

A G E N D A

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METRO

MEETING: JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

DATE: November 8, 2007

TIME: 7:30 A.M.

PLACE: Council Chambers, Metro Regional Center

- | | | | |
|----------------|-----|--|------------------------------|
| 7:30 AM | 1. | CALL TO ORDER AND DECLARATION OF A QUORUM | Rex Burkholder, Chair |
| 7:32 AM | 2. | INTRODUCTIONS | Rex Burkholder, Chair |
| 7:35 AM | 3. | CITIZEN COMMUNICATIONS | |
| 7:40 AM | 4. | COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS | Rex Burkholder, Chair |
| 7:45 AM | 5. | CONSENT AGENDA | |
| | * | Consideration of MPAC/JPACT minutes for October 10, 2007 and the JPACT minutes for October 11, 2007 | Rex Burkholder, Chair |
| | * | Resolution No. 07-3880, For the Purpose of Amending the 2004 Regional Transportation Plan (RTP) and 2006-09 Metropolitan Transportation Improvement Program (MTIP) to Include the Construction Phase of the Interstate 5: Wilsonville Road Interchange Project – <u>APPROVAL REQUESTED</u> | Andy Cotugno |
| | 6. | INFORMATION ITEMS | |
| 7:50 AM | 6.1 | * Initiation of Federal Earmarking Priorities – <u>INFORMATION</u> | Andy Cotugno |
| 8:00 AM | 6.2 | * First Reading of Resolution No. 07-3831, For the Purpose of Approving the Federal Component of the 2035 Regional Transportation Plan (RTP) Update – <u>ACTION REQUESTED: Continue to December 13, 2007</u> | Kim Ellis |
| | | Please come prepared to identify issues that need to be resolved before adoption at the Dec. 13 th JPACT meeting. | |
| 9:00 AM | 8. | ADJOURN | Rex Burkholder, Chair |

* Material available electronically.

** Material to be emailed at a later date.

Material provided at meeting.

All material will be available at the meeting.

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

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

October 10, 2007 – 4:00 p.m.

Metro Regional Center, Council Chambers

MPAC Committee Members Present: Shane Bemis, Richard Burke, Jeff Cogen, Nathalie Darcy, Andy Duyck, Dave Fuller, Bernie Giusto, Richard Kidd, Norman King, Charlotte Lehan, Alice Norris, Wilda Parks, Sandra Ramaker, Paul Savas, Martha Schrader, Chris Smith,

JPACT Committee Members Present: Sam Adams, Jim Bernard, Rob Drake, Donna Jordan, Neil McFarlane, Lynn Peterson, Roy Rogers, Maria Rojo de Steffey, Paul Thalhoffer, Rian Windsheimer

Freight Task Force Members Present: Gary Cardwell, Tom Dechene, Monica Isabell, Bob Russell, Tracy Ann Whalen

Also Present: Bill Bash, City of Cornelius; Ron Bunch, City of Tigard; Randy Carson, Clackamas Small Cities; Carol Chesarek, Forest Park Neighborhood; Kyle Chisek, City of Portland; Roland Chlapowski, City of Portland; Carlotta Colletto, City of Milwaukie; Daniel Cowen, City of Wilsonville; Markley Drake, City of Happy Valley; Kay Durtschi, MTAC; Meg Fernekees, DLCD; Marianne Fitzgerald, DEQ; Peter George, Freight Task Force; Elissa Gertler, Clackamas County; Mara Gross, Coalition for a Livable Future; Steffeni Mendoza Gray, City of Portland; Jeanne Morgan, Xerox; Ron Papsdorf, City of Gresham; Becky Steckler, DLCD; Jonathan Schlueter, Westside Economic Alliance; Veronica Valenzuela, City of Portland; Alonzo Wertz, TriMet; Rebecca Woods, CREEC

Metro Elected Officials Present: Liaisons – Rod Park, Council District 1; Robert Liberty, Council District 6; audience: David Bragdon, Council President

Metro Staff Present: Dan Cooper, Andy Cotugno, Kim Ellis, Pat Emmerson, Tom Kloster, Robin McArthur, Deena Platman

1. WELCOME & INTRODUCTIONS 4:02 p.m.

Councilor Rod Park, JPACT Acting Chair, and Mayor David Fuller, MPAC Chair, welcomed MPAC, JPACT, and Freight Task Force members. Mayor Fuller made opening remarks about transportation, growth and the region. He reviewed the objectives of this meeting as outlined on the agenda.

