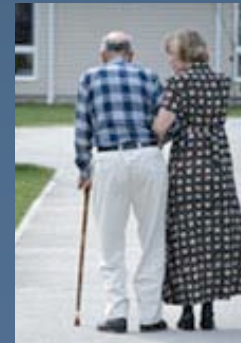
2035 Regional Transportation Plan RTP at a Crossroads

- Old planning approaches not adequate
- New policy sets the stage for new tools and approaches that focus on place-making and reliability
- “Complete system” and “mobility corridors” concepts help prioritize community-building and mobility needs



2035 Regional Transportation Plan Update Investment Strategy

1. Invest in centers
2. Invest in freight corridors
3. Manage existing assets
4. Build better streets
5. Expand travel options
6. Provide for special needs
7. Sustainable designs



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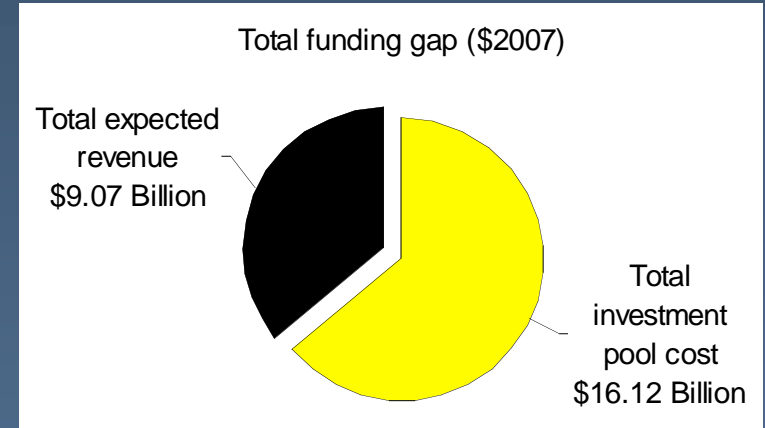
2035 Regional Transportation Plan Update Investment Priorities

- Maintaining existing system at current levels
- Address critical bottlenecks and safety deficiencies
- Completing gaps in transit, bike and pedestrian systems
- New emphasis on system and demand management strategies



2035 Regional Transportation Plan Challenges

- Public expectations are based on old planning approaches
- Impact of congestion on the economy and livability
- Continued funding shortfall and shift of funding burden to local governments
- Rising costs and aging infrastructure continue to threaten ability to fund new capacity and growing backlog of aging infrastructure



RTP
Moving
Toward
Federal
Adoption

2035 Regional Transportation Plan Opportunities

- Elected officials advocating for new solutions
- New technologies emerging to help inform decision-making
- Recent travel trends encouraging
- Portland-Vancouver region leading national revisit of mobility policy



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2035 Regional Transportation Plan Update Old and New

Current Measures

- Highway capacity
- Transit ridership
- Mode shares

New Measures

- Safety
- Reliability
- Access to transit
- New look at mobility corridor capacity
- Land use effects
- Environmental effects
- Economic effects



2035 Regional Transportation Plan Update Next Steps

- Oct. 15-Nov. 15 '07 • Public comment period and 4 public hearings
- Nov. '07 • Council/JPACT/MPAC discussions on draft plan
- Nov. 28, '07 • MPAC recommendation to Metro Council
- Dec. 13, '07 • JPACT and Metro Council action on 2035 RTP (federal component)
- Jan. - Fall '08 • State component of 2035 RTP update



Learn more about the Regional Transportation Plan:



www.metro-region.org/rtp

rtp@metro.dst.or.us



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D R A F T

DATE: October 24, 2007
TO: JPACT
FROM: Andy Cotugno, Planning Director
SUBJECT: FY '09 Appropriations Requests – Recommendation

Staff is seeking policy guidance from JPACT on what to emphasize in the region's FY '09 Transportation Appropriations request. Issues surrounding this are as follows:

1. The FY '08 Approps process is on going and it is unclear when it will be completed.
2. The region must seek earmarks for the transit program categories. Conversely, most of the highway program funds are distributed through formulas and many of the highway discretionary funding categories have already been earmarked in the authorization bill. (The status is reflected on the attached.)
3. The process to compile the FY '09 earmark requests has not yet been initiated.
4. It will be necessary next year to identify priorities for earmarking in the new authorization bill.

Recommendations

1. JPACT should establish a regional program for earmarking requests from the transit program.
2. JPACT should endorse earmarks from non-transportation appropriations bills that help further the regional transportation agenda.
3. JPACT should set highway earmarking priorities as follows:
 - a. All earmark requests should be in the financially constrained portion of the RTP.
 - b. Requests should be limited to a dollar amount and category that is appropriate. Based upon historical experience, this means requests should generally be no greater than \$3-5 million.

- c. Requests should be only for work that can be obligated within the timeframe of this bill, not simply requests to accumulate over multiple bills for a later date. Only ask for projects and project amounts sufficient to complete the next logical step or a finance plan to complete the phase (i.e. enough to complete PE, right-of-way or construction step). Do not allow requests that are simply a partial payment toward one of these steps.

- d. JPACT should expect the following interests to limit their requests to one or two priorities:
 - Portland
 - Multnomah County and Cities of Multnomah County
 - Clackamas County and Cities of Clackamas
 - Washington County and Cities of Washington County
 - Port of Portland
 - ODOT
 - Metro

- e. JPACT should structure its project requests being mindful of the Congressional districts in which they are located.

FY08 Federal Transportation Appropriation Request List

Project Type/Name	Appropriation Request (\$million)	House	Senate
Regional Highway Projects			
I-5 / 99 W Connector (Washco)	\$2.5 M		
Columbia River Crossing (ODOT)	\$5 M	\$250,000	\$1,000,000
I-5 Wilsonville (ODOT)	\$3 M	\$500,000	
Port of Portland: Airport Way/I-205 Northbound	\$2 M		
Port of Portland/Mult.Co: Troutdale Interchange I-84 & 257	\$1 M		
Highway 217 Corridor (Washco)	\$2 M	\$250,000	
Total	\$15.5 M	\$1,000,000	\$1,000,000
Regional Transit Priorities			
Washington County Commuter Rail (T/M)	\$0.27 M		
I-205/Portland Mall Light Rail (T/M)	\$80 M	\$80,000,000	\$80,000,000.00
Milwaukie - PE/FEIS (T/M)	\$4 M		
Bus Replacement (T/M)	\$7.7 M		
SMART Bus - Wilsonville	\$1.75 M		
Streetcar Prototype (COP & T/M)	\$1. M		
Total	\$94.72 M	\$80,000,000.00	\$80,000,000.00
Local Project Priorities			
Portland:I-5/North Macadam Access	\$2 M		\$500,000.00
Portland: East Burnside/Couch Couplet	\$2 M		
Gresham: Springwater/US 26 Industrial Access	\$5 M		
Wilsonville: Kinsman Road	\$2 M		
Milwaukie: Kellogg Creek Bridge Replacement	\$1.5 M		
Metro: TOD Revolving Fund	\$5 M		
Total	\$17.5 M		\$500,000.00
Non-Transportation Appropriations Bills			
Port of Portland: Columbia River Channel Deepening	\$25 M		
Multnomah County: Beaver Creek Culverts	\$5 M		
Total	\$30 M		
Support of OTA Transit Request			
Sandy: Bus Replacement	0.44 M	\$150,000.00	
South Clackamas: Bus Replacement	0.244 M		
Canby: Bus Replacement & Facility	0.35 M		
Total	\$1.03 M	\$150,000.00	
Support for Washington/Clark County Priorities			
Columbia River Crossing	\$5 M		
Total	\$5 M		
Grand Total - Transportation Appropriations	\$163.75 M	\$81,150,000.00	\$81,500,000.00



METRO

DATE: October 24, 2007
TO: TPAC and Interested Parties
FROM: Ted Leybold: MTIP Manager
SUBJECT: 2010-13 MTIP Policy Update Issue Areas

* * * * *

The Transportation Policy Alternatives Committee will be asked to brainstorm ideas of potential policy refinement issues for the 2010-13 Metropolitan Transportation Improvement Program (MTIP). An updated policy report is scheduled for adoption by JPACT and the Metro Council in winter of 2008. The 2008-11 MTIP policy report is attached for your information.

A description of the ODOT administered program areas, including the Oregon Transportation Commission adopted eligibility and prioritization criteria for each program area will be added to the existing report. A description of the Federal Transit Administration funding and local transportation funding and their relationship to the MTIP will also be added.

Potential policy topics for discussion and identification of issues could include:

- Ways to improve coordination, analysis and/or criteria used to prioritize implementation of the Regional Transportation Plan (RTP) as part of the MTIP process. This includes multi-modal trade-offs between the ODOT Administered Program, Regional Flexible funds, and Transit funds.
- The Congestion Management Process and the MTIP.
- Coordination opportunities with local Capital Improvement Plans.
- Earmark requests and the MTIP.

- Relationship of the 2010-13 MTIP policy update to the 2008 federal RTP update.
- Regional Flexible Fund allocation policy and technical analysis refinements.



Exhibit A of
Resolution 06-3665

Transportation Priorities
2008-11 Allocation Process
and Metropolitan
Transportation Improvement
Program Update

Policy Report

March 23, 2006



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Regional Transportation Funding and the Transportation Priorities Program

There are several different sources of transportation funding in the region, many of which are dedicated to specific purposes or modes.

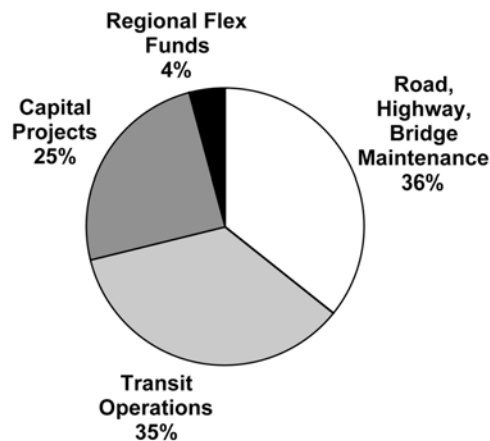
Recent data demonstrates that approximately \$425 million is spent annually in this region on operation and maintenance of the existing transportation system. While there are unmet needs within operations and maintenance, the relatively small potential impact that regional flexible funds would have on these needs and because there are other potential means to address these needs, JPACT and the Metro Council have adopted policy against using regional flexible funds for these purposes. Exceptions include the Transportation Demand Management (TDM) programs as they have demonstrated a high cost-effectiveness at reducing the need for capital projects, because they lack other sources of public funding to leverage private funding and because they directly benefit priority 2040 land-use areas. A second exception is expenditures on the expansion of transit service. This exception has been limited to situations where the transit provider can demonstrate the ability to fund the increased transit service in the subsequent MTIP funding cycle.

Capital spending in the region for new capital transportation projects outside of regional flexible funding is approximately \$180 million per year. This includes funding for state highways, new transit capital projects, port landside facilities and local spending.

Approximately \$26 million of regional flexible funds are spent each year in the Metro Area. This funding is summarized in the following Figure 1.

Figure 1

Annual Regional Transportation Spending \$630 million



Recent acts by the state legislature have provided one-time revenue sources for transportation improvements in the region. This includes \$22 million in road capacity projects in OTIA I & II, a portion of the expected \$31 million for capacity projects in OTIA III and a portion of OTIA III funds targeted for freight mobility, industrial access and job creation (\$100 million statewide). These funds directly supplement the construction of road capacity projects in the region.

Additionally, \$34 million in highway capacity and \$158 million in highway, bridge and road reconstruction funding programmed to this region for expenditure by 2010. These highway funds will be supplemented by highway projects of statewide significance (\$100 million statewide), and match to the Oregon Transportation Commission (OTC)-requested federal earmarks (\$200 million statewide) that will be programmed to this region by OTC.

This increase in state revenue dedicated to highway and road capacity, preservation, and bridge repair and reconstruction represents the first major increase in state resources in more than a decade. Prior to this increase, regional flexible funds were used to fund a number of highway capacity projects, such as the I-5/Highway 217 interchange, capacity improvements on Highway 26, the Tacoma Street over crossing of Highway 99E and the Nyberg Road interchange.

2006-09 Transportation Priorities Allocation Process and Policy Direction

The 2006-09 Transportation Priorities process began with the adoption of the following program policy direction.

The primary policy objective for MTIP and the allocation of region flexible transportation funds is to:

- Leverage economic development in priority 2040 land-use areas through investment to support:
 - 2040 Tier I and II mixed-use areas (central city, regional centers, town centers, main streets and station communities);
 - 2040 Tier I and II industrial areas (regionally significant industrial areas and industrial areas); and
 - 2040 Tier I and II mixed-use and industrial areas within UGB expansion areas with completed concept plans.

Other policy objectives include:

- Emphasize modes that do not have other sources of dedicated revenues;
- Complete gaps in modal systems;
- Develop a multi-modal transportation system with a strong emphasis on funding: bicycle, boulevard, freight, green street demonstration, pedestrian, regional transportation options, transit oriented development and transit projects and programs; and
- Meet the average annual requirements of the State Implementation Plan for air quality for the provision of pedestrian and bicycle facilities.

These policy objectives are implemented through limits on the number and type of applications allowed from the sub-regional transportation coordinating committees, project eligibility and screening criteria, the Region 2040 match advantage incentive, technical evaluation measures, qualitative issues (including public comments), the factors used to develop the narrowing recommendation, and any additional policy direction received from JPACT and the Metro Council during the narrowing process.

Sub-Regional Application Limits

The region has three transportation coordinating committees: Clackamas County, East Multnomah County and Washington County, to coordinate various transportation issues, including the number and type of applications to the Transportation Priorities process. The City of Portland has an internal coordinating process among its transportation, planning, development and parks agencies. Each sub-area may only apply for an amount of regional flexible funds equal

to twice the amount they would receive under a sub-allocation by percentage of regional population. Due to the time and cost involved in preparation, evaluation and selection of projects, this is a means of containing the costs association with this process to those projects of highest priority to the applicants.

Furthermore, each sub-area may only submit road capacity, reconstruction and bridge projects in total project costs of no more than 60% of their target maximum. This ensures a range of CMAQ eligible projects will be eligible from across the region.

Region 2040 Match Advantage

The Region 2040 Match Advantage is summarized as follows:

- A. Bridge, Road Capacity, Road Reconstruction, and Transit Projects located within:
 - i. Tier I or II 2040 land use areas other than corridors;
 - ii. One mile of a Tier I 2040 land use areas if the facility directly serves that area is eligible for up to 89.73% match of regional funds.

- B. Freight projects located within:
 - i. Tier I or II 2040 industrial areas or inter-modal facility,
 - ii. Within 1 mile of a Tier I industrial area or inter-modal facility if the facility directly serves that area or facility is eligible for up to 89.73% match of regional funds.

- C. Boulevard, Pedestrian and TOD projects located within:
 - i. Tier I or II 2040 land use areas other than corridors is eligible for up to an 89.73% match of regional funds.

- D. Planning and Green Street Demonstration projects are eligible for 89.73% match of regional funds.

- E. The RTO program is not subject to the Region 2040 match advantage program as it is programmatic in nature and some RTO programs or projects may be eligible for 100% funding from regional flexible fund sources. The RTO Subcommittee may utilize other incentive criteria for emphasizing projects and programs in Region 2040 priority land use areas.

- F. All other projects would be eligible for up to a 70% match of regional funds.

Project Eligibility and Screening Criteria

Following are the project eligibility and screening criteria.

Eligibility Criteria for All Projects

To be eligible for funding, a project must be a part of the 2004 Regional Transportation Plan's financially constrained system project list. A jurisdiction may apply for a project not currently in the financially constrained project list under the following conditions:

- Jurisdiction assumes risk in requesting approval of amendment to the RTP financially constrained system;

- Jurisdiction identifies a project of similar costs (within 10%) currently in the 2004 RTP financially constrained system that it may request be removed to maintain financial constraint; and
- The project is likely to be determined exempt from air quality impacts based on federal guidance.

Screening Criteria for All Projects

- Highway, road and boulevard projects must be consistent with regional street design guidelines.
- Project designs must be consistent with the Functional Classification System of the 2004 RTP.
- No funding for on-going operations or maintenance, except for the RTO program and start-up transit operations that demonstrate capacity for future operation funds to replace regional flexible funds by the next MTIP funding cycle.
- Applicant jurisdiction must be in compliance with the Metro Urban Growth Management Functional Plan or has received an extension to complete compliance planning activities. If the applicant jurisdiction is not in compliance work has not received an extension, it must provide documentation of good faith effort in making progress toward accomplishment of its compliance work program. The work program documentation must be approved by the governing body of the applicant jurisdiction at a meeting open to the public and submitted to Metro prior to the release of the draft technical evaluation of project applications by Metro staff.
- Project must meet Metro's requirements for public involvement and have received support of the governing body at a public meeting as a local priority for regional flexible funding. Adoption of a resolution at a public meeting would qualify as receiving support of the governing body. Documentation of such support would need to be provided prior to release of a technical evaluation of any project.
- Statement that project is deliverable within funding time frame and brief summary of anticipated project development schedule.
- Intelligent Transportation System (ITS) elements of a project be included in a relevant plan and is consistent, or can be incorporated into, the regional ITS architecture.

Technical Evaluation Measures

Projects are quantitatively evaluated within one of 12 modal categories (planning applications are not quantitatively evaluated). Measures are developed to address the program policy objectives and are generally categorized into project effectiveness (25 points), 2040 land use objectives (40 points), safety (20 points) and cost-effectiveness (15 points). Bonus points are sometimes available to address additional goals such as inclusion of Green Street project elements. The Green Street category, as a demonstration category, does not follow the point allocation distribution described above but rather the point system emphasizes inclusion of Green Street design elements.

Evaluation measures are refined each funding cycle to better address program policy objectives.

Qualitative Criteria

The use of qualitative criteria was limited as a means for technical staff to recommend elevating a project to receive funding over other higher technically ranked projects within their same project categories.

Qualitative Criteria

- Minimum logical project phase
- Linked to another high priority project
- Over-match
- Past regional commitment*
- Includes significant multi-modal benefits
- Affordable housing connection
- Assists the recovery of endangered fish species
- Other factors not reflected by technical criteria

Any project could receive a recommendation from Metro staff or TPAC for funding based on these qualitative criteria only if it is technically ranked no more than 10 technical points lower than the highest technically ranked project not to receive funding in the same project category (e.g., a project with a technical score of 75 could receive funding based on qualitative criteria if the highest technically ranked project in the same project category that did not receive funding had a technical score of 85 or lower).