Councilor Park reviewed events as they have lead to this point in the Regional Transportation Plan effort, and how the previous work would affect future discussions and action.

2. PROCESS FOR DEVELOPMENT OF FEDERAL COMPONENT OF RTP
UPDATE & PUBLIC COMMENT PERIOD

Michael Jordan, Metro Chief Operating Officer, gave an overview of the transportation infrastructure challenges.

Kim Ellis, Principal Transportation Planner, gave a PowerPoint presentation, "A New Look at Transportation, Linking Transportation to Land Use, the Economy and the Environment." Copies of those slides will be attached to the permanent record.

Commissioner Sam Adams, City of Portland, said he was concerned that staff wasn't highlighting enough the safety impacts of the choices they were making or not making. He said he would like to have staff quantify how much worse the deterioration in trip time reliability and congestion would actually be.

Ms. Ellis said the mobility system – the freeway system – was suffering the most in terms of the decrease in reliability and increase in congestion over time.

Commissioner Adams asked how much worse it would get?

Mr. Cotugno said it would get worse by 3 or 4 fold.

Councilor Robert Liberty asked where implementation of 2040 was in the plan. He said he did not see it on the last slide regarding "other areas for discussion and collaboration, and performance measures."

Ms. Ellis said it would be in performance measures.

Mayor Rob Drake, City of Beaverton, spoke about pending growth and proposed projects. He said he liked the multi-modal aspect. He said the economy of the region was important, not only locally but also to the whole state. He wondered if the region would be able to realistically cater to new business?

Councilor Park said funding was very inadequate for where they were today and for potential growth. He expressed concern on where the projected number of people would settle and if the economic engine of the region could sustain such an influx and still be able to cater to the business sector.

3. POLICY ISSUES TO RESOLVE DURING STATE COMPONENT OF RTP UPDATE

Mr. Jordan asked members to switch their focus to the state component of the RTP. He opened the meeting for discussion pertaining to the "Upcoming Policy Issues" posted on the walls. A copy of that issues paper will be attached to the permanent record.

Robert Liberty said that if they had to make decisions about what to fund then they ought to be able to compare projects. He said they would need to be able to compare benefits and look at the full range of costs to make the best choices. He said that every part of the region needed improvements, but that currently we are unable to compare projects relative to how much congestion is reduced, by cost or by the type of freight that is being moved.

There was discussion about how the members could look at projects, whether case-by-case, or by corridor, or by region and which options would have the greatest rate-of-return on investments made.

Commissioner Lynn Peterson, Clackamas County, expressed concern that RTP planning had not started with the visioning process. She said that she believed Metro had an unstated policy that they would not fund the growth areas at the expense of existing areas. She said that members needed to be specific about how the RTP was done so that they wouldn't be continually working at odds. She said they needed to figure out funding mechanisms and have equity across the board for the existing communities and the designated growth areas.

Donna Jordan, City of Lake Oswego, said they needed to look at how they prioritized projects but not so much through equity but rather in terms of parity. She said they needed to look at dispersing growing population into new areas as a way to mitigate congestion. She agreed that they needed to make a case for pushing the state more, but at the same time they couldn't wait to move forward with that kind of pressure on the state.

Chris Smith, Multnomah County Citizen Representative, said he thought it would be better to concentrate the population rather than disperse it. He said that one of the few ways that they could deal with congestion was to continue re-arranging land use so that people could travel less and use the system more efficiently. He said that the metric they should aim for seemed to be 2040. He said that transportation investments should support getting to 2040 as opposed to just responding to the issues of today. They needed to build the future they want because they would never win at "catch up." He said they should raise the bar regarding global climate change and peak oil.