* Previous funding of Preliminary Engineering (PE) does constitute a past regional commitment to a project and should be listed as a consideration for funding. Projects are typically allocated funding for PE because they are promising projects for future funding. However, funding of PE or other project development work does not guarantee a future financial commitment for construction of these projects.

Factors Used to Develop Narrowing Recommendations

In developing both the first cut and final cut narrowing recommendations, Metro technical staff will consider the following information and policies:

- Honoring previous funding commitments made by JPACT and the Metro Council.
- Program policy direction relating to:
 - Economic development in priority land use areas;
 - Modal emphasis on bicycle, boulevard, green streets demonstration, freight, pedestrian, RTO, TOD and transit;
 - Addressing system gaps;
 - Emphasis on modes without other dedicated sources of revenue; and
 - Meeting SIP air quality requirements for miles of bike and pedestrian projects.
- Funding projects throughout the region.
- Technical rankings and qualitative factors:
 - The top-ranked projects at clear break points in technical scoring in the bicycle, boulevard, freight, green streets, pedestrian, regional travel options, transit and TOD categories (with limited consideration of qualitative issues and public comments).
 - Projects in the road capacity, reconstruction or bridge categories when the project competes well within its modal category for 2040 land use technical score and overall technical score, and the project best addresses (relative to competing candidate projects) one or more of the following criteria:

- Project leverages traded-sector development in Tier I or II mixed-use and industrial areas;
 - Funds are needed for project development and/or match to leverage large sources of discretionary funding from other sources;
 - The project provides new bike, pedestrian, transit or green street elements that would not otherwise be constructed without regional flexible funding (new elements that do not currently exist or elements beyond minimum design standards).
- Recommend additional funding for existing projects when the project scores well and documents legitimate cost increases relative to unanticipated factors. It is expected, however, that projects will be managed to budget. Only in the most extraordinary of circumstances will additional monies to cover these costs be granted.
- When considering nomination of applications to fund project development or match costs, address the following:
 - Strong potential to leverage discretionary (competitive) revenues.
 - Partnering agencies illustrate a financial strategy (not a commitment) to complete construction that does not rely on large, future allocations from Transportation Priorities funding.
 - Partnering agencies demonstrate how dedicated road or bridge revenues are used within their agencies on competing road or bridge priorities.
- As a means of further emphasis on implementation of Green Street principles, staff may propose conditional approval of project funding to further review of the feasibility of including green street elements.

Materials following this page were distributed at the meeting.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2004) RESOLUTION NO. 07- 3880
REGIONAL TRANSPORTATION PLAN (RTP))
AND 2006-09 METROPOLITAN) Introduced by Rex Burkholder
TRANSPORTATION IMPROVEMENT)
PROGRAM (MTIP) TO INCLUDE THE)
CONSTRUCTION PHASE OF THE)
INTERSTATE 5: WILSONVILLE ROAD)
INTERCHANGE PROJECT)

WHEREAS, the Regional Transportation Plan (RTP), adopted by Metro by Resolution No. 03-3380A, "For the Purpose of the 2004 Designation of the 2004 Regional Transportation Plan as the Federal Metropolitan Transportation Plan to Meet Federal Planning Requirements" on December 11, 2003, is a 20-year blueprint for the Portland metropolitan region's transportation system; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council must approve amendments to the plan; and

WHEREAS, the City of Wilsonville has requested the Oregon Department of Transportation (ODOT) program the construction phase of the Interstate 5: Wilsonville Road Interchange project in the 2008-2011 Statewide Transportation Improvement Program (STIP); and

WHEREAS, federal regulations require modernization projects within Metropolitan Planning Areas to be included in the RTP before they may be programmed in STIP documents; and

WHEREAS, the preliminary engineering (PE) and right-of-way (ROW) phases of the Interstate 5: Wilsonville Road Interchange project are currently included in the financially constrained component of the 2004 Metro RTP, and the 2008-2011 Metropolitan Transportation Improvement Program (MTIP); and

WHEREAS, Resolution No. 07-3824, "For the Purpose of Approving an Air Quality Conformity Determination for the 2008-11 Metropolitan Transportation Program," adopted by the Metro Council on August 10, 2007, the construction phase of the Interstate 5: Wilsonville Road Interchange project has been modeled and conformed for air quality; and

WHEREAS, the project is consistent with the 2002 Wilsonville Freeway Access Study and has been amended into the City of Wilsonville's Transportation System Plan; and

WHEREAS, the project, to construct ramp improvements at the location of Town Center Loop to Boones Ferry Road ramps along Interstate 5, addresses concerns set forth in the Implementation Section of the 2004 RTP (Chapter 6 page 6-34); and

WHEREAS, the proposed project meets the required policy elements of the RTP as follows:

- Policies 6.0, 11.0, 16.0, 16.1, 17.0, 17.1 and 17.2 - Enhance pedestrian environment in and around the interchange.
- Policy 15.0 and 15.1 - Enhance freight mobility.
- Policy 20.0 - Have land use and transportation benefits
- Policy 6.0 - Improve safety
- Policy 11.0 - Be consistent with the function and character of surrounding land uses.

- Policy 13.0 - Meet demand identified in the RTP; now therefore,

BE IT RESOLVED that the Metro Council:

1. Approves the amendment of the 2004 Metro Regional Transportation Plan to include the construction phase of the Interstate 5: Wilsonville Road Interchange Road project.
2. Approves the addition of the construction phase of the Interstate 5: Wilsonville Road Interchange Road project in the 2008-11 MTIP.
3. Approves the transfer of funding from RTP Project #1163, 1164 & 1165 (I-205/Powell Boulevard/Division Interchange) in the amount of \$15,000,000 to Interstate 5: Wilsonville Road Interchange Road project to balance the federally constrained system project total.

ADOPTED by the Metro Council this 15th day of November 2007.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 07-3880, FOR THE PURPOSE OF AMENDING THE 2004 REGIONAL TRANSPORTATION PLAN (RTP) AND 2006-2009 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO INCLUDE THE CONSTRUCTION PHASE OF THE INTERSTATE 5: WILSONVILLE ROAD INTERCHANGE PROJECT

Date: October 18, 2007

Prepared by: Andy Cotugno, Metro

BACKGROUND

The Interstate 5: Wilsonville Road Interchange project is critical to improve safety and enhance freight mobility along this segment of the interstate. The safety related issues are tied to the layout of the ramps and heavy use of the interchange by trucks. Freight mobility in the area is impacted also by the short and steep configuration of the ramps. While this area is home to corporate and/or core distribution facilities of businesses that include: Coca Cola, GI Joes, Orepac, Rite Aid, Wilsonville Concrete, and Marten Trucking, it is also the linchpin to an additional 170 acres of buildable industrial-commercial land. Wilsonville abides by a strict concurrency policy in order to maintain freeway capacity. However, the interchange is now operating at capacity and no new development can move forward until additional capacity is realized. This project will create additional capacity and improve safety at the interchange.

In 2003, the City of Wilsonville approved and funded a \$3.5 million Phase 1 project for improvements to the interchange, which allowed some development to move forward. However, the City of Wilsonville and the Oregon Department of Transportation (ODOT) agreed that completing both Phase 1 and 2 of the project together would be more cost-effective and provide greater safety in the project area. If the full project is not amended into the current STIP by November 2007, the City may be in legal jeopardy.

The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council voted to support this project as a high priority, both in the current STIP and the 2008-11 STIP. The preliminary engineering (PE) and right-of-way (ROW) acquisition phases of the project are included in the current 2004 RTP Financially Constrained system for \$6,500,000. At the time the 2004 RTP was developed, funding for the construction phase of this project was not included in the federally-required financially constrained revenue forecast. Because the PE and ROW phases for the project were included in the 2004 RTP financially constrained revenue forecast, the project was included in the Air Quality Conformity Determination for the 2004 RTP and 2006-09 Metropolitan Transportation Improvement Program, as required by state and federal law. The project has since been conformed in the 2008-11 Metropolitan Transportation Improvement Program (MTIP) that has been forwarded to the OTC for approval in the 2008-11 STIP.

On June 25, 2007, the City and ODOT both signed a Memorandum of Understanding for the project and each has committed funding for Phase 1 and Phase 2 as shown in Attachment 1 to this staff report. The project is ready to move forward to design and construction. Amending the current 2004 RTP and 2006-09 MTIP to add the construction phase of the project would allow the project to move forward and allow the City and ODOT to complete an Intergovernmental Agreement.

Metro staff reviewed the request, and concluded that there was no air quality emission difference between the previously proposed project and the current request. However, in order to ensure consistency with

Federal air quality statutes, that the various Federal and State agencies were consulted and that they had the opportunity to assess this request, an email was sent on October 3, 2007 to the air quality representatives of following agencies: U.S. Environmental Protection Agency, Oregon Department of Environmental Quality, Federal Highway Administration, Federal Transit Administration, Oregon Department of Transportation and TriMet. The email provided information about the proposed RTP amendment, and requested comments by October 10 should agencies disagree with the proposed conclusion. No adverse comments were received.

Oregon statutes also provide for interagency consultation on air quality issues. The Transportation Policy Advisory Committee (TPAC) is specifically called out in the regulations for this task. Accordingly, TPAC considered the air quality results of this proposed Wilsonville Interchange RTP amendment on November 2, 2007.

ANALYSIS/INFORMATION

1. **Known Opposition:** None known.

2. **Legal Antecedents:**

Federal regulations include:

- Clean Air Act, as amended [42 U.S. C. 7401, especially section 176(c)];
- Federal statutes concerning air quality conformity [23 U.S.C. 109(j)]; and
- U.S. Environmental Protection Agency transportation conformity rules (40 CFR, parts 51 and 93).

State regulations include:

- Oregon Administrative Rules for Transportation Conformity, (OAR Chapter 340, Division 252); and
- Portland Area Carbon Monoxide Maintenance Plan and Portland Area Ozone Maintenance Plan.

Metro legislation includes:

- Resolution No. 03-3380A (For the purpose of Adopting the 2004 Regional Transportation Plan as the federal metropolitan transportation plan to meet federal planning requirements), approved on December 11, 2003.
- Resolution No. 03-3382A (For the purpose of Adopting the Portland Area air quality Conformity Determination for the 2004 Regional Transportation Plan and 2004-07 Metropolitan Transportation Improvement Program), approved on January 15, 2004.
- Resolution No. 07-3824, (For the Purpose of Approving an Air Quality Conformity Determination for the 2008-11 Metropolitan Transportation Program), approved on August 10, 2007.

3. **Anticipated Effects:** Design and construction of the Wilsonville Road/I-5 Interchange project can move forward and the City of Wilsonville can avoid legal jeopardy under their concurrency rules.

4. **Budget Impacts:** No budget impacts are anticipated.

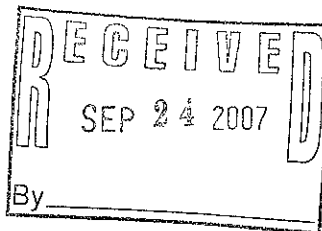
RECOMMENDED ACTION

Approve this resolution.



Oregon

Theodore R. Kulongoski, Governor



Department of Transportation

Region 1
123 NW Flanders
Portland, OR 97209-4019
(503) 731-8200
FAX: (503) 731-8259

DATE: September 20, 2007

TO: Ted Leybold – Metro
Transportation Improvement Program Manager

FROM: Akin Owosekun – ODOT Region 1 ^{A.O.}
Program and Funding Services Manager

SUBJECT: Request to Amend the Metro Regional Transportation Plan to include
Construction Phase of I-5: Wilsonville Interchange Project

File Code:

As we have discussed over the past few days, the City of Wilsonville has requested ODOT program the construction phase of the I-5: Wilsonville interchange project in the 2008-2011 Statewide Transportation Improvement Program (STIP). ODOT cannot reflect the construction phase, until Metro processes a Regional Transportation Plan (RTP) amendment. The preliminary engineering (PE) and right-of-way (ROW) phases of the project are included in the financially constrained component of the RTP. The construction phase has already been modeled for conformity. The PE and ROW phases are identified in ODOT's draft STIP, which is scheduled to be approved by the Oregon Transportation Commission (OTC) shortly.

As you are aware, the purpose of the project is to improve the Wilsonville Road Interchange, which currently is operating at near capacity. Specifically, the proposed improvements include:

- Widening of Wilsonville Road to add a third approach lane into the interchange area
- Creation of dual left turn lanes onto both directions of I-5
- Address vertical curve on Wilsonville Road
- Set back abutment wall
- Improve ramps to meet standards

This project is consistent with the 2002 Wilsonville Freeway Access Study, which was amended into the city's Transportation System Plan. It should be noted that the Implementation Section of the 2004 RTP (Chapter 6 page 6-34), contains discussion concerning I-5 South and the need for a corridor plan to address specific factors. The RTP notes:

"...the need to analyze the effects to freight mobility and local circulation due to diminished freeway access capacity in the I-5/Wilsonville corridor."

This section of the plan also notes:

"...design elements to be included as part of the proposed corridor studies and consideration to:

- *Provide additional freeway access improvements in the I-5/Wilsonville corridor to improve freight mobility and local circulation*



- *Provision of auxiliary lanes between all I-5 freeway on-ramps and off-ramps in Wilsonville.”*

This project aims to address those concerns set forth in the aforementioned language. It also addresses some additional needs within the corridor.

Several elements are particularly important relative to the I-5/Wilsonville Road project because the project is expected to:

- Enhance pedestrian environment in and around the interchange (**RTP Policy - 6.0, 11.0, 16.0, 16.1, 17.0, 17.1 and 17.2**)
- Enhance freight mobility (**RTP Policy - 15.0 and 15.1**)
- Have land use and transportation benefits (**RTP Policy 20.0**)
- Improve safety (**RTP Policy - 6.0**)
- Be consistent with the function and character of surrounding land uses (**RTP Policy 11.0**)
- Meet demand identified in the RTP (**RTP Policy - 13.0**).

The Oregon Department of Transportation believes that this proposed project meets the required elements for completing an RTP amendment. Please let me know of any additional information you need in order to work through this amendment.

I may be reached by phone at (503) 731-3397 or email at: akin.o.owosekun@odot.state.or.us.

Copies to

Kim Ellis, Metro
Danielle Cowan, City of Wilsonville
Rian Windsheimer, ODOT - Region 1
Fred Eberle, ODOT – Region 1
Andrew Johnson, ODOT – Region 1

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE)	RESOLUTION NO. 07-3831 A
FEDERAL COMPONENT OF THE 2035)	
REGIONAL TRANSPORTATION PLAN (RTP))	Introduced by Councilors Rex Burkholder and
UPDATE)	Rod Park

WHEREAS, the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) approved Resolution No. 06-3661 (For the Purpose of Approving A Work Program For the 2035 Regional Transportation Plan (RTP) Update and Authorizing the Chief Operating Officer to Amend Contract No. 926975), on June 15, 2006; and

WHEREAS, Metro was awarded a Transportation & Growth Management Grant for the 2005 – 2007 Biennium to prepare a regional plan for freight and goods movement and recommendations from this planning effort will be forwarded for consideration as part of the 2035 RTP update; and

~~WHEREAS, the most recent update to the RTP was completed in March 2004 and the next federal update must be approved by the United States Department of Transportation in consultation with the Environmental Protection Agency by March 2008 to provide continued compliance with federal transportation and air quality regulations and ensure continued funding eligibility of projects and programs using federal transportation funds; and~~

WHEREAS, Phase 1 of the RTP is the federally recognized metropolitan transportation plan for the Portland metropolitan region that must be updated every four years and serves as the threshold for all federal transportation funding in the region; and

WHEREAS, Phase 2 of the RTP will fulfill statewide planning requirements to implement Goal 12 Transportation, as implemented through the Oregon Transportation Planning Rule (TPR); and

WHEREAS, the RTP is a central tool for implementing the Region 2040 Growth Concept, and constitutes a policy component of the Metro Regional Framework Plan; and

WHEREAS, it is Metro’s intent to integrate this update to the RTP with the New Look regional ~~planning-transportation and air quality~~ process and consolidate periodic updates to the RTP to meet applicable federal, state and regional planning purposes; and

~~WHEREAS, the most recent update to the RTP was completed in March 2004 and the next federal update must be approved by the United States Department of Transportation in consultation with the Environmental Protection Agency by March 2008 to provide continued compliance with federal transportation and air quality regulations and ensure continued funding eligibility of projects and programs using federal transportation funds; and~~

WHEREAS, the 2035 RTP update timeline and process was expanded by the Metro Council, at the recommendation of JPACT, to allow for completion of the federal component of the 2035 RTP before the current plan expires on March 5, 2008 and provide for additional technical analysis and policy development to address state and regional planning requirements by Fall 2008; and

WHEREAS, the Metro Council approved Resolution No. 07-3793 (For the Purpose of Accepting the Chapter 1 Regional Transportation Policy Framework as the Provisional Draft For the Purpose Of Completing Phase 3 of the 2035 Regional Transportation Plan (RTP) Update), on March 15, 2007; and

WHEREAS, the federal update requires the development of a “financially constrained” system of investments that address regional travel demand, yet are constrained to reasonably anticipated funding levels during the plan period; and

WHEREAS, the Collaborative Environmental Transportation Agreement for Streamlining (CETAS) work group, consisting of the Oregon Department of Transportation and ten state and federal transportation, natural resource, cultural resource and land-use planning agencies, was consulted on potential environmental impacts and mitigation strategies on October 16, 2007, and were provided an opportunity to comment on the federal component of the 2035 RTP; and

WHEREAS, the state component of the 2035 RTP will continue in 2008 to address outstanding issues identified during the federal component of the 2035 RTP; ~~including amendments to both the Oregon TPR and Oregon Transportation Plan,~~ and development of a transportation finance strategy to fund needed investments that exceed revenues anticipated to be available during the plan period; and

WHEREAS, the federal component of the 2035 RTP is set forth in “Exhibit A,” attached hereto, and will be updated to reflect key findings and recommendations from additional technical and policy analysis to be conducted during the state component of the RTP update in 2008; and

WHEREAS, a 30-day public comment period was held on the federal component of the 2035 RTP from October 15 to November 15, 2007; and

WHEREAS, the Metro Council, JPACT, the Metro Policy Advisory Committee (MPAC), Metro Technical Advisory Committee (MTAC), Transportation Policy Advisory Committee (TPAC), the Regional Travel Options (RTO) Subcommittee of TPAC, the Regional Freight and Goods Movement Technical Advisory Committee, the Bi-State Transportation Committee, the Regional Freight and Goods Movement Task Force and other elected officials, city and county staff, and representatives from the business, environmental, and transportation organizations from the Portland-Vancouver metropolitan region assisted in the development of and were provided an opportunity to comment on the federal component of the 2035 RTP; and

WHEREAS, JPACT and MPAC have recommended that the federal component be approved by the Metro Council; now, therefore

BE IT RESOLVED BY THE METRO COUNCIL THAT:

1. The Metro Council approves the federal component of the 2035 Regional Transportation Plan update, attached and incorporated into this resolution as Exhibit “A.”
2. Staff shall conduct the federally-required air quality conformity analysis, hold a 30-day public comment period on the results of the analysis and develop findings demonstrating compliance with federal planning requirements.

ADOPTED by the Metro Council this ____ day of December 2007.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 07-3831^A, FOR THE PURPOSE OF APPROVING THE FEDERAL COMPONENT OF THE 2035 REGIONAL TRANSPORTATION PLAN (RTP) UPDATE

Date: October 9, 2007

Prepared by: Kim Ellis

BACKGROUND

Metro is the regional government responsible for regional land use and transportation planning under state law and the federally designated metropolitan planning organization (MPO) for the Portland metropolitan region. As the federally designated MPO, Metro is responsible for updating the metropolitan transportation plan, also referred to as the Regional Transportation Plan (RTP), every four years in coordination with the agencies that own and operate the region's transportation system. Metro is also responsible for developing a regional transportation system plan (TSP), consistent with Oregon Transportation Planning Rule (TPR) requirements.

Metro's jurisdictional boundary encompasses the urban portions of Multnomah, Washington and Clackamas counties. Metro's planning partners include the 25 cities, three counties and affected special districts of the region, ODOT, Oregon Department of Environmental Quality (DEQ), Port of Portland, South Metro Area Rapid Transit (SMART), TriMet and other interested community, business and advocacy groups as well as state and federal regulatory agencies such as the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Metro also coordinates with the City of Vancouver, Clark County Washington, the Port of Vancouver, the Southwest Washington Regional Transportation Council (RTC), C-Tran, the Washington Department of Transportation, the Southwest Washington Air Pollution Control Authority and other Clark County governments on bi-state issues. The Southwest Washington Regional Transportation Council is the federally designated MPO for the Clark County portion of the Portland-Vancouver metropolitan region.

2035 REGIONAL TRANSPORTATION PLAN UPDATE

The 2035 RTP update represents the first significant update to the plan since 2000. The region is experiencing unprecedented growth and increasing competition for limited funds. The current RTP includes projects that would cost more than twice the anticipated funding. This update involved a new approach to address these issues and federal requirements. The Metro Council initiated the 2035 RTP Update on September 22, 2005 with approval of Resolution #05-3610A (for the Purpose of Issuing a Request for Proposals to Develop a Work Scope for an Expanded 2005-08 Regional Transportation Plan Update that Incorporates the "Budgeting for Outcomes" Approach to Establishing Regional Transportation Priorities).

The new approach (1) included a strong education component to increase community and stakeholder awareness of the issues, (2) used an outcomes-based approach to assess 2040 implementation and to evaluate and prioritize the most critical transportation investments, (3) emphasized collaboration with regional partners and key stakeholders to resolve the complex issues inherent in realizing the region's 2040 Growth Concept, and (4) integrated land use, economic, environmental and transportation objectives that are part of the 2040 Growth Concept. The process considered information learned from the 2005 *Cost of Congestion Study*, 2006 New Look public opinion research and the *Regional Freight and Goods Movement Plan*.

In January 2007, the 2035 RTP update timeline and process was expanded by the Metro Council, at the recommendation of JPACT, to allow for completion of the federal component of the 2035 RTP before the

current plan expires on March 5, 2008 and provide for additional technical analysis and policy development to address state and regional planning requirements by Fall 2008.

The federal component of the update is anticipated to be complete by December 2007 to allow adequate time to complete air quality conformity analysis and federal consultation before the current plan expires on March 8, 2008.

SUMMARY OF DECISION-MAKING FRAMEWORK

Metro's transportation planning activities are guided by a federally mandated decision-making framework, called the metropolitan transportation planning process. Metro leads this process in consultation and coordination with federal, state, regional and local governments, and engagement of other stakeholders with an interest in or who are affected by this planning effort. Metro facilitates this consultation and coordination through four advisory committee bodies—the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC), the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

The 2035 RTP update process relied on this existing decision-making structure for development, review and adoption of the plan. MPAC, JPACT and the Metro Council made recommendations at key decision points based on input from TPAC, MTAC, the Council-appointed Regional Freight Plan Task Force and the public participation process. SAFETEA-LU provisions for additional consultation with state and federal resource agencies, and tribal groups not represented on Metro's existing committee structure were met through a consultation meeting with the Collaborative Environmental Transportation Agreement for Streamlining (CETAS) work group, consisting of the Oregon Department of Transportation and ten state and federal transportation, natural resource, cultural resource and land-use planning agencies, on October 16.

Finally, the *Regional Freight and Goods Movement Plan* element of the RTP update was guided by a Council-appointed 33-member Task Force and a Technical Advisory Committee (TAC).¹ Recommendations from the Regional Freight TAC were forwarded to the Regional Freight and Goods Movement Plan Task Force. The Task Force recommendations to date have been forwarded to the 2035 Regional Transportation Plan process for adoption into the region's long-range transportation system plan.

APPROACH AND TIMELINE DEVELOPMENT OF FEDERAL COMPONENT OF 2035 RTP

The process addressed new federal planning requirements, including SAFETEA-LU legislation. The new federal transportation law—SAFETEA-LU—made changes to requirements for transportation planning, including amending the formal update cycle to four years and making specific changes to requirements affecting planning for special needs, security, safety, system management and operations and environmental mitigation. The changes are addressed in this update to the plan.

Consistent with SAFETEA-LU, the federal component of the update focused on:

1. updating regional policies that guide planning and investments in the regional transportation system to respond to key trends and issues facing the region and meet federal planning requirements;

¹ The Regional Freight and Goods Movement Task Force was comprised of 33 members from the community, private and public sectors, representing the many elements of the multimodal freight transportation system and community perspectives on freight. The Freight Technical Advisory Committee (TAC) was comprised of public sector staff from the local, regional, and state agencies operating within Metro's jurisdictional boundaries. The TAC will provide input and review of technical work products.

2. incorporating projects and programs that have been adopted in local and regional plans, and corridor studies through a public process since the last RTP update in 2004;
3. updating the transportation revenue forecast and regional investment priorities to match current funding sources and historic funding trends that are “reasonably anticipated to be available;”
4. identifying additional issues to be addressed during the state component of the RTP update in 2008.

The following section describes the RTP timeline and process for developing the federal component of the 2035 RTP.

June 2006-January 2007 – Research and Policy Development – Metro staff conducted background research on trends and issues affecting travel in the region, convened five stakeholder workshops on desired outcomes and needs for the region’s transportation system and conducted scientific public opinion research on transportation needs and priorities. This information is available to download on Metro’s website at www.metro-region.org/rtp.

January-March 2007 - Provisional Policy Framework Development – The background research in the previous phase guided development of a provisional draft policy framework that established goals and objectives for the regional transportation system. At the recommendation of the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT), the provisional draft policy framework (Chapter 1) was accepted by the Metro Council to guide identification of transportation needs and investment priorities.

April 2007 – Identification of Regional Mobility Corridor Priorities – In March and April 2007, the Regional Freight and Goods Movement Task Force, MPAC and JPACT participated in separate workshops to identify mobility issues and priorities for investments in the RTP. In April, Metro, TriMet and the Oregon Department of Transportation (ODOT) convened a technical workshop to build on the direction provided in the previous policy-level discussions. Nearly 60 participants attended this workshop, including Transportation Policy Alternatives Committee (TPAC) and Metro Technical Advisory Committee (MTAC) members and other local government staff.

Summer 2007 - RTP Project Solicitation and System Analysis - In June 2007, agencies submitted projects and programs that came from local and regional plans or studies that had been previously adopted through a public process. The investments submitted responded to the provisional policy framework. ODOT and TriMet collaborated with Metro and local agencies to identify investments that respond to mobility corridor priorities identified by the Freight Task Force, JPACT and MPAC in April. In addition, local agency TPAC representatives for each of the three counties worked with the cities within their respective county to identify other community-building investments to complement the regional mobility corridor investments. The result of this effort was the development of the 2035 RTP Investment Pool. Proposed investments were submitted in one of two complementary investment strategy tracks:

- **Track 1: State and Regional Mobility Corridor Investment Strategy** focuses on regional mobility corridor investments that leverage the 2040 Growth Concept and improve interstate, intrastate and cross-regional people and goods movement.
- **Track 2: Community-Building Investment Strategy** focuses on community-building investments that leverage 2040 Growth Concept through street and transit system improvements that provide for community access and mobility.

Metro conducted a technical analysis of the performance of the system projects and programs submitted. The results of the analysis are included in the federal component of the 2035 RTP.

August – October 2007 – Development of RTP Financially Constrained System and Draft 2035 -
Metro staff worked with local governments, ODOT, SMART and TriMet to narrow the 2035 RTP

Investment Pool to match expected revenue that can “reasonably be expected to be available” during the plan period. This set of investments is also called the financially constrained system. In addition, staff further refined the policy framework to respond to key findings of the technical analysis, policy discussions at the Freight Regional and Goods Movement Task Force, MPAC, JPACT and the Metro Council and informal comments provided by local governments and interested stakeholders over the summer.

SUMMARY OF STAKEHOLDER ENGAGEMENT AND PUBLIC PARTICIPATION PLAN FOR THE FEDERAL COMPONENT OF THE 2035 RTP UPDATE

The public participation plan was designed to meet regional and federal requirements for public participation and respond to the key issues raised during the scoping phase in 2006. This section describes the *stakeholder engagement and outreach* components that will inform development of an updated 2035 RTP plan, and support the decision-making role of the Metro Council, JPACT and MPAC and the participatory role of public agencies, targeted stakeholder groups and the general public.

Metro’s targeted stakeholders and planning partners include the 25 cities, three counties and affected special districts of the region, Oregon Department of Transportation (ODOT), Oregon Department of Environmental Quality, Port of Portland, SMART, TriMet and other interested community, business and advocacy groups as well as state and federal regulatory officials and resource agencies. Metro also coordinates with the City of Vancouver, Clark County Washington, the Port of Vancouver, the Southwest Washington Regional Transportation Council (RTC), C-Tran, the Washington Department of Transportation, the Southwest Washington Air Pollution Control Authority and other Clark County governments on bi-state issues.

This broad spectrum of stakeholders was the primary focus of the public participation plan. A variety of methods for engaging this audience were used, including focused discussions at Regional Forums, Mayors’/Chair’s Forums, stakeholder workshops, Metro Advisory Committees and established County Coordinating Committee’s meetings, technical workshops and other methods of communication and engagement as described below.

A second priority for outreach is the general public. The general public was engaged and provided opportunities to give input throughout the planning process. A significant element of this portion of the work program was a scientific public opinion survey that was conducted to solicit a statistically valid measure of public values and needs. In addition, Metro’s website hosted an interactive project website that included an on-line survey during the research phase of the update. The project website was also to provide information about the update process, timeline with key decision points identified, fact sheets, newsletters and other pertinent information about the process. The transportation hotline included a 2035 RTP update message program that includes timely information about key decision points and provided an option for requesting additional information. In addition, feedback was solicited on a discussion draft 2035 RTP during the public comment period that was held from October 15 to November 15, 2007, through four Metro Council public hearings, Metro’s website and four open houses held during the comment period.

Media outreach was also a significant element of the participation plan with the intent of using earned mass media to provide information to the general public and key stakeholders throughout the process. This included briefings of reporters and editorial boards, press releases, media packets and civic journalism. Several electronic-newsletters and fact sheets were developed throughout the process and at key decisions points. The newsletters and fact sheets were distributed through Metro’s website, at events and upon request. Summary reports documenting the results and findings of major tasks were also developed and made available on Metro’s website and through presentations at Metro’s advisory committees.

Notices of key decisions were distributed through community newspapers, electronic newsletters, the transportation hotline and the Metro website. A formal 30-day public comment period was held to coincide with release of a discussion draft RTP in September 2007. Comments were collected through Metro's website, US mail, fax, email and testimony provided at four Metro Council public hearings during this period. Comments received were entered into the public record and provided to staff and elected officials prior to final consideration and action on the federal component of the 2035 RTP. Finally, the RTP and its attendant Air Quality Conformity Analysis will be made available for a formal 30-day public review period before final adoption in February 2008.

OUTSTANDING ISSUES TO BE ADDRESSED DURING STATE COMPONENT OF THE 2035 RTP UPDATE

The system the region can afford with "expected revenue" is not expected to be sufficient to achieve the region's vision for the future. The state component of the RTP update will, as a result, focus on identifying those investments that the region truly needs to achieve the 2040 Growth Concept and RTP goals, and developing a funding strategy that supports implementation of those investments over time.

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. The state component of the 2035 RTP will continue in 2008 to address outstanding issues identified during the federal component of the 2035 RTP, including amendments to both the Oregon TPR and Oregon Transportation Plan, and development of a transportation finance strategy to fund needed investments that exceed revenues anticipated to be available during the plan period.

Staff recommends these areas to be the focus of policy discussion and additional technical analysis during the state component of the RTP update in 2008:

1. Performance measures and evaluation framework

Background: The first round of technical analysis (which included the RTP investment pool of projects) demonstrated that system-level measures are no longer sufficient to determine whether investments lead to a safe, efficient and reliable transportation system or meet other RTP goals for land use, the economy and the environment.

What does an outcomes-based evaluation and monitoring framework look like? What measures and benchmarks are most important?

2. Congestion management and regional mobility corridors

Background: How to address increasing demand on our multimodal transportation system is a critical issue for the region, particularly the *Regional Mobility Corridors* – transportation corridors centered on the region's network of interstate and state highways that include parallel networks of arterial roadways, high capacity and regional transit routes and multi-purpose paths. The network of corridors is intended to move people and freight between different parts of the region and connect the region with the rest of the state and beyond. Despite significant investments assumed in the region's transit and roadway systems, the region appears to lose ground on congestion and system reliability. When the pool of investments is narrowed to match available revenue to develop the Financially Constrained RTP, additional congestion and reductions in system reliability are expected.

How should the region measure success for these corridors and what is the mix of strategies and investments that will help us get there?

3. Oregon Transportation Planning Rule (TPR) implications for land use

Background: Recent amendments to the TPR may affect the region's ability to manage growth consistent with the 2040 Growth Concept.

What are the implications of recent TPR amendments on the ability of the RTP and local TSPs to comply with OAR 660-012-0060, which requires land use and transportation plans to be balanced?

4. **Transportation finance**

Background: The region’s funding gap is so significant, the region must use every tool at our disposal to address current and future transportation needs in support of the Region 2040 Growth Concept. The region needs a strategy that effectively links land use and transportation investment decisions. Community building investments are tied primarily to locally generated growth-related revenues. In addition, new growth areas need seed money before system development charges can begin to be collected. Both short-term and long-term strategies are needed to raise new revenues to fund needed investments.

How do we know what level of investment we need to achieve Region 2040? Who should have primary responsibility for addressing needs on ODOT’s state and district highways? Who should have primary responsibility for addressing operations, maintenance and other needs of regional bridges? What funding sources should be used to address all of the different regional mobility and community building needs?

Additional opportunities for public comment on the state component will be provided in Fall 2008.

ANALYSIS/INFORMATION

1. **Known Opposition:** None known.
2. **Legal Antecedents:** There are a wide variety of past Federal, State and regional legal actions that apply to this action.

Federal regulations include:

- Clean Air Act, as amended [42 U.S. C. 7401, especially section 176(c)];
- Federal statutes concerning air quality conformity [23 U.S.C. 109(j)];
- US EPA transportation conformity rules (40 CFR, parts 51 and 93); and
- USDOT rules that require Metro to update RTPs on a three-year cycle [23 CFR 450.322(a)].

State regulations include:

- Oregon Administrative Rules for Transportation Conformity, (OAR Chapter 340, Division 252); and
- Portland Area Carbon Monoxide Maintenance Plan and Portland Area Ozone Maintenance Plan.

Metro legislation includes:

- Resolution 05-3610A (For the Purpose of Issuing a Request for Proposals to Develop a Work Scope for an Expanded 2005-08 Regional Transportation Plan Update that Incorporates the “Budgeting for Outcomes” Approach to Establishing Regional Transportation Priorities)
- Resolution No. 06-3661 (For the Purpose of Approving A Work Program For the 2035 Regional Transportation Plan (RTP) Update and Authorizing the Chief Operating Officer to Amend Contract No. 926975);
- Resolution No. 07-3793 (For the Purpose of Accepting the Chapter 1 Regional Transportation Policy Framework as the Provisional Draft For the Purpose Of Completing Phase 3 of the 2035 Regional Transportation Plan (RTP) Update).

3. **Anticipated Effects:** The proposed federal component of the 2035 Regional Transportation Plan meets federal requirements for metropolitan transportation planning. With approval, staff will proceed with the federally-required air quality conformity analysis and development of federal findings of compliance.
4. **Budget Impacts:** There is no financial impact to approval of this resolution.

RECOMMENDED ACTION

Approve Resolution No. 07-3871.



EXHIBIT A to Resolution No. 07-3831^A
Available to download from Metro's website at
www.metro-region.org/rtp



Public
Review Draft

*2035 Regional
Transportation Plan
Federal Component*

October 15, 2007



METRO

PEOPLE PLACES
OPEN SPACES

Metro **People places • open spaces**

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

Your Metro representatives

Metro Council President – David Bragdon

Metro Councilors – Rod Park, District 1; Brian Newman, District 2; Carl Hosticka, District 3; Kathryn Harrington, District 4; Rex Burkholder, District 5; Robert Liberty, District 6.

Auditor – Suzanne Flynn

Metro's web site: www.metro-region.org

Project web site: www.metro-region.org/rtp (Click on "2035 RTP Update")

The preparation of this report was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this report are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.