Bob Russell, Freight Task Force, talked about the overall system and its relevance to the freight industry. He said corridors were building blocks to that system and that highways were the shared mode that transported both people and freight. He said a multi-modal system was key to moving people and freight. He said that focusing on the corridors was most encompassing for efficiency.

Mayor Charlotte Lehan, City of Wilsonville, said they tended to focus their efforts on projects and analysis. She agreed that they needed to look at the corridor system but suggested that they also look at discrete user groups and their needs. She said they tended to only look at commuters and freight. They couldn't just look at congestion to solve all commute problems. She expounded on the discrete user groups.

Tom Dechene, Freight Task Force, said that the freight industry had tried to look at all users, even bicyclists. He talked about bottlenecks in the highway system. He said getting all the folks together: state, federal, local, even other states along the corridor to achieve a holistic view would be a great opportunity to share information and get the true big picture.

Commissioner Roy Rogers, JPACT member and Washington County Commissioner, said that until they understood the system they would continually battle over what and how they do things. He said that the state had defined what the system was, but they had not defined a regional system. He said that they would need to define the actual needs and those needs would not be the same for everyone sitting around the table. He said that they would need to get down to a base system of streets to really look at the region. He wondered if they should allow themselves to be sub-regionalized.

Commissioner Adams said that perhaps it was a combination of systems and corridors. He said that the funding discussion required them to look at a system that perhaps doesn't operate in the real world. He said it would be nice to know how they were doing performance-wise in the sub-regions. He said he thought the joint committee discussions were weakened by folks coming and going on the committees. He said they needed to understand and focus on local efforts and funding as well.

Mayor Alice Norris, City of Oregon City, said she thought that there was some urgency to creating a regional or statewide shotgun approach to funding. She said more and more jurisdictions were trying to fund local projects and therefore instituting their own gas taxes. She said she supported the 2040 concept of linking corridors to centers. She said there was urgency to get on with the work.

Councilor Park said that the freight task force expressed their concerns on how to get products and employees from one point to another. He said that if they were serious about corridors then they would also have to discuss freight movement from outside the state and region as well because they were vital to the overall system. He said that ownership didn't necessarily track with usage.

Councilor Liberty said that it would be valuable to define objectives, evaluate projects based on how they perform, and then measure them. He wondered what mix of strategies and investments would accomplish their goals.

Mayor Richard Kidd, City of Forest Grove, said that more money was needed. He said that transportation problems did not start or stop at the regional boundary. He said that they needed to consider freight and dollars generated outside the region but transported through the region and how this movement affected the local economy.

Mayor Lehan said she could support talking about funding sources with the state or an increase in gas tax, but she cautioned preempting local governments from having their own sources of funding or taxes for local projects. She said that they needed to have a unified voice on this issue.

Commissioner Petersen talked about performance measures and MTIP issues. She said that they were holding the new growth areas and the inner ring to the same design standards and the county could not compete with those projects. She said that the county was having trouble meeting Metro guidelines that were becoming standards in the MTIP. She said that she had a problem with standards versus guidelines. She said she thought it

was better to build 8' sidewalks in their jurisdiction than to not build any sidewalks at all because they could not afford to meet the 12' regional standard. She said it was not productive to hold all areas to the same level of expectation for every project and actually manage to meet their goals.

Gary Cardwell, Freight Task Force, talked about international and local freight. He said that there would be federal government pressure to pass a gas tax in 2009. He said he would like to see the counties work together to create a list of excess inventory.

Mayor Jim Bernard, City of Milwaukie, talked about problems of conveying to the community that the government was not a bottomless pit of money. He said that people needed to be educated about the problems the region was facing regarding the transportation system.

Mr. Russell said that everyone was aware that they needed more money to make the system work. He said the public wanted a balanced transportation system that worked in a reliable fashion. He said they needed to talk about what they would do to make the system work and what money would buy and how it would make livability better.

Commissioner Jeff Cogen, Multnomah County, said that hearing the discussion in the context of regional action versus local action was very interesting. He said that there didn't seem to be a belief that the region or the state was ready to react and solve local problems. He said that they had an obligation to the local community to act quickly and not wait for the region or state to help.