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2035 Regional Transportation Plan

Thank you for taking the time to review 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 and address new federal (SAFETEA-LU) planning requirements. The current plan expires on March 5, 2008, under federal planning regulations.

The new federal transportation law—SAFETEA-LU—made changes to requirements for transportation planning, including amending the formal update cycle to four years and making specific changes to requirements affecting planning for special needs, security, safety, system management and operations and environmental mitigation. The changes are addressed in the 2007 update to the plan.

In addition, the federal component of the update focused on:

1. updating regional policies that guide planning and investments in the regional transportation system to respond to key trends and issues facing the region and meet federal planning requirements;
2. incorporating projects and programs that have been adopted in local and regional plans, and corridor studies through a public process since the last RTP update in 2004;
3. updating the transportation revenue forecast and regional investment priorities to match current funding sources and historic funding trends;
4. identifying additional issues to be addressed during the state component of the RTP update in 2008.

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 Fall 2008.

Timeline and Process for Development of Federal Component of 2035 RTP

The following section describes the RTP timeline and process for developing the federal component of the 2035 RTP.

June 2006-January 2007 – Research and Policy Development – Metro staff conducted background research on trends and issues affecting travel in the region, convened five stakeholder workshops on desired outcomes and needs for the region's transportation system and conducted scientific public opinion research on transportation needs and priorities. This information is available to download on Metro's website at www.metro-region.org/rtp.

January-March 2007 - Provisional Policy Framework Development – The background research in the previous phase guided development of a provisional draft policy framework that established goals and objectives for the regional transportation system. At the recommendation of the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT), the provisional draft policy framework (Chapter 1) was accepted by the Metro Council to guide identification of transportation needs and investment priorities.

April 2007 – Identification of Regional Mobility Corridor Priorities – In March and April 2007, the Regional Freight and Goods Movement Task Force, MPAC and JPACT participated in separate workshops to identify mobility issues and priorities for investments in the RTP. In April, Metro, TriMet and the Oregon Department of Transportation (ODOT) convened a technical workshop to build on the direction provided in the previous policy-level discussions. Nearly 60 participants attended this workshop, including Transportation Policy Alternatives Committee (TPAC) and Metro Technical Advisory Committee (MTAC) members and other local government staff.

Summer 2007 - RTP Project Solicitation and System Analysis - In June 2007, agencies submitted projects and programs that came from local and regional plans or studies that had been previously adopted through a public process. The investments submitted responded to the provisional policy framework. ODOT and TriMet collaborated with Metro and local agencies to identify investments that respond to mobility corridor priorities identified by the Freight Task Force, JPACT and MPAC in April. In addition, local agency TPAC representatives for each of the three counties worked with the cities within their respective county to identify other community-building investments to complement the regional mobility corridor investments. The result of this effort was the development of the 2035 RTP Investment Pool. Proposed investments were submitted in one of two complementary investment strategy tracks:

- Track 1: State and Regional Mobility Corridor Investment Strategy focuses on regional mobility corridor investments that leverage the 2040 Growth Concept and improve interstate, intrastate and cross-regional people and goods movement.
- Track 2: Community-Building Investment Strategy focuses on community-building investments that leverage 2040 Growth Concept through street and transit system improvements that provide for community access and mobility.

Metro conducted a technical analysis of the performance of the system projects and programs submitted. The results of the analysis are included in the draft document.

August – October 2007 – Development of RTP Financially Constrained System and Draft 2035 - Metro staff worked with local governments, ODOT, SMART and TriMet to narrow the 2035 RTP Investment Pool to match expected revenue that can “reasonably be expected to be available” during the plan period. This set of investments is also called the financially constrained system. In addition, staff further refined the policy framework to respond to key findings of the technical analysis, policy discussions at the Freight Regional and Goods Movement Task Force, MPAC, JPACT and the Metro Council and informal comments provided by local governments and interested stakeholders over the summer.

Public Comment Opportunities

The public comment period is scheduled to begin on October 15 and end on November 15, 2007 at the close of the final Metro Council public hearing. The public comment period will focus on a discussion draft “2035 Regional Transportation Plan Federal Component” that will serve as the public review document.

The public review document will be available for review on Metro's web site (<http://www.metro-region.org/rtp>), and as a printed document during the 30-day public comment period.

You may submit comments in the following ways:

- on-line from Metro's website: www.metro-region.org/rtp
- e-mail to rtp@metro-region.org
- mail to Metro Planning, 600 NE Grand Avenue, Portland, Oregon 97232 (attention: Pat Emmerson)
- fax to (503) 797-1911
- testify at a Metro Council public hearing.

During the comment period, a series of four open houses and public hearings will be held around the region in conjunction with Metro Council meetings:

Open house and public hearing	Date/Time	Location
# 1	Thursday, October 25 <ul style="list-style-type: none"> • 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 <ul style="list-style-type: none"> • 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 <ul style="list-style-type: none"> • 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 <ul style="list-style-type: none"> • 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 received 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.

For more information

For more information, call Regional Transportation Planning at (503) 797-1839, or send e-mail to rtp@metro-region.org. The hearing impaired can call (503) 797-1804.

Overview

Transportation shapes our communities and daily lives in profound and lasting ways. Transportation enables residents of the region to reach jobs and recreation, access goods and services, and meet daily needs. What we plan for and invest in today will affect the health of our economy, residents, communities and environment for generations to come.

Over the past 15 years growth has brought significant opportunity and prosperity to the Portland-Vancouver region. Growth, however, has also brought growing pains. Like many other metropolitan areas across the U.S., the region faces powerful trends that require new ways of thinking about our future. Globalization of the economy, limited funding, increasing transportation costs, aging baby boomers, climate change and other powerful trends must be addressed as we work to keep this region a great place to live and work for everyone.

By 2035, the region will grow by more than 1 million people and add more than 500,000 jobs, doubling trips on the transportation system each day. By 2035, freight transportation needs are expected to more than double the freight, goods and services that will travel to this region by air and over bridges, roads, water and rails.

To address current transportation needs and prepare for future growth, the region must invest in expanding the transportation system, improving safety and completing key missing links. The Regional Transportation Plan (RTP) must be bolder, smarter and more strategic with transportation investments, and better integrate the region's land use, economic, environmental and transportation objectives in its decision-making process.

This document represents the first major update to the RTP since 2000. The updated plan provides a blueprint for building a sustainable transportation future that allows the region to compete in the global economy and preserve the unique qualities and natural beauty that define our region. An overarching aim of the RTP is to move the region closer to the vision of the 2040 Growth Concept.

The plan expands personal choices for travel, providing safer and more reliable travel between home and school, work, shopping and recreation destinations. The updated RTP emphasizes reliability of the system, particularly for commuting and moving freight. Reliability and other performance measures will be evaluated and monitored through an integrated multi-modal corridor strategy and performance monitoring system. The performance monitoring system will be finalized during the state component of the RTP update in 2008.

Implementation of the plan will be both challenging and exciting, demanding new levels of collaboration among the Metro Council, public and private sector leaders, community groups, businesses and the residents of the region. Our success in addressing the challenges will be measured in many ways and by many people, including future generations who will live and work in the region.



The 2035 Regional Transportation Plan (RTP) provides an updated blueprint to guide transportation planning and investments in the tri-county Portland metropolitan region. This discussion draft document extends the planning horizon of the current plan through the year 2035 and was developed to meet new federal (SAFETEA-LU) planning requirements by the end of 2007.

The focus of this update is on Federal compliance elements, not the Oregon Transportation Planning Rule (TPR) or other regional requirements. The TPR and regional requirements will be the focus of the state component of the update in 2008. Additional opportunities for public comment on the state component will be provided in 2008.

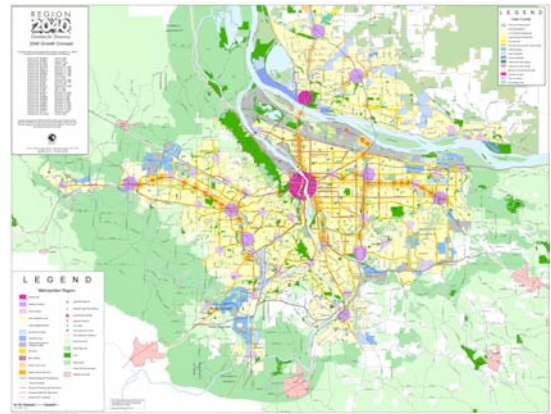
Executive Summary

Linking Transportation to Land Use, the Economy and the Environment

2040 Growth Concept

In the 1990s, the residents of the Portland metropolitan region developed Metro's 2040 Growth Concept through an extensive public process. Adopted in 1995, the concept represents a vision of shared community values and desired outcomes that continue to resonate throughout the region:

- Safe and stable neighborhoods for families
- Compact development that uses land, transportation infrastructure and money more efficiently
- A healthy economy that generates jobs and business opportunities
- Protection of farms, forests, rivers, streams and natural areas
- A balanced transportation system to move people and goods
- Housing for people of all incomes in every community



The Regional Transportation Plan

Metro's transportation planning activities are guided by a federally mandated decision-making framework, called the metropolitan transportation planning process. The Regional Transportation Plan (RTP), first adopted by the Metro Council in 1983, is a long-range blueprint for transportation in the Portland metropolitan region. The RTP is updated every four years to reflect changing conditions in the Portland metropolitan region. The purpose of the RTP is to:

- implement the Region 2040 vision ;
- identify transportation-related actions that respond most effectively to the trends and challenges facing the metropolitan region; and
- comply with federal, state and regional planning requirements.

As the federally designated Metropolitan Planning Organization (MPO), Metro is responsible for coordinating development of the RTP with the region's transportation providers—the 25 cities and three counties in the Metro boundary, the Oregon Department of Transportation, Oregon Department of Environmental Quality, Port of Portland, TriMet, South Metro Area Rapid Transit (SMART), Washington Regional Transportation Council, Washington Department of Transportation and other Clark County governments. Metro facilitates this consultation, coordination and decision-making through four advisory committee bodies—the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC), the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC). In addition, the Metro Committee for Citizen Involvement (MCCI) provides advice to the Metro Council on how to best engage residents in regional planning activities.

State law establishes a hierarchy of consistency of plans at the state, regional and local levels. The RTP must be consistent with the Oregon Transportation Plan and the Transportation Planning Rule (TPR). Local plans must be consistent with the RTP. The RTP also serves as the threshold for all federal

transportation funding in the Portland metropolitan region. Projects and programs must be included in the RTP financially constrained system to be eligible for federal and state funding.

Challenges and Opportunities Ahead – Five Things You Should Know

The Portland metropolitan region is at an important crossroads.

- **About a million more people are expected to live here in the next 25.** They will all need to get to work, school and stores on the region’s transportation system. Growing congestion is expected to accompany this growth, affecting the economic competitiveness of our region and the State of Oregon, our environment and our quality of life.
- **The Portland-Vancouver metropolitan region is a global transportation gateway and West Coast domestic hub for commerce and tourism.** An international airport, river ports, rail connections and an interstate highway system make this region both a global transportation gateway and West Coast domestic hub for freight and goods movement and tourism-related activities. The 2005 study, *Cost of Congestion to the Economy of the Portland Region*, estimated potential losses in the region of \$844 million annually in 2025 from increased freight costs and lost worker productivity due to increases in travel time if our investments do not keep pace with growth. Freight transportation needs are expected to more than double the amount of freight, goods and services that will travel to this region by air and over bridges, roads, water and rails. The economy of our region and state depends on our ability to support the transportation needs of these industries and provide reliable access to gateway facilities. The economic health of the region also depends on industries that are attracted to the region by our well-trained labor pool, relatively low cost of living and high quality of life.
- **Geopolitical instability and other trends will continue to drive up transportation costs, affecting project costs and household expenditures.** Rising prices for all petroleum products—not just fuel—are here to stay. For example, the price of liquid asphalt jumped 61 percent in Oregon during the first seven months of 2006—from \$207 a ton to \$333 a ton—doubling project costs in some cases. Due to the rising cost of gas and greater driving distances between destinations, transportation costs per household in the region are also increasing. Transportation is the second highest household expense after housing, with lower-income households spending a higher percentage of their income on transportation costs.
- **Federal and state transportation sources are not keeping up with growing needs.** At current spending levels and without new sources of funding, the federal highway trust fund will expend all available revenues projected to be collected by 2009. State and local government purchasing power is steadily declining because the gas tax has not increased since 1993. Reduced purchasing power of current revenues leads to increasing competition for transportation funds, and less capability to expand, improve and maintain the transportation infrastructure we currently have. Meanwhile, the region’s transportation infrastructure continues to age, requiring increasing maintenance. Over the next two decades, the gap will grow between the revenues we have and the investments we need to make just to keep our throughway, street and transit systems in their current condition.
- **Climate change poses a serious and growing threat to Oregon’s economy, natural resources, forests, rivers, agricultural lands, and coastline.** Transportation activities are the second largest source of greenhouse gas emissions in Oregon. Transportation accounts for and estimated 38 percent of the state’s carbon dioxide emissions, and vehicle emissions are predicted to increase by 33 percent by 2025 because of increased driving. New regulations to reduce emissions associated with climate change are likely in the RTP’s planning horizon, which would put more emphasis on less polluting transportation modes.

A Proposed Blueprint to Guide the Region’s Response

The draft plan RTP updates the region's transportation blueprint through the year 2035, responding to the challenges and opportunities ahead. The plan includes:

1. **A renewed focus on protecting livability.** The RTP has a responsibility to serve the needs of residents in the region, protect our unique setting and landscape and leave a better place for future generations. The goals and objectives in Chapter 3 establish a vision of what we want the regional transportation system to look like and achieve in the future, shaping the actions the region will take to achieve that vision. The RTP emphasizes linking transportation planning to the region’s long-range vision for vibrant communities, a healthy economy and environmental protection.
2. **A systems approach that emphasizes completing gaps in the regional transportation network and protecting regional mobility corridors to address safety and congestion deficiencies.** The plan views the transportation system as an integrated and interconnected whole that supports land use and all modes of travel for people and goods movement. This approach relies on a broader, multi-modal definition of transportation need, recognizing that the region’s ability to physically expand right-of-way to increase capacity is limited by fiscal, environmental and land use constraints. This approach responds in part to recent policy direction from the federal and state levels to better link system management with planning for the region’s transportation system and direction from the residents of the region to provide a balanced transportation system that expands transportation choices for everyone. Reliability of the system, particularly for commuting and freight, is emphasized and will be evaluated and monitored through an integrated multi-modal mobility corridor strategy. Completing gaps in pedestrian, bicycle and transit systems is also a critical part of this strategy.

This approach requires more aggressive management of the transportation system and consideration of strategies such as value pricing to better manage capacity and peak use on the throughways in the region. To date, this tool has not been applied in the Portland metropolitan region despite successful application of this tool in other parts of the U.S. and internationally. Value pricing may generate revenues to help with needed transportation investments, however, more work is needed to gain public support for this tool.

3. **A new focus on stewardship and sustainability to preserve our existing transportation assets and achieve the best return on public investments.** Government must be a responsible steward of public

Regional Transportation System Goals

- **Goal 1: Foster Vibrant Communities and Efficient Urban Form**
- **Goal 2: Sustain Economic Competitiveness and Prosperity**
- **Goal 3: Expand Transportation Choices**
- **Goal 4: Emphasize Effective and Efficient Management of the Transportation System**
- **Goal 5: Enhance Safety and Security**
- **Goal 6: Promote Environmental Stewardship**
- **Goal 7: Enhance Human Health**
- **Goal 8: Ensure Equity**
- **Goal 9: Ensure Sustainability**
- **Goal 10: Deliver Accountability**

Regional Transportation System Components

Regional multi-modal transportation facilities and services include the following eight components:

1. Regional Throughway and Street System, which includes the National Highway System (NHS) and State highways
2. Regional Transit System
3. Regional Bicycle System
4. Regional Pedestrian System
5. Regional Freight System
6. Regional Systems Design
7. System Management Strategies
8. Demand Management Strategies

investment and the social, built and natural environments that shape our communities. Planning and investment decisions must consider the land use, economic, environmental and public impacts and benefits of actions as well as dollar costs. We must also prioritize maintaining and optimizing the infrastructure we have, because dollars are too limited to do everything we want. To maximize return on public dollars, the plan places the highest priority on cost-effective transportation investments that achieve multiple goals. The plan also directs future actions to stabilize transportation funding in this region. This includes raising new revenue for needed infrastructure, a crucial step to achieving the Region 2040 vision and specific goals described in Chapter 3.

The RTP recognizes the diversity of transportation needs throughout the Portland-Vancouver metropolitan region, and attempts to balance needs that often compete. While advocating for a transportation system that adequately serves all modes of travel, the plan recognizes that the automobile will likely continue to be chosen by people for most trips over the life of the plan. However, the RTP also recognizes the need for expanded transportation options for traveling to everyday destinations, and to provide access and mobility for those unable to travel by automobile. Even the occasional use of transit, walking, bicycling or sharing a ride can help the region maintain its clean air, conserve energy and efficiently accommodate more people within a compact urban form.

Finally, the RTP recognizes that the transportation system plays a crucial role in sustaining the economic health of the region and the state of Oregon. Many sectors of the regional economy heavily depend on the safe and efficient movement of goods and services by truck, rail, air and water. Additionally, the economic health of the region also depends on industries that have been attracted to the region because of our well-trained labor pool, relatively low cost of living and high quality of life.

Plan Organization

- **Chapter 1 – Regional Decision-Making and Regulatory Context:** This chapter describes Metro’s role in transportation planning, the regional transportation decision-making process and the federal, state and regional regulatory context of the RTP.
- **Chapter 2 – Challenges and Opportunities:** This chapter describes key trends and issues affecting travel in the region and expected growth in population, the economy and travel for the year 2035.
- **Chapter 3 – Regional Policy:** This chapter presents the policy framework of goals, objectives and actions for the regional transportation system that best support the Region 2040 vision.
- **Chapter 4 – Investment Pool:** This chapter describes the projects and programs submitted by local, state and regional agencies responsible for providing transportation infrastructure and services.
- **Chapter 5 – Financial Plan:** This chapter documents a financial analysis of current funding sources and historic funding trends that serve as the basis for the financially constrained system of investments
- **Chapter 6 – Investment Priorities:** This chapter presents the proposed Financially Constrained System, which represents a statement of the highest priority need, given current transportation funding constraints.
- **Chapter 7 – Implementation:** This chapter describes the processes of plan implementation and issues that remain unresolved at the time the federal component of the RTP is adopted.
- **Glossary:** Definitions of transportation-related planning and engineering terms used throughout the document.