Mr. Smith said that all trips did not have the same value. He said that in the long run they would have to think about a system that recognized the value of trips whether that would be through tolling, taxes, etc. He said they should not leave that out of the collective thinking.

Rian Windsheimer, Freight Task Force, said he wanted to gain perspective of what the user needed and perceived about the situation now. He said it was good to talk about what they would want to see for the system and how to achieve that vision.

Mr. Cotugno said the trucking industry was paying a lot of the transportation costs now. The automobile was amongst the lowest taxed in the country, and the truck was the highest taxed. There was discussion about the costs of trucks and the resulting damage they do on the road versus the costs of automobiles and the corresponding damage. Mr. Russell said that it took approximately 4600 cars per one truck to create the same amount of damage.

Mr. Jordan said that every part of the system was connected to every other part of the system. He said that they would have to measure success on multiple levels with multiple criteria. The responsibility for the system was on everyone for every piece of it. There wasn't anybody else in the region that could solve this problem. He said it was the members sitting at the table that would solve the problem.

Mr. Smith said that they had conflicting priorities, multiple priorities, and a complex system. He asked when scenario-modeling results would be available for study and discussion.

Mr. Cotugno said that there were modeling scenarios available now to demonstrate how well the \$16 billion dollar list from everyone would or wouldn't work. For the next step, they had identified how to trim the list down from \$16 billion to about \$9 billion, so by the end of the year they should have information on how well that would work. In spring 2008 they would start defining the options and produce scenarios based on those two benchmarks. Then they would move on to a bigger, more aggressive set of strategies and projects.

4. THANK YOU & NEXT STEPS

Councilor Park said it was good discussion. He reminded members that there was a JPACT meeting scheduled for the next morning. He asked the members to keep in mind that as much congestion as the Portland area had, it was nothing like what they had in other areas of the northwest. He said that congestion was growing here, but other areas were growing at a faster rate. He said that they had a system where they threw everything in and it was a mess, so that was why he thought planners were actually trying to separate things out like corridors. He challenged members to think about the whole problem in a different light, if they could.

Chair Fuller said the next MPAC meeting, October 24, 2007, would be canceled due to the Regional Round Table which was scheduled for October 26th from 8 a.m. to 2 p.m. at the Oregon Convention Center.

There being no further business, the Chairs adjourned the meeting at 5:55 p.m.

Respectfully submitted,

A handwritten signature in cursive script that reads "Kim Bardes".

Kim Bardes
MPAC Coordinator

ATTACHMENTS TO THE RECORD FOR OCTOBER 10, 2007

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

AGENDA ITEM	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
	Talking Points	Draft Talking Points for Mayor Fuller and Councilor Park	101007-MPAC-01
	PowerPoint	PowerPoint color slides: A New Look at Transportation, Linking Transportation to Land Use, the Economy and the Environment, Briefing on 2035 RTP	101007-MPAC-02
		PowerPoint black & white larger slides of same PowerPoint: A New Look at Transportation, Linking Transportation to Land Use, the Economy and the Environment, Briefing on 2035 RTP	101007-MPAC-03
		Copy of sheet posted on both sides of room in super large format on "Upcoming Policy Issues" which were used to lead the discussion	101007-MPAC-04



METRO

Joint Policy Advisory Committee on Transportation

MINUTES

October 11, 2007

7:30 a.m. – 9:00 a.m.

Council Chambers

MEMBERS PRESENT

Rod Park, Vice Chair
Sam Adams
James Bernard
Rob Drake
Robert Liberty
Dick Pedersen
Lynn Peterson
Roy Rogers
Jason Tell
Paul Thalhofer
Don Wagner
Ted Wheeler

AFFILIATION

Metro Council
City of Portland
City of Milwaukie, representing Cities of Clackamas Co.
City of Beaverton, representing Cities of Washington Co.
Metro Council
DEQ
Clackamas County
Washington County
Oregon Department of Transportation (ODOT - Region 1)
City of Troutdale, representing Cities of Multnomah Co.
Washington DOT
Multnomah County