**Summary of Comments on March 1, 2007 Provisional Draft Policy Framework Received Since March 15, 2007
and Recommended Refinements Included in October 15, 2007 Public Review Draft 2035 RTP**

No.	Category	Comment date	Source	Comment	Recommendation
1	Federal compliance	5/2/07	FHWA, Salem (David Cox) FTA, Salem (R.F. Krochalis)	CFR 450.322: framework should lay the foundation for an integrated multimodal transportation system and complements Region 2040 Vision.	agree. Chapter 1 and Chapter 3 Policy framework updated to better clarify this role.
2	Federal compliance	5/2/07	FHWA; FTA	23 CFR 450.306: consider adding a table that clearly describes goal/objectives/actions that support the CFR's 8 planning factors (economic competitiveness, safety, security, accessibility and mobility of people and freight, environment, connectivity, efficiency, emphasis on preservation)	Agree. Table 7.1 in Chapter 7 of public review draft includes this information. In addition, more detailed federal findings will be prepared during the air quality conformity analysis phase of the process.
3	Federal compliance	5/2/07	FHWA; FTA	23 CFR 450.322; 23 CFR 450 .320: include operational and management strategies of existing facilities to relieve congestion. Describe the Congestion Management Process (CMP) and how it is coordinated with system management and operation activities, including connections between multimodal system performance measures (developed as part of the CMP) and the goals/objectives/implementation strategies identified in the RTP	Agree. The CMP has been integrated throughout the RTP document. Sections 1.2, 7.1 and 7.6.3 describe the CMP. In addition, Goal 4 was revised to emphasize system and demand management strategies to help relieve congestion on the transportation system. Goal 1 Vibrant Communities and Efficient Urban Form and Goal 3, Expand Transportation Choices are also part of the region's strategy to address congestion. Goal 5 Enhance Safety and Security also help manage congestion as incidents represent a significant portion of non-recurring congestion on the region's arterial and throughway system. Actions under Goals 1, 2, 3, 4 and 5 also specifically implement the CMP. Regional mobility corridors concept on Page 3-27 and potential performance measures in Section 7.8.3 also address this comment, and will be further refined as part of the state component of the RTP update. The measures will serve as the basis for on-going CMP monitoring consistent with Metro's CMP roadmap.
4	Federal compliance	5/2/07	FHWA; FTA	23 CFR 450.306: Put more focus on delineating strategies that address transportation safety and security in a more proactive way, i.e. Fully articulate safety in Goal 5; Identify design and operational strategies to minimize crime and improve security	Agree. Objectives and actions for Goal 5 have been expanded to be more proactive.
5	Performance Measures	5/2/07	FHWA; FTA	Include a performance measure for security	No change recommended. Potential performance measures are listed in Section 7.8.3, and will be refined as part of the state component of the RTP update.
6	Language clarification	5/2/07	FHWA; FTA	Page i: Support with data: "The Portland metropolitan region has one of the best-performing transportation systems in the nation."	Sentenced deleted.
7	Language clarification	5/2/07	FHWA; FTA	Page i: Correct "...federal highway trust fund will go broke in 2009." The trust fund will not go broke, but is predicted to not be able to support the increased spending authorized by SAFETEA-LU.	Agree. Language revised as recommended.
8	Language clarification	5/2/07	FHWA; FTA	Page ii: correct "yet fewer dollars" to "less purchasing power of stable and gradually increasing funding."	Agree. Language revised as recommended.
9	Issues/Goals	5/2/07	FHWA; FTA	Address the Portland region's role in the larger statewide system and in the Portland/Vancouver region--e.g., connectivity, common issues and challenges. Emphasize cooperative planning.	Agree. Language in Chapters 1 and 3, Goal 2 and related objectives and Actions, and Goal 10, Objective 10.3 revised as recommended.

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No.	Category	Comment date	Source	Comment	Recommendation
10	Issues/Goals	6/1/07	Community Health Partnership and Coalition for A Livable Future	Goal 6: Human Health and the Environment. Separate into 2 separate goals. Proposed language for Human Health Goal: "Walking, biking, and transit infrastructure and services enhance quality of human health by providing safe and convenient opportunities for physical activity, improving air quality, and reducing noise impacts."	Agree. New Goal 7 (Enhance Human Health) created.
11	Objectives	6/1/07	Community Health Partnership	Create Objective for a new Goal 6 Human Health: "Develop infrastructure that supports active transportation to increase opportunities for physical activity in residents' daily lives."	Agree. Language revised as recommended.
12	Performance measures	6/1/07	Community Health Partnership	Recommended health performance measures for Goals 1,3 and 6 (no objective specified): mode split for walking, biking, transit ridership; residence within 1/4 mile of bike and ped facilities; rates of physical activity	Agree. Language revised as recommended. Potential performance measures are listed in Section 7.8.3, and will be refined as part of the state component of the RTP update.
13	Performance Measures	6/1/07	Community Health Partnership	Recommended performance measures for Objective 6.3: Number of trips by walking, biking and transit per capita per day, "minutes of daily physical activity". Delete "Daily vmt per person" and "BTU's consumed per capita for transportation" since they do not measure human health	Agree. Language revised as recommended. Potential performance measures are listed in Section 7.8.3, and will be refined as part of the state component of the RTP update.
14	Performance Measures	6/1/07	Community Health Partnership	Recommended health performance measures for Objective 5.2 Energy Independence: "Mode split for walking, biking, transit ridership"	Agree. Language revised as recommended. Potential performance measures are listed in Section 7.8.3, and will be refined as part of the state component of the RTP update.
15	Performance Measures	6/1/07	Community Health Partnership	Recommended health performance measure for Goal 6: Health statistics on chronic diseases related to physical inactivity (i.e obesity, heart disease, depression)	Agree. Language revised as recommended. Potential performance measures are listed in Section 7.8.3, and will be refined as part of the state component of the RTP update.
17	Language clarification	6/1/07	Community Health Partnership	Add language to Objective 3.1 Travel Choices: "Promote health through active transportation choices."	No change recommended. This idea is captured in Goal 7 and Objective 7.1.
18	Potential Actions	6/1/07	Community Health Partnership	Add Potential Actions to Objective 3.1 Travel Choices and 6.3 Human Health "Conduct health impact assessments to measure project's potential to affect rates of walking, biking, and transit use."	No change recommended. This idea will be further assessed as part of the state component of the RTP update.
19	Potential Actions	6/1/07	Community Health Partnership	Add Potential Actions to Objective 5.1 Improve Safety "Coordinate with public health partners to promote safe use of pedestrian and bicycle infrastructure by residents of all ages and abilities."	No change recommended. This idea is already captured in Actions 5.1.3 and 5.1.5.
20	Language clarification	6/1/07	Community Health Partnership	Add language to Executive Summary as new bullet on p. ii "Transportation and land use planning impacts human health. The design of our communities and transportation infrastructure can contribute to air quality and the choices people have about using active modes of transportation such as walking, biking, and transit. Considering the regional transportation system's impact on human health could help prevent lung illnesses and chronic disease related to physical inactivity.	Agree. Language revised as recommended.
21	Language clarification	6/1/07	Community Health Partnership	Add language to Executive Summary as new bullet on p. vi "Recognizes the impact of transportation and land use planning on human health and the health of the natural environment"	Agree. Language revised as recommended.
22	Language clarification	6/1/07	Community Health Partnership	Add language to Executive Summary, first sentence: "residents" between "communities" and "environment"	Agree. Language revised as recommended.
24	Language clarification	6/1/07	Community Health Partnership	Add language to Potential Performance Measures "(1/4 mile)" to first bullet after "walking distance"	Agree. Language revised as recommended.

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No.	Category	Comment date	Source	Comment	Recommendation
25	Missing information	6/29/07	Washington County	Add JPACT as decision-making body (Intro, Overview);	Agree. Language revised as recommended.
26	Missing information	6/29/07	Washington County	Add language about where different parts of system should be located in Figure 3. Regional Mobility Concept, p. 42	Agree. Language revised as recommended and map designating proposed regional mobility corridors added. The map will be further refined as part of the state component of the RTP update.
27	Performance Measures	6/29/07	Washington County	Several suggested edits to lists of potential performance	Agree. Language revised as recommended. Potential performance measures are listed in Section 7.8.3, and will be refined as part of the state component of the RTP update.
28	Language clarification	6/29/07	Washington County	Change "Arterial Network Concept" to "Roadway Network Concept" because as it is written, this concept applies to more than just regional and community arterials.	Language revised to more specifically label concept as Regional Arterial and Throughway System Concept.
29	Roadway Network Concepts	6/29/07	Washington County	Need clarification about the role of the roadway network concepts. Are they aspirational or practical? More analysis is needed to determine if these concepts are desirable.	Agree. Language revised to clarify concepts are aspirational and not always appropriate in all locations, but should be used to inform identification of transportation needs. The Regional Street and Throughway system map (Figure 3.6) was added, depicting application of this concept on the ground. The concept is based on engineering principles that guide the creation of a well-connected street system to better distribute traffic and provide routes for long and short trips. Regional mobility corridor performance measures and additional analysis to be conducted during state component of the RTP update will further assess completeness of the system.
30	Copy-edits	6/29/07	Washington County	Numerous copy-edit suggestions	Agree. Language revised as recommended.
31	Throughways	6/29/07	Washington County	Include spacing standard for throughway system.	Language revised on page 3-23 and 3-24 to reference general spacing of throughways in the region and to specifically call out throughway system gaps identified in the Oregon Highway Plan.
32	Goal 2, Obj. 2.3	2/23/07	Freight Task Force	Change 2.3 to read "Place a high priority on transportation investments that maintain travel time reliability on the regional freight network."	Recommended language included as potential action 2.4.1. All investment priority statements were moved to potential actions.
33	Goal 2, Obj. 2.5	2/23/07	Freight Task Force	Change 2.5 to read "Create and retain economically sustainable businesses." Concern that the word sustainable has multiple meanings and needs a qualifier.	Agree. Language revised to remove word "sustainable" and created new goal that mirrors Oregon Transportation Plan policies for a sustainable transportation system.
34	Goal 3, Obj. 3.3	2/23/07	Freight Task Force	Change to read "into, out of and through the region" to be consistent with ODOT.	Agree. Language revised as recommended.
35	Goal 5	2/23/07	Freight Task Force	Separate safety and security as goals. Under safety add objectives for crime and emergency access.	Safety and security retained as Goal 5, however, safety and security objectives and potential actions expanded to address comment.
36	Goal 5, Obj. 5.2	2/23/07	Freight Task Force	Move 5.2, Energy Independence to Goal 6 - Environment	Agree. Language incorporated in Objective 6.4.

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No.	Category	Comment date	Source	Comment	Recommendation
37	Goal 6 Statement	2/23/07	Freight Task Force	Change "protect, restore, enhance" to avoid, minimize, and mitigate" to line up with the language that the EPA uses.	Goal 6 language broadened to include environmental stewardship idea and objective 6.1 revised to address comment.
38	Goal 6 Obj. 6.2	2/23/07	Freight Task Force	Add a tie in to the federal standard "maintain health-based ambient air quality standards".	Agree. Language revised as recommended.
39	Goal 6 Obj. 6.3	2/23/07	Freight Task Force	Revise language to make clearer tie in to transportation investment.	Agree. Created separate environmental and human health goals, and objectives revised to more directly tie to transportation investments.
40	Goal 8, Obj 8.2	2/23/07	Freight Task Force	Replace "maximize" with different word - not accurate. Also may not be cost effective to achieve multiple goals - these are at odds.	Agree. Objective statement revised and action 9.2.1 created to establish investment priorities to address comment.
41	Goal 8, Obj 8.2	2/23/07	Freight Task Force	Change "maintaining" to "enhancing" - consider "focus investments to enhance region's economic competitiveness".	Agree. Objective statement revised as Objective 9.2.
42	Goal 8, Obj 8.3	2/23/07	Freight Task Force	Include notion of leveraging funds.	Agree. Language included in Action 10.2.1.
43	Goal 9, Obj. 9.1	2/23/07	Freight Task Force	Under potential actions add "private sector" to JPACT membership review.	Potential action deleted because this review has occurred.
44	Objective 4.1 System Connectivity	9/18/07	Coalition for a Livable Future	Objective 4.1 System Connectivity seems too broad and should be referenced within introductory text.	Agree. Language revised as recommended.
45	Goal 2 and Goal 4	9/18/07	Coalition for a Livable Future	Goal 2 Sustain Economic Competitiveness and Prosperity and Goal 4 Reliable Movement of People and Goods had considerable overlap in issues	Agree. These two goals and objectives and related actions were consolidated into Goal 2.
46	Goal 4	9/18/07	Coalition for a Livable Future	Revise Goal 4 to emphasize Effective and Efficient Management of the System and retain the System Management and Demand Management objectives.	Agree. Language revised as recommended.
47	Goal 2	9/18/07	Coalition for a Livable Future	Objective 2.2 Regional Passenger Connectivity only focuses on the importance of tourism. Objective should be broadened to include non-auto travel to/from outside the region.	Agree. Language revised as recommended.
48	Goal 2	9/18/07	Coalition for a Livable Future	Objective 2.5 Job Retention and Creation only talks about business retention and creation. Job retention is not just about businesses	Objective language revised, but still focused on businesses.
49	Goal 2	9/18/07	Coalition for a Livable Future	add new objective to protect livability to reflect that livability is one of the region's prime economic assets	No change recommended. This is discussed in introductory text in policy chapter as an overarching mission of the RTP.
50	Goal 3	9/18/07	Coalition for a Livable Future and Washington County	Replace travel choices objective because this is already identified as a goal, and replace with a Balanced System objective that calls for equitable treatment of all modes.	No change recommended. This objective continues to emphasize expanding transportation choices as a primary aim to make progress toward the 2040 Modal Targets.
51	Objective 9.3	9/18/07	Coalition for a Livable Future	Environmental Justice (aka Equity) should be a separate goal.	Agree. Language revised as recommended.
52	Goal 1	9/18/07	Coalition for a Livable Future	add new Objective 1.3 Walkable Communities to further define aspects of compact and vibrant communities.	No change recommended. This idea is captured in Action 7.1.4.
53	Goal 1	9/18/07	Coalition for a Livable Future	add new objective to Limit Infrastructure Intrusion to address the issue that not only traffic, but inappropriate infrastructure (e.g. neighborhoods bisected by a freeway or busy rail line) can disrupt the fabric of neighborhoods and local commercial districts.	No change recommended. This idea is captured in action 7.2.2 and 9.2.7.
54	Goal 1	9/18/07	Coalition for a Livable Future	Add new objective on Parking because it was not addressed anywhere in the Goals and Objectives and impacts livability and compactness of development.	Agree. Language revised as recommended.

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No.	Category	Comment date	Source	Comment	Recommendation
55	Goal 2	9/18/07	Coalition for a Livable Future	add new objective to Support Neighboring Agriculture, because agriculture, especially nurseries, is not only a significant part of the state and regional economies, but contribute directly to the quality of life through local fresh produce and other farm products.	New Action 4.1.6 added to address this comment.
56	Goal 3	9/18/07	Coalition for a Livable Future	add objective on Adequate Transit Service to underscore that options aren't viable unless they provide an adequate alternative to other choices. This balances other objectives that address adequacy of the road system.	New action 3.1.12 added to address this comment.
57	Goal 4	9/18/07	Coalition for a Livable Future	add new objective to Preserve Capacity on Throughways to address the significant issue of local traffic using throughways for short trips.	Actions under Objective 2.1, Action 2.3.2, Action 2.3.3 and new actions under Objectives 4.1, 4.2 and 4.3 address this comment.
58	Goal 4	9/18/07	Coalition for a Livable Future	Add new objective 4.4 Maximize Effectiveness of Regional Rapid Transit Service, because it is similar to Objective 4.3 as applied to the transit realm. The RTP should encourage the development of a true Regional Rapid Transit network that not only serves downtown Portland, but also cross-regional trips	New action 3.1.12 added to address this comment. This will also be further addressed in coordination with TriMet and SMART as part of state component of RTP update and Regional High Capacity Transit Study to be conducted by Metro in 2008.
59	Goal 5	9/18/07	Coalition for a Livable Future	Add new objective Terrorism and Industrial Accidents, because neither were mentioned and both can have devastating effects.	Agree. Language revised as recommended in new Objective 5.3.
60	Goal 5	9/18/07	Coalition for a Livable Future	Add new objective 5.6 Required Non-Transportation Actions, because transportation planning, management and operating agencies do not fully control all safety and security of their systems.	No change recommended. Non-transportation actions are called for throughout other objectives to meet other goals.
61	Goal 6	9/18/07	Coalition for a Livable Future	add new Objective 6.4 Conserve Land since consumption of land for urban uses is a major threat to wildlife and open space.	Agree. Language revised as recommended in new Objective 6.4.
62	Goal 6	9/18/07	Coalition for a Livable Future	Add new Objective 6.5 Energy Consumption because reduction of energy consumption was not addressed. Generation, transmission/shipping and use of energy are major threats to the environment.	Agree. Language revised as recommended in new Objective 6.4.
63	Goal 6	9/18/07	Coalition for a Livable Future	Add new Objective 6.6 Rail Freight to focus on a mode that has fewer environmental impacts.	New action 7.2.3 added to address this comment.
64	Goal 7	9/18/07	Coalition for a Livable Future	Add new Objective 7.2 Responses to Input to reinforce public involvement rules that are not always followed.	Objective 10.1 and related actions address this comment.
65	Goal 7	9/18/07	Coalition for a Livable Future	Add new Objective 7.3 Transparency to encourage good, inclusive decision-making.	Objective 10.1 and related actions address this comment.
66	Goal 8	9/18/07	Coalition for a Livable Future	Add new Objective 8.4 Extend Life of Existing Facilities to encourage maintenance and preservation as a cost-effective alternative to new construction.	Objective 9.1 and related actions address this comment.
67	Goal 8	9/18/07	Coalition for a Livable Future	Add new Objective 8.5 Comprehensive Costing, because transportation cost/benefit analyses rarely take into account externalized, social costs or cross-mode least cost approaches.	New actions 8.1.2, 9.1.4 and 9.2.6 address this comment.
68	Goal 8	9/18/07	Coalition for a Livable Future	Add new Objective 8.6 Mode Neutral Analysis, to require examining a full range of modal options when conducting transportation studies.	Actions 2.3.3, 4.1.2, 4.1.7 and Section 7.6.3 address this comment.
69	Goal 8	9/18/07	Coalition for a Livable Future	Add new Objective 10.1 Benefit and Burden Analysis to add a little specificity to the notion of environmental justice.	New Goal 8 and Action 8.1.2 address this comment.
70	Goal 8	9/18/07	Coalition for a Livable Future	Add new Objective 10.2 Corrective Action to provide guidance as to how to remedy an imbalance between benefiting and burdened groups	New Goal 8 and Action 8.1.3 address this comment.

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71	Goal 9	9/18/07	Coalition for a Livable Future	add new Objective 10.3 Full Costs to assure that the social costs (e.g. health, economic, environmental and quality of life) are included in arriving at total cost	New action 9.1.4 addresses this comment.
72	Goal 8	9/18/07	Coalition for a Livable Future	Add new Objective 10.4 Workforce Development because infrastructure construction projects create a significant number of family-wage jobs and how these positions are filled can be a major equity issue	No change recommended.
73	Goal 6	9/18/07	Coalition for a Livable Future	Add new Objective 11.1 Active Living to more fully address this issue by adding to text that was moved from the original 6.3 Human Health	New Objective 7.1 address this comment.
74	Goal 6	9/18/07	Coalition for a Livable Future	add new Objective 11.2 Human-powered Travel to address the fact that encouraging walking and biking for trip making is a good way of introducing exercise into daily activity	New Goal 7 and Objective 7.1 and related actions address this comment.
75	Goal 6	9/18/07	Coalition for a Livable Future	Add new Objective 11.3 Pollution Impacts to address the human impact of pollution	New objective 7.2 and related actions address this comment.
76	Goal 6	9/18/07	Coalition for a Livable Future	Add new Objective 11.4 Access to Services that Promote Health to make sure that trips made for obtaining services or purposes relating to maintaining good health are considered as important as trips to work, school, recreation, etc	Goal 3, Objective 3.2, new Goal 7 and objective 7.1 address this comment.
77	Goal 6	9/18/07	Coalition for a Livable Future	Add new Objective 11.5 Deaths and Injuries, because deaths and injuries from use of the transportation system are a major health issue, from both an individual and institutional standpoint	Objective 5.1 and related actions, and new action 7.1.5 address this comment.
78		9/18/07	Coalition for a Livable Future	Develop service standards for the provision of High Capacity Transit Service that directs minimum service levels, access and connection requirements for specific land uses and destinations, capacity and other elements to better implement regional rapid transit service.	No change recommended. This will be further addressed in coordination with TriMet and SMART as part of state component of RTP update and Regional High Capacity Transit Study to be conducted by Metro in 2008.
79	Glossary	9/18/07	Coalition for a Livable Future	Numerous minor copy and glossary definitions edits.	Agree. Language revised as recommended.
80	Climate change	9/18/07	Coalition for a Livable Future	Add language stating that new state and federal regulations to reduce climate change are likely in the RTP's planning horizon and could require more emphasis on less polluting transportation modes.	Agree. Language revised as recommended.
81	Transit	9/18/07	Coalition for a Livable Future	Simplify ROW treatment for various transit modes in Figure 6 and connection to 2040 land uses in Table 6.	Agree. Language revised as recommended.

Draft 3 text from February is in Black. March 15 Changes in Blue All current changes in ~~strikeout~~ or color. Entire sections moved are highlighted.

Goal 1 ~~Great~~ Foster Vibrant Communities ~~Communities~~ and Efficient Urban Form

Decisions about ~~L~~and use and ~~multi-modal~~ transportation infrastructure decisions and services are linked to promote an efficient and compact urban form that fosters ~~good~~ vibrant communities; optimizes ~~y~~ design, and ~~optimization~~ of public investments; and supports jobs, schools, shopping, services, recreational opportunities and housing proximity.

Objective 1.1 Compact Urban Form and Design - Leverage Region 2040 land uses to reinforce growth in and multi-modal access to 2040 ~~centers, industrial areas, intermodal facilities, corridors, station communities and employment areas.~~ Target Areas.

Potential Performance Measures:

- Average trip length.
- Acres of land developed.
- Jobs and homes per acre.
- Average distance traveled from home to work.
- Vehicle miles traveled (VMT) per person and total VMT.
- Vehicle miles traveled per employee.
- Percent of population, jobs and homes attracted to UGB (capture rate).

Potential Actions

1.1.1. Place a priority on multi-modal transportation investments that address a system gap or deficiency to reinforce growth in and improve access to or within the primary 2040 target areas.

Moved to: 1.2.2. • Promote the use of shared parking for commercial and retail land uses.

Moved to: 1.2.3. • Establish ~~minimum and maximum~~ parking ratios for off-street parking spaces.

1.1.2. (changed order) • Coordinate ~~ion~~ land use and transportation decisions to ensure the identified function, design and capacity of transportation facilities are consistent with applicable regional system concepts and supports adjacent land use patterns.

Moved to: 1.2.4. and revised • Develop plans to manage and optimize the efficient use of public and commercial parking in the central city, regional centers, town centers, corridors, station communities, main streets and employment areas.

1.1.3. • Locate housing, jobs, schools, parks and other destinations within ½ mile ~~walking distance~~ of each other ~~whenever possible~~.

1.1.4. • Support the development of innovative tools aimed at reducing vehicle miles traveled per person, including transit-oriented development, car sharing, location efficient mortgage ~~and others~~.

1.1.5. Create incentives for development projects in 2040 target areas and promote transit-supportive design and infrastructure in 2040 target areas and along designated transit corridors.

1.1.6. • Provide landscaping, pedestrian-scale lighting, benches and shelters and other infrastructure to serve pedestrians and transit users in the in 2040 centers, station communities and main streets.

1.1.7. Work with the private development community to coordinate ~~to gain a better understanding of the role transportation infrastructure plays in making transportation spending and land development investment decisions for projects in 2040 target areas.~~ land use districts.

Objective 1.2 Parking Management – Minimize the amount of land dedicated to vehicle parking.

Potential Actions:

1.2.1. Place a priority on investments that reduce the need for land dedicated to vehicle parking.

1.2.2. • Promote the use of shared parking for commercial and retail land uses.

1.2.3. • Establish ~~minimum and~~ maximum parking ratios for off-street parking spaces.

1.2.4. ~~Develop plans to m-~~ Manage and optimize the efficient use of public and commercial parking in 2040 target areas, the central city, regional centers, town centers, corridors, station communities, main streets and employment areas.

Objective 1.2 2040 Implementation—Place a high / the highest priority on investments that provide access to and within the Central City, regional centers, industrial area / station communities and intermodal facilities.

Potential Performance Measures:

• ~~Percent of transportation investments in highest priority land uses (by 2040 land use).~~

• ~~Percent of transportation investments serving high priority land uses (by 2040 land use).~~

Potential Actions

• ~~Promote transit supportive design and infrastructure in 2040 primary and secondary land use components and along designated transit corridors.~~

Moved to 1.1.6. • Provide landscaping, pedestrian-scale lighting, benches and shelters and other infrastructure to serve pedestrians and transit users in the in 2040 centers, station communities and main streets.

Moved to 1.1.7 • Work with the private development community to gain a better understanding of the role transportation infrastructure plays in making land development investment decisions for projects in 2040 land use districts.

• Investigate, evaluate and seek funding as appropriate for non-transportation tools to leverage 2040 land uses.

• Examine the difference between improvements providing access to 2040 land uses versus improvements within 2040 land uses.

Goal 2 Sustainable Economic Competitiveness and Prosperity

Multi-modal transportation infrastructure and services support the region's well-being and a diverse, innovative, ~~and~~ sustainable and growing regional and state economy through the reliable and efficient movement of people, freight, goods, services and information within the region and to destinations outside the region.

Objective 2.3 ~~4.1~~ (and 4.2 System Connectivity) Reliable and Efficient Travel and Market Area Access - Provide for reliable and efficient multi-modal local, regional, interstate and intrastate travel and market area access through a seamless and well-connected system of throughways, arterial-s, collectors, local streets, freight systems, streets, freight services, transit services and bicycle and pedestrian facilities, ~~to ensure mobility and accessibility consistent with Regional System Concepts.~~ Ensure that businesses in 2040 Centers, Industrial Areas and Employment areas have adequate access to suppliers, customers and their work force.

Potential Actions

2.1.1. Place a priority on investments that address multi-modal system gaps to improve reliability and access from labor markets and trade areas to the primary 2040 Target Area.

2.1.2. • Provide a network of limited-access throughways to primarily serve interstate, intercity and inter-regional people and goods movement, consistent with ~~Arterial Network Concept~~ Regional Streets and Throughways System Map.

2.1.3. • Provide a network of arterials streets at one-mile spacing, with regional transit service on most regional arterials streets, consistent with Regional Streets and Throughways System Map.

2.1.4. Provide an interconnected multi-modal freight transportation system that includes air cargo, pipeline, trucking, rail, and marine services and connects freight transportation corridors to the region's freight intermodal facilities and industrial sanctuaries, consistent with the Regional Freight System Map.

2.1.5. • Provide a network of high capacity transit service that connects the Central City, Regional Centers and passenger intermodal facilities, consistent with Regional Transit System Map Network Concept.

2.1.6. • Provide a complementary network of community bus and streetcar service connections that serve 2040 Target Areas Growth Concept centers, industrial areas, employment areas and corridors, and provide access to the regional high capacity transit network, consistent with Regional Transit Network Concept System Map.

2.1.7. • Provide a network of local and collector street systems to reduce dependence on regional arterials and throughways for local circulation, consistent with Local Street System Concept.

2.1.8. • Provide a continuous network of safe, convenient and attractive bikeways and pedestrian facilities on all arterials streets and improve access to transit facilities, consistent with Regional Bike and Pedestrian Systems Concept Maps.

2.1.9. • Provide a continuous network of regional multi-use trails ~~with a transportation function~~ that connect priority 2040 land uses, on-street bikeways, pedestrian and transit facilities, consistent with the Regional Greenspaces Master Plan.

2.1.10. ~~Assist~~ Ensure that jurisdictions in developing local strategies that provide adequate freight loading and parking strategies in the central city, regional centers, town centers and main streets.

2.1.11. Develop measures that address the economic value of freight and goods movement, 2040 centers and other priority land uses and bike tourism and other recreational uses.

Objective 2.2 Regional Passenger Connectivity – Ensure reliable and efficient connections between passenger intermodal facilities and destinations in, beyond and through the region to improve non-auto access to and from outside the region and promote the region’s function as a gateway for tourism.

Potential Action:

2.2.1. Place a priority on investments that benefit or connect two or more passenger modes.

2.2.2. Identify possible passenger rail service corridors to neighboring cities, such as the Milwaukie-Lake Oswego-Tualatin-Sherwood-McMinnville service or an extension of Westside Commuter Rail to Salem.

Objective 4.1 2.3 Regional Mobility - Maintain sufficient total person-trip and freight capacity ~~and~~ among the various modes operating in the Regional Mobility Corridors to allow reasonable and reliable travel times through those ~~along regional mobility corridors~~.

Potential Actions

2.3.1. Place a priority on investments that implement the CMP by addressing a gap or deficiency, or implement TSMO strategies on an arterial within a regional mobility corridor.

2.3.2. Implement a regional congestion management program, including coordinated regional bus service, traffic operations improvements, transit, ridesharing, telecommuting incentives, and pricing strategies.

2.3.3. • Consider a full range options for meeting this objective, including different modal options, and policies for making more efficient use of existing capacity as well as small and larger scale multi-modal capacity investments.

~~• Use system and demand management techniques to optimize performance of the system and improve mobility.~~

Moved to Objective 4.3: • Consider the use of value pricing, high occupancy vehicle lanes and other strategies to improve system reliability and manage congestion.

2.3.4. • Develop interchange area management plans (IAMPs) for all throughway access points that are approved by state, regional and local agencies.

- Use interchange zoning (as a base zone and/or overlay zone) to regulate the type of development that may take place at an interchange or along arterials connecting to the interchange.
- Use access management and site design standards for interchange areas to preserve traffic efficiency and function, while ensuring safety by all modes of travel. The standards should include guidelines for pedestrian and bicycle access, access restrictions, gateway treatments at interchanges, use of medians, landscaping minimums and other design considerations.

2.3.5. Establish performance goals and benchmarks for mobility corridors and 2040 centers reflecting regional policy to increase proportional travel by transit, high-occupancy vehicle, and non-motorized travel modes to achieve reduced dependence on single occupant vehicle travel

2.3.6. Monitor performance of the regional transportation system in subareas and along regional mobility corridors throughout the region consistent with the CMP.

Combined into 2.4: Objective 2.1 Regional Freight Connectivity –Ensure efficient connections between freight and passenger intermodal facilities and destinations in, and beyond and through the region to promote the region’s function as a gateway for trade and tourism.

Potential Performance Measures:

- Percent of Industrial areas and freight intermodal facilities served by direct arterial connections to throughways.
- Access to rail measure.

Moved to: 2.4.2. • Consider the movement of freight when conducting transportation studies.

Moved to: 2.4.3. • Identify regional freight routes that ensure direct and convenient access from industrial and employment areas to the throughway network.

Moved to: 2.4.4. • Identify and correct existing safety deficiencies on regional freight routes relating to:

- roadway geometry and traffic controls;
- bridges and overpasses;
- at-grade railroad crossings;
- truck infiltration in neighborhoods; and
- congestion on interchanges and hill climbs.

Objective 2.2-3-4 Freight Reliability Regional Freight Connectivity – Place the highest **Place a high** priority on transportation investments that **Maintain a reasonable and reliable** travel time reliability for **time sensitive trips** on the regional freight network and provide freight access to **regionally significant** industrial areas and freight intermodal facilities. **and access between freight intermodal facilities and destinations in, within and through the region to promote the region’s function as a gateway for trade and tourism, commerce, consistent with the Regional Freight System Map.**

Potential Performance Measures:

- Variability of travel times regional freight routes during peak and off-peak periods.
- Traffic congestion and delay on regional freight routes during peak and off-peak periods.

Potential Actions

2.4.1. Place a priority on transportation investments that maintain travel time reliability on the regional freight system and provide freight access to industrial areas and freight intermodal facilities.

2.4.2. • Consider the movement of freight when conducting transportation studies.

2.4.3. • Identify regional freight routes that ensure direct and convenient access from industrial and employment areas to the throughway network.

2.4.4. • Identify and correct existing safety deficiencies on regional freight routes relating to:

- roadway geometry and traffic controls;
- bridges and overpasses;
- at-grade railroad crossings;

- truck infiltration in neighborhoods; and
- congestion on interchanges and hill climbs.

2.4.5. (Changed order) • ~~Where appropriate, e~~ **C**onsider improvements that are dedicated to freight travel only.

2.4.6. (Changed order) • Work with the private transportation industry, Oregon Economic Development Department, Portland Development Commission, Port of Portland and others to identify and realize investment opportunities that enhance freight mobility and support the state and regional economy.

2.4.7. (Changed order) • Expand development and use of **TSMO** ~~Continue management~~ strategies that increase person-trip capacity on congested freight corridors **including** traveler information tools and other management strategies to increase system reliability.

~~such as ramp metering, ridesharing.~~

(Changed order and combined into 2.4.7) • Expand development and use of traveler information tools and other management strategies to increase system reliability.

Moved to 2.1 and revised: Objective 2.3 Reliable Market Area Access - Ensure that businesses in 2040 Centers, Industrial Areas and Employment areas have adequate access to suppliers, customers and work force.

Potential Performance Measures:

- Auto and transit travel time contours for the Central city and selected regional centers, industrial areas and employment areas during peak and off-peak periods.
- Truck travel time contours for regionally significant industrial areas during peak and off-peak periods.

Moved to 2.1.10: • Ensure that jurisdictions develop local strategies that provide adequate freight loading and parking strategies in the central city, regional centers, town centers and main streets.

Objective 2.4-5 – Job Retention and Creation - Foster the growth of new businesses and retain those that are already located in the region. ~~Create and retain sustainable businesses.~~

Potential Performance Measures:

- Cost of congestion measure.
- Percent of jobs retained and created in 2040 centers and industrial areas.

Potential Actions

2.5.1. Place a priority on transportation investments that support state and local government efforts to attract new industries to Oregon or that keeps and encourages expansion of existing industries.

Moved to 2.1.11: • Develop measures that **consider** address the economic value of freight and goods movement, 2040 centers and other priority land uses and bike tourism and other recreational uses.

Goal 3 Expand Transportation Choices

Multi-modal transportation infrastructure and services provide all residents of the region with affordable and equitable access to affordable **options for accessing** housing, jobs, services, shopping, educational, cultural and recreational opportunities, ~~and all businesses of the region with competitive choices for goods movement.~~ **and facilitate competitive choices for goods movement for all businesses in the region.**

Objective 3.1 Travel Choices - ~~Achieve~~ Make progress toward Non-SOV modal targets for increased walking, bicycling, use of transit and shared ride and reduced reliance on the automobile and drive alone trips.

Potential Performance Measures

- Percent of trips to work by walking, biking, transit and shared ride (by 2040 land use) to monitor progress toward Non-SOV Modal Targets.

Potential Actions

3.1.1. Place a priority on investments that complete a system gap to improve bicycle, pedestrian or transit access, and connect two or more modes of travel.

3.1.2. • Consider land use and demand management strategies and the bicycle, pedestrian and transit needs when conducting transportation studies.

3.1.3. • Research Conduct empirical research to better define the user preferences and behavioral responses on bikeways on low and high traffic streets.

3.1.4. • Consider bicycle boulevards part of the regional system when arterial right-of-way is constrained or when the regional street system does not meet arterial spacing standards.

3.1.5. • Develop travel-demand forecasting for bicycle use and integrate with regional transportation planning efforts.

3.1.6. • Coordinate with TriMet and large public and private facilities to improve pedestrian and bicycle access and secure bicycle long and short-term parking at existing and future regional activity centers, light rail stations, transit centers and park-and-ride lots, educational institutions and employer campuses. ~~facilities and access to transit.~~

3.1.7. • ~~Continue individualized marketing and employer outreach f~~ Forming public/private partnerships such as Transportation Management Associations to increase education of about transportation choices and support meeting non-SOV targets by land use type.