MEMBERS EXCUSED

Rex Burkholder, Chair
Fred Hansen
Royce Pollard
Bill Wyatt
Steve Stuart

AFFILIATION

Metro Council
TriMet
City of Vancouver
Port of Portland
Clark County

ALTERNATES PRESENT

Susie Lahsene
Neil McFarlane

AFFILIATION

Port of Portland
TriMet

GUESTS PRESENT

Jayne Armstrong
Edward Barnes
David Bragdon
Olivia Clark
Marianne Fitzgerld
Elissa Gertler
Donna Jordan
Nancy Kraushaar
Mark Landauer

AFFILIATION

Public
Washington DOT Commission
Metro Council
TriMet
DEQ
Clackamas County
City of Lake Oswego
City of Oregon City
City of Portland

Sarah Masterson
Sharon Nasset
Lawrence O'Dell
Ron Papsdorf
Karl Roude
Karen Schilling
Phil Selinger
Paul Smith
Rian Windsheimer
Jim Wright

Office of Congressman Earl Blumenauer
Economic Transportation Alliance
Washington County
City of Gresham
Bicycle Transportation Alliance
Multnomah County
TriMet
City of Portland
ODOT
City of Damascus

STAFF

Andy Cotugno, Ted Leybold, Kim Ellis, Tom Kloster, Richard Brandman, Ross Roberts, Kelsey Newell

1. CALL TO ORDER

Vice Chair Rod Park declared a quorum and called the meeting to order at 7:40 a.m.

2. INTRODUCTIONS

There were none.

3. CITIZEN COMMUNICATIONS

Ms. Sharon Nasset, 1113 N. Baldwin, Portland, OR 97217: Ms. Nasset addressed the National Environmental Policy Act (NEPA) process and emphasized the importance of including the public in the discussion. She encouraged committee members to address the process now versus in January and focus on delivering honest, fair and accurate information.

4. COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS

Results of OTC Discussion on 08-11 STIP

Mr. Jason Tell of ODOT briefly updated the committee on the Oregon Transportation Commission's (OTC) recent meetings and workshop focused on rebalancing the 2008-2011 STIP. Reductions to the STIP (approximately \$70 million) will be necessary. Mr. Tell cited increased gas prices as the primary reason for the reduction. The Commission is scheduled to take action on the draft 2008-11 STIP in November.

Transportation Speaker Series

Councilor Robert Liberty briefly referred to a memorandum regarding potential presenters for the 2007-08 transportation speaker series. (Memorandum included in the meeting record.) Staff anticipated 3-5 speakers would be funded.

5. CONSENT AGENDA

Consideration of the JPACT minutes for September 13, 2007

MOTION: Mayor Jim Bernard moved, Mayor Rob Drake seconded, to approve the September 13, 2007 minutes. With all in favor, the motion passed.

6. ACTION ITEMS

6.1 Resolution No. 07-3864, For the Purpose of Amending the 2008-11 Metropolitan Transportation Improvement Program (MTIP) to Add \$145,109 to the SE 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. The City completed the Division Street Boulevard project under budget and requested that the remaining funds be reallocated to the SE Cleveland project. He stated that the language regarding the specific amount of \$145,109 be stricken from the resolution, as the remaining balance is less than originally anticipated.

MOTION: Ms. Susie Lahsene moved, Commissioner Lynn Peterson seconded to approve Resolution No. 07-3864. With all in favor, the motion passed.

7. INFORMATION / DISCUSSION ITEMS

7.1 JPACT Bylaws Amendment – Next Steps

Mr. Andy Cotugno gave a brief update on the JPACT Bylaw amendments. JPACT is scheduled to take action on the proposed amendments in November.

Commissioner Roy Rogers stated that the committee composition was designed for a specific purpose and additional discussion and review of the Bylaws is necessary. He requested that one to two agency representatives be added to the JPACT Subcommittee.

MOTION: Commissioner Rogers moved, Mayor Paul Thalhofer seconded to refer the proposed JPACT Bylaws back to the JPACT Subcommittee. With all in favor, the motion passed.

Mr. Cotugno stated that written notification withdrawing the 30-day notice would be distributed.

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

Mr. Ross Roberts and Mr. Richard Brandman, both of Metro, appeared before the committee and gave a presentation on the Steering Committee recommendation for the Lake Oswego to Portland Transit and Trail Alternative Analysis project. (Presentation and meeting materials included in meeting record.) The presentation included information on:

- Alternatives and Key Findings
 - No-Build
 - Bus Rapid Transit
 - Streetcar
- Financial Plan Overview
 - Funding Possibilities
 - New Starts Funding
- Public Comments and Outreach
 - Public Comment Summary
- Steering Committee Recommendations
 - Mode Recommendation
 - Alignment Recommendations
 - Terminus Recommendations
 - Minimum Operable Segment (MOS) Recommendations
 - Trail Recommendations

Highlighted next steps include coordination with Portland Department of Transportation (PDOT) on the design elements for the Johns Landing area, discussions regarding advancement of the trail component and the development of the finance plan for the Draft Environmental Impact Statement (DEIS).

Committee discussion included the Willamette Shoreline right-of-way and deed restrictions, Metro's High Capacity Transit Plan (HCT), federal funding for Columbia River Crossing, coordination with the Sellwood Bridge project, development opportunities for Lake Oswego and Portland and the importance of regional transit balance. Washington and Clackamas County Commissioners expressed support for the project, but emphasized the importance of a connector between the two counties.

7.3 Debrief on Federal Financially Constrained RTP

Vice Chair Park opened the floor for committee discussion on the draft 2035 Regional Transportation Plan (RTP) scheduled for public review October 15th - November 15th.

Mr. Jason Tell was concerned that JPACT would not have an opportunity to review the provisional policy objectives prior to the document's distribution on October 15th. He emphasized the importance of understanding how the objectives would be used later in the decision process. Staff indicated that major parts and concepts of the policy framework have not been altered, but have been reorganized throughout the document to reflect agency comments. JPACT will have an opportunity to discuss the document in detail at their November 8th meeting.

The committee supported the reorganization of the federal RTP project list by corridors verses jurisdictions. Mr. Tom Kloster of Metro referred to a memorandum (included as part of the meeting record) that discussed the evaluation process for the regional mobility corridors. An evaluation report will be available during the next phase of the RTP update in 2008 that rates

each corridor on its ability to meet the regional goals and objectives defined in the policy framework.

8. ADJOURN

Seeing no further business, Vice Chair Park adjourned the meeting at 8:55 a.m.

Respectfully submitted,

Kelsey Newell
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR OCTOBER 11, 2007

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

ITEM	TOPIC	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
4.	Memo	10/9/07	To: JPACT From: Robert Liberty RE: Invitation to Suggest Presenters for Our New Ideas in Transportation Speaker Series	101107j-01
7.2	Presentation	10/11/07	Lake Oswego to Portland Transit and Trail Study: JPACT Information Item	101107j-02

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.

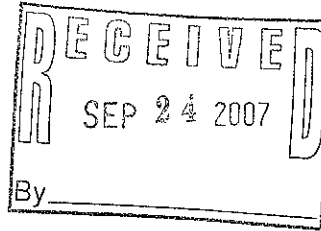
RECOMMENDED ACTION

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

File Code:

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

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



DRAFT

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



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...**



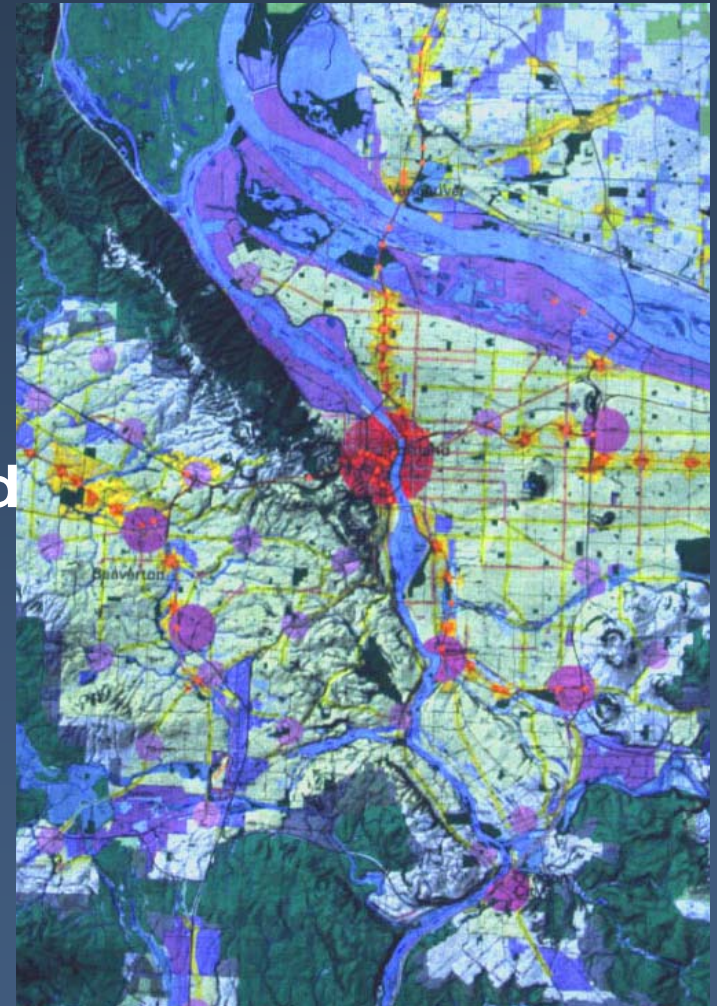
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2035 Regional Transportation Plan 2040 Growth Concept

- 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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2035 Regional Transportation Plan Update Federal Component

Jan. - March '07

- Provisional RTP policy

April '07

- Mobility corridor priorities

April - June '07

- RTP project solicitation

July - Aug. '07

- Round 1 system analysis and revenue forecast

Sept.-Oct. '07

- Financially constrained system development

Oct.-Dec. '07

- **Review and adoption**

Dec. '07-Feb. '08

- Conformity analysis



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2035 Regional Transportation Plan Update Where We Are Now

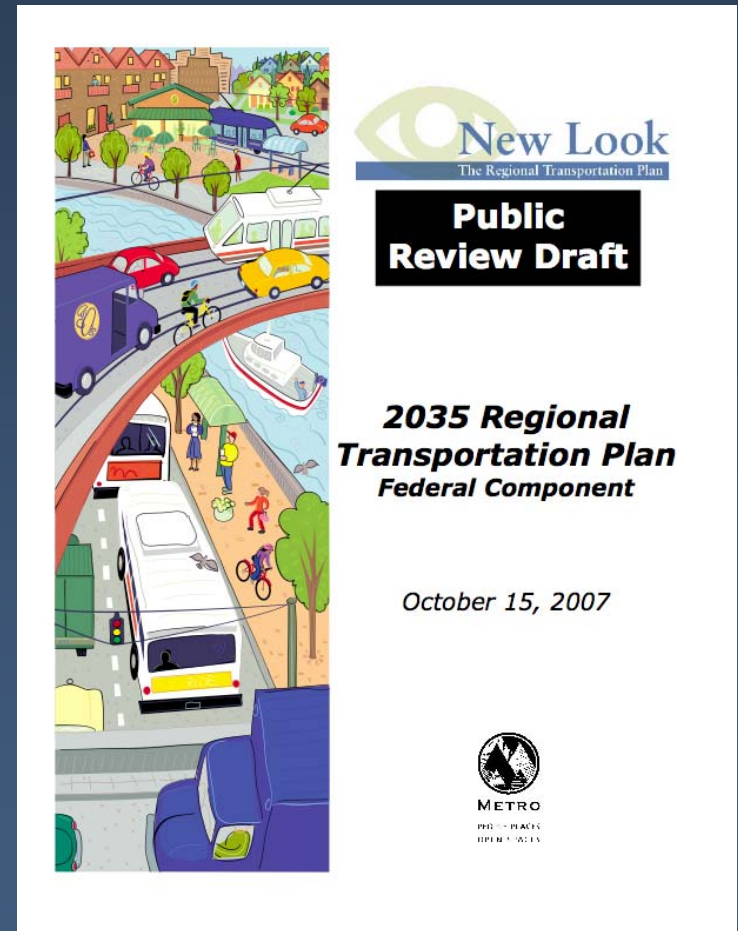
- Draft plan for public review from Oct. 15 – Nov. 15, 2007
- Final action on federal component JPACT and Council on Dec. 13, 2007