3.1.8. • Increase development and use of traveler information tools to inform choices.

3.1.9. Incorporate car sharing into settings where the strategy is likely to reduce net vehicle miles traveled and provide an alternative to private car ownership.

3.1.10. • ~~Look for Identify~~ opportunities to include possible future passenger rail service corridors to the neighboring cities, such as Milwaukie-Lake Oswego-Tualatin-Sherwood-McMinnville service as well as extension of Westside Commuter Rail to Salem.

3.1.11. Design and implement a transportation system with street designs necessary to encourage and support non-auto travel.

3.1.12. Provide transit service that is fast, reliable and has competitive travel times compared to the automobile.

Objective 3.2 Equitable Access and Barrier Free Transportation - Provide A affordable and equitable access to travel choices and serves the needs of all people and businesses, including people with low income, children, elders seniors and people with disabilities, to connect with jobs, educational, services, recreation, social and cultural activities.

Potential Performance Measures:

- ~~Percent of homes within 30 minutes travel time of employment by auto and transit during peak periods.~~
- ~~Percent of jobs within 30 minutes of travel time to workforce by auto and transit during peak periods.~~
- ~~Percent of homes and parks within one quarter mile of regional multi-use trail system.~~
- ~~Percent of homes and parks within one half mile access (via neighborhood streets) of bikeways.~~
- ~~Percent of seniors and people with disabilities within one quarter mile of regional transit service via continuous sidewalks/protected crosswalks.~~
- ~~Percent of environmental justice target area households within one quarter mile of regional transit service.~~
- ~~Percent of homes and jobs within one quarter mile of regional and community transit service.~~
- ~~Percent of homes and jobs within one half mile of high capacity transit service.~~
- ~~Percent of household income (by quintile) spent on transportation.~~
- ~~Percent of arterial network with intersections with ADA-compliant ramps, adequate and unobstructed sidewalks and transit stops that are accessible.~~

Potential Actions

3.2.1. Place a priority on investments that remove barriers that prevent access to the transportation system.

3.2.2. • Provide transit service that is accessible to people with disabilities ~~the mobility impaired~~ and provide para-transit to the portions of the region without adequate fixed-route service in compliance ~~to comply with the Americans with Disabilities Act of 1990.~~

3.2.3. • ~~Serve the transit and transportation needs of the economically disadvantaged in the region by connecting~~ Provide transit connections between low-income residential areas and ~~populations~~ with employment areas and related social services.

3.2.4. • Provide ADA compliant pedestrian facilities, including ramps on regional facilities.

3.2.5. • Provide for audible signals, curb cut tactile strips and appropriately timed signalized crosswalks at major retail centers or near bus stops on arterial streets, high volume neighborhood circulators or other major roadways near elderly or disabled facilities or in neighborhoods with significant elderly or disabled populations.

3.2.6. • Complete gaps in the bicycle and pedestrian networks.

3.2.7. • Provide short and direct pedestrian crossings at transit stops and marked crossings at regional transit stops.

3.2.8. • Provide crossings and continuous sidewalks along both sides of all arterial streets that connect to side streets, adjacent sidewalks, ~~and buildings~~ and transit stops.

3.2.9. Provide innovative, flexible, attractive and cost-effective alternatives to standard fixed route buses, rail and paratransit services to increase available options to elders and people with disabilities.

3.2.10. Expand outreach and education on how to use multi-modal transportation services.

Objective 3.3 Shipping Choices – Support a multi-modal an intermodal freight transportation system that includes air cargo, pipeline, trucking, rail, and marine services to facilitate ensure economical and efficient movement of goods in, to and through competitive choices for goods movement for all businesses of the region.

Potential Actions:

3.3.1. Place a priority on investments that benefit or connect two or more freight modes.

Goal 4 Emphasize Effective and Efficient Management of the Transportation System
Reliable Movement of People and Goods Movement

Multi-modal transportation infrastructure and services are well managed and optimized to improve travel conditions and operations, and maximize the total person-trip capacity and operating performance of existing and future 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.~~

Moved to 2.3: Objective 4.1 Regional Mobility -Maintain total person-trip and freight capacity and reasonable travel times along regional mobility corridors.

Objective 4.3 4.1System Management – Implement Place ~~the a highest~~ priority on strategies that optimize the regional transportation system to enhance mobility, reliability and safety, consistent with the system management concept Transportation System Management and Operations Concept.

Potential performance measures:

• Share of traffic control devices under active management.

Potential Actions

4.1.1. Place a priority on investments that improve mobility, reliability and safety on an element of the regional mobility corridor system, consistent with the Transportation System Management and Operations (TSMO) Concept.

4.1.2. Integrate TSMO strategies in transportation studies.

4.1.3. Partner with PSU, ODOT, TriMet and SMART to implement a an integrated, regional advanced traffic management system (ATMS) program to monitor 100 percent of the region's urban freeways and on-ramps, regional mobility corridor arterial streets and regional transit routes through use of automated data collection systems.

~~• Enhance transportation system data collection and monitoring for the throughways and regional arterial networks.~~

4.1.4. Deploy technologically advanced systems to monitor and manage traffic, and to control and coordinate traffic control devices, such as traffic signals, including providing priority to transit vehicles where appropriate.

4.1.5. Partner with ORTREC to conduct research and evaluate effectiveness of pilot TSMO projects and programs to increase awareness of and support for activities such as ramp metering, signalization improvements and transit priority treatments to maximize efficiency of the current system.

4.1.6. Limit access to and minimize urban development pressure on rural land uses and resource lands by maintaining appropriate levels of access to support rural activities, while discouraging urban traffic.

4.1.7. Manage the existing transportation system to protect throughway, street and transit capacity, optimize operating efficiency, enhance safety and manage congestion through the application of Intelligent Transportation Systems (ITS), incident response, high-occupancy vehicle lanes, and other system management and demand management strategies.

4.1.8. Implement a congestion management program (CMP) and develop regional mobility corridor strategy plans as a primary tool of the CMP to identify and implement mobility solutions such as operational and small-scale physical improvements and demand management strategies for designated regional mobility corridors with longterm level-of-service deficiencies.

Objective 4.4 2 Demand Management – ~~Place the a highest priority on~~ Implement services, incentives, supportive infrastructure and increase awareness of travel options to reduce drive alone trips and protect reliability, enhance mobility and access, consistent with Transportation the System ~~in~~ Management and Operations Concept.

Potential Actions

4.2.1. Place a priority on investments that include services, incentives, and supportive infrastructure to increase awareness of travel options, consistent the Demand Management Concept.

4.2.2. • Promote private and public sector programs and services that encourage employees to use non-SOV modes or change commuting patterns, such as telecommuting, flexible work hours and/or compressed work weeks.

4.2.3. Launch public-private partnerships in 2040 centers and corridors to encourage residents, employees and others to use non-SOV modes to foster increased economic activity in these areas.

4.2.4. • Continue rideshare tools and incentives from areas or at hours of the day under-served by transit.

4.2.5. • Consider vanpool strategy to incubate new transit service.

4.2.6. • ~~Conduct f~~urther study of market-based strategies such as parking pricing, and employer-based parking-cash outs and restructuring parking rates.

4.2.7. Support ridesharing programs, park-and-ride programs, telecommuting programs, and transit benefit programs to increase peak-period travel options and reduce the rate of growth of vehicle miles traveled.

Objective 4.3 Value Pricing - Consider value pricing as a feasible option when major, new throughway capacity is being added to the regional throughway system, using the criteria used in Working Paper 9 of the Traffic Relief Options study.

Potential Actions:

4.3.1. Place a priority on investments that include value pricing.

4.3.2. Identify a specific project for which value pricing is appropriate to serve as a pilot, demonstration project.

4.3.3. Pursue Value Pricing Pilot Program funds from FHWA for development of detailed implementation plans and/or administration of pilot projects.

Moved and combined into 2.1: Objective 4-2_1 System Connectivity -

A seamless and well-connected system of throughways, arterials, collectors, local streets, freight systems, transit services and bicycle and pedestrian facilities to ensure mobility and accessibility, consistent with Regional System Concepts.

Potential Performance Measures:

- Percent of throughway network complete.
- Percent of arterial network complete.
- Percent of regional bike network complete.
- Percent of regional pedestrian network complete.
- Percent of all transit stops with connecting sidewalks.
- Intervals of controlled crossings of regional arterials.
- Percent of regional multi-use trails with a transportation function completed.

Potential Actions

Moved and combined into 2.1: • Provide a network of limited-access throughways to primarily serve interstate, intercity and inter-regional people and goods movement, consistent with Arterial Network Concept.

• Provide a network of arterials at one-mile spacing, with regional transit service on most regional arterials, consistent with Regional Arterial Network Concept.

• Provide a network of high capacity transit service that connects the Central City, Regional Centers and passenger intermodal facilities, consistent with Regional Transit Network Concept.

• Provide a complementary network of community bus and streetcar service connections that serve 2040 Growth Concept centers, industrial areas, employment areas and corridors, and provide access to the regional high capacity transit network, consistent with Regional Transit Network Concept.

• Provide a network of local and collector street systems to reduce dependence on regional arterials and throughways for local circulation, consistent with Local Street System Concept.

• Provide a continuous network of safe, convenient and attractive bikeways and pedestrian facilities on all arterials and improve access to transit facilities, consistent with Bike and Pedestrian System Concept.

• Provide a continuous network of regional multi-use trails with a transportation function that connect priority 2040 land uses, on-street bikeways, pedestrian and transit facilities.

Moved and combined into 2.3 Objective 4.1 Regional Mobility -Maintain total person-trip and freight capacity and reasonable travel times along regional mobility corridors.

Potential Performance Measures:

- Total person-trip capacity and freight capacity and volumes for regional mobility corridors in peak and off-peak periods.
- Auto, truck and transit travel times for peak and off-peak periods.
- Traffic congestion and delay on regional mobility corridors.
- Percent of time system is congested.
- Percent of vehicle miles traveled in congestion.

Potential Actions:

Moved and combined into 2.3 • Consider a full range options for meeting this objective, including different modal options, and policies for making more efficient use of existing capacity as well as small and larger scale capacity investments.

• Use system and demand management techniques to optimize performance of the system and improve mobility.

Moved to Objective 4.3: • Consider the use of value pricing, high occupancy vehicle lanes and other strategies to improve system reliability and manage congestion.

Moved and combined into 2.3 • Develop interchange area management plans (IAMPs) for all throughway access points that are approved by state, regional and local agencies.

- Use interchange zoning (as a base zone and/or overlay zone) to regulate the type of development that may take place at an interchange or along arterials connecting to the interchange.

- Use access management and site design standards for interchange areas to preserve traffic efficiency and function, while ensuring safety by all modes of travel. The standards should include guidelines for pedestrian and bicycle access, access restrictions, gateway treatments at interchanges, use of medians, landscaping minimums and other design considerations.

Moved to 4.1: Objective 4.3 System Management – Place the highest priority on strategies that optimize the regional transportation system to enhance mobility, reliability and safety, consistent the system management concept.

Potential performance measures:

- ~~Share of traffic control devices under active management.~~

Potential Actions

- Implement an integrated, regional advanced traffic management system program.

- Enhance transportation system data collection and monitoring for the throughways and regional arterial networks.

Moved to 4.2 and revised: Objective 4.4 Demand Management – Place the highest priority on services, incentives, supportive infrastructure and awareness of travel options to reduce drive alone trips and enhance mobility and access, consistent the system management concept.

Potential Performance Measures:

- ~~Share of large employers in the region with employer-based trip reduction programs in place.~~

- ~~Vehicle miles of travel reduced within program as a result of shifting behavior to non-drive-alone trips.~~

- ~~Increased carpool matches and vanpool ridership.~~

Moved to 4.2. Potential Actions

- Promote private and public sector programs and services that encourage employees to use non-SOV modes or change commuting patterns, such as telecommuting, flexible work hours and/or compressed work weeks.

- Continue rideshare tools and incentives from areas or at hours of the day under-served by transit.

- Consider vanpool strategy to incubate new transit service.

- Conduct further study of market-based strategies such as parking pricing and employer-based parking-cash outs and restructuring parking rates.

Goal 5 **Enhance** Safety and Security

Multi-modal transportation infrastructure and services are safe and secure for the public and for goods movement.

Objective 5.1 Operational Improve Safety - Reduce traffic fatalities, serious injuries and crashes per capita for all modes of travel by placing ~~the a highest~~ priority on ~~through~~ investments that address safety-related deficiencies. ~~to~~

Potential Performance Measures:

- ~~Per capita traffic crashes, serious injuries and fatalities (by mode).~~

- ~~Percent and number of Safety Priority Index System (SPIS) locations addressed in past five years.~~

- ~~Per capita bicycle and pedestrian crashes, serious injuries and fatalities.~~

- ~~Number of reoccurring SPIS intersections and segments from year to year as identified in ODOT Highway Safety Action Plan.~~

- ~~Number of crashes, serious injuries and fatalities in identified safety corridors by mode.~~

- ~~Number of crashes, serious injuries and fatalities involving bicyclists and pedestrians within one quarter to one half mile of a school.~~

Potential Actions

5.1.1. Place a priority on investments that address recurring safety-related deficiencies on an element of the regional mobility corridor system.

5.1.2. • Place a priority on completing gaps in the **regional** bicycle and pedestrian **systems** networks and address bottlenecks on the motor vehicle system.

5.1.3. • Promote safety in the design and operation of the transportation system.

5.1.4. Minimize construction-related safety impacts.

~~Combined into 5.1.5 • Develop and implement safety and education programs.~~

~~5.1.5. • Coordinate efforts to p~~**Promote safe use of roadways by motorists, bicyclists and pedestrians through a public awareness and safety education program.**

~~5.1.6. • Work with local jurisdictions, ODOT and other public agencies to collect and analyze data to identify high-frequency bicycle and pedestrian related crash locations and improvements to address safety-related deficiencies ~~concerns~~ in these locations.~~

~~Moved to 6.4 Objective 5.2 Energy Independence -~~

~~Reduce reliance on unstable energy sources.~~

~~Potential Performance Measures:~~

~~• Measure of energy independence.~~

~~Potential Actions~~

~~• Reduce the region's transportation-related energy consumption through increased use of transit, telecommuting, zero-emissions vehicles, carpooling, vanpooling, bicycles and walking and through increasing efficiency of the transportation network to diminish delay and corresponding fuel consumption.~~

Objective 5.2 Crime - Reduce vulnerability of the public, goods movement and critical transportation infrastructure to crime.

Potential Actions:

5.2.1. Place a priority on investments that increase system monitoring for operations, management and security of the regional mobility corridor system.

5.2.2. Use security cameras and other means for monitoring regional transportation infrastructure and services.

Objective 5.3 ~~Terrorism, Natural Disasters and Hazardous Material Incidents~~ Improve Security - Reduce vulnerability of the public, goods movement and critical transportation infrastructure to ~~crime and emergencies (e.g., severe storms, earthquakes, landslides and flooding)~~ **terrorism, natural disasters, hazardous material spills or other hazardous incidents.**

~~Potential Performance Measures:~~

~~• Measure of personal safety.~~

Potential Actions

5.3.1. • Place a priority on investments that increase ~~Explore opportunities for increased system monitoring for operations, management and security~~ **of the regional mobility corridor system.**

5.3.2. • Work with local, state and regional agencies to i ~~Identify critical infrastructure in the region and assess security vulnerabilities and threats, including bridges.~~

5.3.3. • Work with local, state and regional agencies to create redundancies where applicable in all modes and providers to develop coordinated regional emergency response and evacuation plans.

5.3.4. • Use security cameras and other means for monitoring regional transportation infrastructure and services.

5.3.5. Minimize security risks at airports, water ports, rail stations, rest areas, roadways, bikeways, and public transportation facilities

5.3.6. Improve the ability of transportation infrastructure to withstand natural disasters such as floods, earthquakes, land slides and windstorms.

5.3.7. Continue to improve disaster, emergency, and incident response preparedness and recovery.

Goal 6 ~~Promote Environmental Stewardship~~ 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.~~ **Promote responsible stewardship of the region's natural, community, and**

cultural resources during planning, design, construction and management of multi-modal transportation infrastructure and services.

Objective 6.1 Natural Environment – Protect ecological systems, habitat conservation areas and water quality, and quantity and ~~a~~ Avoid or minimize undesirable impacts on ~~wildlife and fish~~ and wildlife habitat conservation areas, ~~and wildlife corridors, significant flora and open spaces.~~

Potential Performance Measures:

- ~~• Acres of environmentally sensitive land impacted by new transportation infrastructure.~~
- ~~• Number and percent of culverts on regional road system that inhibit fish passage.~~
- ~~• Acres of riparian corridors impacted by new transportation infrastructure.~~
- ~~• Percent of street system with street trees that provide canopy for interception of precipitation.~~
- ~~• Percent of street system with infiltration capacity.~~

Potential Actions

6.1.1. Place a priority on investments that improve fish or wildlife habitat or remove a blockage or barrier limiting fish or wildlife passage in a habitat conservation area and/or wildlife corridor.

6.1.2. • Consider protecting the natural environment in all aspects of the transportation planning process to Reduce the environmental impacts associated with transportation system design, planning, project development, construction and maintenance activities.

6.1.3. • Locate new transportation and related utility projects to avoid fragmentation and degradation of components of regionally significant parks, habitat, wildlife corridors, natural areas, open spaces, trails and greenways.

6.1.4. • Implement a coordinated strategy to remove or retrofit culverts on the regional transportation system that block or restrict fish passage.

6.1.5. • ~~Seek opportunities to i~~ncorporate green street designs and green development practices into community design and infrastructure plans.

6.1.6. • Support the implementation of Green Streets practices through pilot projects and regional funding incentives.

6.1.7. Design transportation facilities with consideration for wildlife movement where wildlife corridors cannot be avoided.

- ~~• ——— Use Green Streets guidelines regarding the number of stream crossings.~~

Objective 6.2 Clean Air — Reduce transportation-related vehicle emissions to improve air quality so that as growth occurs, ~~human health and visibility~~ the view of the Cascades and the Coast Range from within the region ~~is~~ are maintained and greenhouse gas emissions are reduced.

Potential Performance Measures:

- ~~• Tons per year of smog-forming, particulate and air toxics pollutants released.~~
- ~~• Tons per year of carbon/green house gas emissions.~~
- ~~• Rates of asthma or other air quality related health incidents.~~

Potential Actions

6.2.1. Place a priority on investments that reduce transportation-related vehicle emissions.

6.2.2. • Encourage use of all low- or zero-emission modes of travel (e.g., transit, telecommuting, zero-emissions vehicles, carpooling, vanpooling, bicycles and walking) ~~that contribute to clean air.~~

6.2.3. Work with the state to include and implement strategies for planning and managing air quality in the regional airshed in the State Implementation Plan (SIP) for the Portland-Vancouver air quality maintenance areas (AQMA) as required by the federal Clean Air Act Amendments.

6.2.4. • Ensure timely implementation and adequate funding for transportation control measures, as identified in the ~~State Implementation Plan~~ SIP.

6.2.5. • Monitor air quality, greenhouse gas emissions and air toxics within the regional airshed.

Objective 6.3 Water Quality and Quantity – Protect the region’s water quality and quantity.

Potential Actions:

6.3.1. Place a priority on investments that reduce impervious surface coverage and stormwater run-off.

6.3.2. Incorporate green street designs and green development practices into community design and infrastructure plans.

Objective 5.2-6.4 Energy Independence and Land Consumption - Reduce transportation-related energy and land consumption and the region’s dependence reliance on unstable energy sources.

Potential Actions

~~• Reduce the region’s transportation related energy consumption through increased use of transit, telecommuting, zero emissions vehicles, carpooling, vanpooling, bicycles and walking and through increasing efficiency of the transportation network to diminish delay and corresponding fuel consumption.~~

6.4.1. Place a priority on investments that increase efficiency of the transportation network (e.g., reduce idling and corresponding fuel consumption) or supports efficient tripmaking decisions in the region.

6.4.2. Promote and implement strategies to increase use of alternative energy vehicles and non-SOV travel modes.

Goal 7: Enhance Human Health

Multi-modal transportation infrastructure and services enhance quality of human health by providing safe and convenient options that support active living and physical activity, and minimize transportation related pollution that negatively impacts human health.

Objective 6.3 7.1 Active Living Human Health - Provide safe and convenient transportation options that support active living and increase physical activity to meet daily needs and services. ~~reduce noise impacts and support efficient trip-making decisions in the region.~~

Potential Performance Measures:

- ~~• Number of trips per capita per day.~~
- ~~• Daily vehicle miles traveled per person.~~
- ~~• Walk and bike trips to school.~~
- ~~• BTU’s consumed per capita for transportation.~~

Potential Actions

7.1.1. Place a priority on investments that increase opportunities for physical activity.

7.1.2. • Locate housing, jobs, schools, parks and other destinations within walking distance of each other whenever possible.

7.1.3. • Provide a continuous network of safe, convenient and attractive bikeways and pedestrian facilities.

7.1.4. Remove barriers and reinforce compact development patterns to encourage walking and bicycling to basic services and nearby activities as a way to integrate exercise into daily activity.

7.1.5. Design and manage the transportation system to minimize pedestrian, bicyclist and vehicular deaths and injuries.

Objective 7.2 Pollution Impacts – Minimize transportation-related pollution impacts on residents in the region to reduce negative health effects.

Potential Actions:

7.2.1. Place a priority on investments that reduce or minimize transportation-related pollution.

7.2.2. • Design transportation system to minimize noise impacts through pavement techniques, traffic calming and other design features.

7.2.3. Design transportations systems and implement strategies to encourage use of rail to move regional freight in order to reduce heavy vehicle traffic and the air and noise pollution associated with it.

Goal 8: Ensure Equity

Regional transportation planning and investment decisions ensure the benefits and impacts of investments are equitably distributed.

Objective 8.1 Environmental Justice - Ensure bBenefits and impacts of investments are equitably distributed.

Potential Actions

8.1.1. Place a priority on investments that benefit environmental justice target areas or remove barriers to accessing the transportation system.

8.1.2. • Evaluate benefits and impacts of recommended investments on environmental justice target areas.

8.1.3. When a major disparity exists, expand a project to include commensurate benefits for those significantly burdened by project.

• Provide opportunities for public input.

Objective 8.2 Coordinated Human Services Transportation Needs – Ensure investments in the transportation system provide a full range of affordable options for people with low-income, elders and people with disabilities consistent with the Tri-County Coordinated Human Services Transportation Plan (CHSTP).

Potential Actions:

8.2.1. Place a priority on investments that remove barriers to benefit special access needs.

8.2.2. Provide an appropriate level, quality and range of transportation options to serve special access needs of individuals in this region, including people with low-income, children, elders and people with disabilities.

8.2.3. Periodically update the Tri-County Coordinated Human Services Transportation Plan.

8.2.4. Encourage the location of elderly and disabled facilities in areas with existing transportation services and pedestrian amenities.

8.2.5. Continue to work with TriMet, SMART, private non-profit providers, social services staff, and local jurisdictions to provide a customer information system that improves community familiarity with, access to and understanding of the elderly and disabled transportation network.

8.2.6. Employ technology to create a seamless, coordinated and single point of entry system for the user's ease that maximizes efficiency of operation, planning and administrative functions.

8.2.7. Encourage new and existing development to create and enhance pedestrian facilities near elderly and disabled developments, including sidewalks, crosswalks, audible signals, etc. and provide incentives for the future pedestrian orientation in areas serving elderly and disabled individuals.

8.2.8. Incorporate elderly and disabled housing into mixed use developments that includes public facilities such as senior centers, libraries and other public services as well as commercial and retail services such as stores, medical offices and other retail services.

8.2.9. Provide for audible signals, curb cut tactile strips and appropriately timed signalized crosswalks at major retail centers or near bus stops for arterial street, high volume neighborhood circulators or other arterial streets near elderly or disabled facilities or in neighborhoods with significant elderly or disabled populations.

8.2.10. Coordinate transit services and expand outreach programs to encourage and support fixed-route ridership by people with low-income, children, elders and people with disabilities.

8.2.11. Improve the accountability of the special needs transportation network by enhancing customer input and feedback opportunities.

Goal 9: 8 Fiscal Stewardship Ensure Sustainability

Regional transportation planning and investment decisions promote responsible fiscal, social and environmental stewardship by maximizing the return on public investments in infrastructure, ~~preserving past investments for the future, emphasizing management strategies and prioritizing~~ and placing the highest priority on investments that reinforce Region 2040 and achieve multiple goals.

Objective 9.18.1 System Maintenance, Preservation and Asset Management – ~~Place the a highest priority on the cost effective~~ Provide for the continuing preservation and maintenance needs of transportation facilities and services as needed to maintain their useful life and eliminate maintenance backlogs, preservation, and management of existing transportation services and infrastructure.

Potential Actions

9.1.1. Place a priority on investments that cost-effectively maintain and preserve existing transportation infrastructure and services.

9.1.2. • Develop strategy to cost-effectively address operation, maintenance, and preservation strategies to extend life of existing roads, bridges, railroad crossings, public transportation facilities, and other transportation equipment and assets. ~~services and infrastructure.~~

9.1.3. Focus on extending the life of existing transportation infrastructure if this is more cost-effective than expanding or building new facilities.

9.1.4. • Develop methods to consider cost-effectiveness, least-cost solutions and life-cycle cost of facilities in the evaluation process.

Objective 8.2 9.2 Maximize Return on Public Investment - Make transportation investment decisions that use public resources effectively and efficiently, using performance-based planning. Edited into Action 9.2.1: Place the highest priority on cost effective investments that achieve multiple goals and those investments that make the greatest contribution to maintaining the region's economic competitiveness. Ensure ensure land use decisions protect public investments in infrastructure.

Potential Performance Measures:

- ~~• Cost per vehicle hours of delay reduced.~~
- ~~• Cost per lane miles of congestion reduced.~~
- ~~• Transit trips per transit revenue hour.~~
- ~~• Relative cost comparison for roadway and transit system operations and maintenance.~~
- ~~• Percent of funding spent on high priority projects that achieve multiple goals.~~
- ~~• Cost per person trip.~~

Potential Actions

~~9.2.1. • Develop project solicitation process and procedures that place the highest priority on cost-effective investments that achieve multiple goals-objectives and those investments that make the greatest contribution to maintaining the region's economic competitiveness the region's overall well-being.~~

~~9.2.2. Update the Metropolitan Transportation Improvement Program (MTIP) policies and procedures to implement the policy direction of the RTP.~~

~~9.2.3. Ensure that land use decisions protect public investments in infrastructure and encourage compact development patterns to reduce transportation infrastructure costs of serving development.~~

~~9.2.4. • Implement access management and other strategies to preserve the function of transportation facilities.~~

~~9.2.5. • Develop agreements between transit service providers and local jurisdictions on the provision of transit service and the build-out of priority 2040 land-use areas and related street infrastructure.~~

~~9.2.6. Develop measures to evaluate the contribution of transportation investments and management strategies to the economic competitiveness of the region and the state.~~

~~9.2.7. Identify, protect, and/or acquire future right-of-way as early as possible to minimize negative impacts on communities and the natural environment.~~

Move to 10.2 Objective 8.3 Stable and Innovative Funding - Stable funding for operations, maintenance and preservation activities and priority regional transportation investments for all modes of travel.

Potential Performance Measures:

- New transportation funding secured beyond existing resources, including those forecasted as necessary for the financially constrained and the illustrative systems.
- Transportation investments by funding source or strategy.
- Public and private commitments to pursue appropriate revenue sources.

Potential Actions

- Develop innovative public and private partnerships to advance long-term Region 2040 vision and establish appropriate revenue sources and financing mechanisms.
- Develop regional finance strategy and seek opportunities at the state and federal levels to secure stable funding.
- Define roles and responsibilities for financing the regional transportation system.

Goal 7 & Goal 9 10: Deliver Accountability Effective Public Involvement

~~All major transportation decisions are The region's government, business, institutional and community leaders work together in an open and transparent manner so the public experiences an integrated, transportation services and infrastructure as a seamless, comprehensive system of transportation facilities and services that bridge governance, institutional and fiscal barriers, 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.~~

Objective 7-1 10.1 Meaningful Input Opportunities - Provide meaningful input opportunities for interested and affected stakeholders, including people who have traditionally been underrepresented, resource agencies, business, institutional and community stakeholders, and local, regional and state jurisdictions that own and operate the region's transportation system in plan development and review.

~~Objective 9.1 Representative Decision Making - Ensure representation in regional decision making is equitable.~~

Potential Performance Measures:

- Inclusiveness of planning process and opportunities for involvement.

Potential Performance Measure:

- Percent of population in cities and unincorporated area represented on JPACT and MPAC.

Potential Actions

10.1.1. • Develop a detailed public involvement work plan consistent with the regional public involvement policy for each transportation plan, program or project that includes timelines, key decision points and opportunities for meaningful input throughout the decision-making process consistent with Metro's adopted public involvement policy for transportation planning.

10.1.2. • Ensure that all materials created for the public are easily understood and reasonable
Provide opportunities for public input is provided through a variety of methods.

10.1.3. • Create a record of public input on ~~comment received and agency response regarding draft transportation plans and~~ ensure input is fully responded to in a way that can provide direct feedback to submitters and the decision-makers ~~programs at the regional level.~~

• Review JPACT membership for adequacy of smaller city and transit district representation in the region.

10.1.4. Ensure that stakeholder groups are equitably represented on advisory panels.

10.1.5. Ensure transparency in decision-making by making all major decisions on the basis of substantiated findings that are grounded in meaningful involvement of the public.

10.1.6. Monitor and report transportation system investment and performance to the public.

Objective 8.3 10.2 Stable and Innovative Funding - Stabilize existing transportation revenue while securing new and innovative long-term sources of funding adequate to build, Stable funding for operations, operate and maintenance and preservation activities and priority the regional transportation system investments for all modes of travel at the federal, state, regional and local level.

Potential Performance Measures:

- ~~New transportation funding secured beyond existing resources, including those forecasted as necessary for the financially constrained and the illustrative systems.~~
- ~~Transportation investments by funding source or strategy.~~
- ~~Public and private commitments to pursue appropriate revenue sources.~~

Potential Actions

10.2.1. Place a priority on investments that leverage other investment from governments or private business.

10.2.2. • Develop innovative public and private partnerships to advance long-term Region 2040 vision and establish appropriate revenue sources and financing mechanisms.

10.2.3. • Develop regional finance strategy and seek opportunities at the state and federal levels to secure stable funding.

10.2.4. • Define roles and responsibilities for financing different components of the regional transportation system.

10.2.5. Develop broad public support for needed investments in transportation infrastructure and resources for continuing operations, maintenance and preservation of transportation facilities.

Moved to Goal 9: Goal 8 Fiscal Stewardship

Regional transportation planning and investment decisions maximize the return on public investments in infrastructure, preserving past investments for the future, emphasizing management strategies and prioritizing investments that reinforce Region 2040 and achieve multiple goals.

Objective 8.1 System Maintenance, Preservation and Management – Place the highest priority on the cost-effective maintenance, preservation, and management of existing transportation services and infrastructure.

Potential Performance Measures:

- Condition of transportation system (by type).
- Percent of road maintenance and preservation needs funded at local and state levels.

Potential Actions

- Develop strategy to cost-effectively address maintenance, preservation, and management of existing transportation services and infrastructure.

- Develop methods to consider life-cycle cost of facilities in the evaluation process.

Objective 8.2 Maximize Return on Public Investment - Place the highest priority on cost-effective investments that achieve multiple goals and ensure land use decisions protect public investments in infrastructure.

Potential Performance Measures:

- Cost per vehicle hours of delay reduced.
- Cost per lane miles of congestion reduced.
- Transit trips per transit revenue hour.
- Relative cost comparison for roadway and transit system operations and maintenance.
- Percent of funding spent on high priority projects that achieve multiple goals.
- Cost per person trip.

Potential Actions

- Develop project solicitation process and procedures that place the highest priority on investments that achieve multiple goals.
- Implement access management and other strategies to preserve the function of transportation facilities.
- Develop agreements between transit service providers and local jurisdictions on the provision of transit service and the build-out of priority 2040 land-use areas and related street infrastructure.

Objective 8.3 Stable and Innovative Funding - Stable funding for operations, maintenance and preservation activities and priority regional transportation investments for all modes of travel.

Potential Performance Measures:

- New transportation funding secured beyond existing resources, including those forecasted as necessary for the financially constrained and the illustrative systems.
- Transportation investments by funding source or strategy.
- Public and private commitments to pursue appropriate revenue sources.

Potential Actions

- Develop innovative public and private partnerships to advance long-term Region 2040 vision and establish appropriate revenue sources and financing mechanisms.
- Develop regional finance strategy and seek opportunities at the state and federal levels to secure stable funding.
- Define roles and responsibilities for financing the regional transportation system.

Moved and combined with Goal 10: 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.

Objective 9.1 Representative Decision-Making- Ensure representation in regional decision-making is equitable.

Potential Performance Measure:

- Percent of population in cities and unincorporated area represented on JPACT and MPAC.

Potential Actions

- Review JPACT membership for adequacy of smaller city and transit district representation in the region.

Objective 9.2-10.3 Coordination and Cooperation - Ensure representation in regional transportation decision-making is equitable from among all affected jurisdictions and stakeholders and improve coordination and cooperation among the local, regional and state jurisdictions that own and operate public and private owners and operators [of] the region's transportation system to remove barriers so the system can function in a coordinated manner as one system and to better provide for state and regional transportation needs.

Potential Performance Measure:

- Percent of regional roadways connected to central operations center and ODOT operations center.

Potential Actions

10.3.1. Place a priority on investments that increase coordination and cooperation of transportation providers.

10.3.2. • Expand on current system and demand management coordination efforts at regional level.

10.3.3. • Explore possibility of a regional approach for managing and operating bridges of regional significance.

10.3.4. Develop a regionally accepted document that clearly defines which agency is primarily responsible and principally accountable for planning, funding and managing different components of the transportation system. Different governments will be responsible for different components.

Moved to 8.1: Objective 9.3 Environmental Justice - Benefits and impacts of investments are equitably distributed.

Potential Performance Measure:

• Distribution of transportation investments (by environmental justice target area).

Potential Actions

- Evaluate benefits and impacts of recommended investments on environmental justice target areas.
- Provide opportunities for public input.

Objective 9.4 Jurisdictional Responsibility—Develop a regionally accepted classification or description that very clearly defines which level of government is primarily responsible and principally accountable for planning, funding and managing different components of the transportation system. Different governments will be primarily responsible for different components.

Potential Actions

- Work with JPACT and others to develop a definition or description that very clearly defines transportation responsibility by type of facility or jurisdiction.
- Monitor transportation investments to ensure consistency with the definition or description.

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2009 Regional Flexible Funding & 2010-13 MTIP: *Investing in the 2040 Growth Concept*

Calendar of Activities

2007

September ODOT Region 1 stakeholder review of funding allocations.

2008

January ODOT Region 1 Project selection/scoping begins, region funding targets distributed.

February JPACT/Metro Council adopt MTIP policy objectives.

February 2008 Tri-Met 5-year Transit Investment Plan public outreach period.

April Regional Flexible Fund pre-applications due to Metro.

June Regional Flexible Fund final applications due to Metro.

ODOT Region 1 completes draft program for review by stakeholders.

August Tri-Met Board adopts Transit Investment Plan.

October – December Public comment period, listening posts on preliminary recommendation and Draft ODOT STIP (including TriMet TIP and SMART programming).

December Balancing of project costs to funding targets complete. Public comments reviewed by OTC & MPO, Region 1.

2009

March Metro Council action on Regional Flexible Funding Final recommendation pending air quality analysis.

April - June Programming of funds. Air quality conformity analysis.

July Region 1 review Final STIP with MPO, other stakeholders.

August Adopt air quality conformity analysis and submit to USDOT for approval. Adopt MTIP, including final Metro area state highway programming and TriMet and SMART Transit Investment Plan, and submit MTIP to Governor for approval. Governor approves

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incorporation of MTIP into STIP. OTC approves submittal of STIP to USDOT.

October

Obligation of FFY 2010 programming begins.

OREGON'S

S TATEWIDE

T RANSPORTATION

I MPROVEMENT

P ROGRAM

A Citizen's Primer



Oregon
Department
of Transportation