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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



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2035 Regional Transportation Plan Update How We Get There

- Goal 8 Ensure Equity
- Goal 9 Ensure Sustainability
- Goal 10 Deliver Accountability



2035 Regional Transportation Plan Update Streets of 2040

- Land use, the environment and transportation integrated through design
- Sidewalks and bikeways on all streets
- Street systems are better connected to promote biking, walking and access to transit
- Frequent transit service on most all major streets



2035 Regional Transportation Plan Update

Current Congestion Policy

	A.M./P.M. 2-Hour Peak		
Location	Preferred	Acceptable	Exceeds
Centers and main streets	E/E	F/E	F/F
Corridors and neighborhoods	E/D	E/E	F/E
Regional Highways	E/D	E/E	F/E



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2035 Regional Transportation Plan Update

2040 Non-SOV Share

**Neighborhoods
& Industry**
40-45%



**Small Centers
& Main Streets**
45-55%



Large Centers
45-70%



← **Auto-Oriented**

Transit-Oriented →



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2035 Regional Transportation Plan Update

Access and Mobility

2040 Centers



Neighborhoods



Industry & Freight



Accessibility

- *Slower*
- *Land use and design solutions*
- *Choices*

Mobility



- *Faster*
- *Management and capacity solutions*
- *Reliability*



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2035 Regional Transportation Plan Update

Sizing Major Streets

Class

Throughway

Arterial

Collector

Local

Capacity

Up to 6 lanes

Up to 4 lanes

2-3 lanes

1-2 lanes

Spacing

6-10 miles

1 mile

1/2 mile

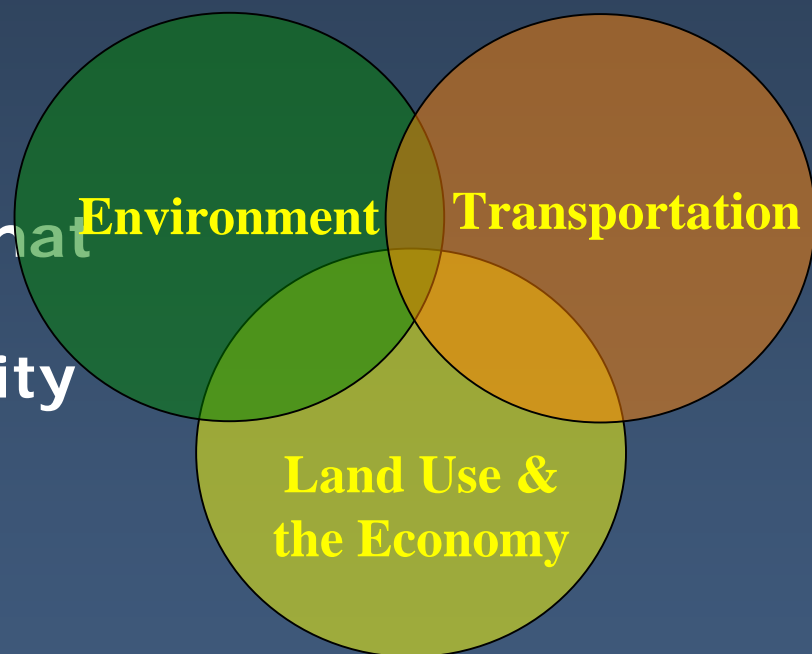
330 to 530'



2035 Regional Transportation Plan

RTP at a Crossroads

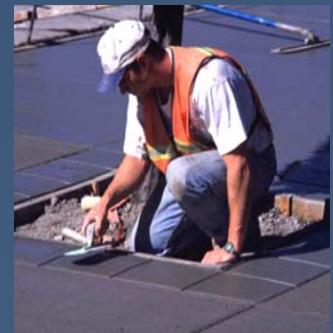
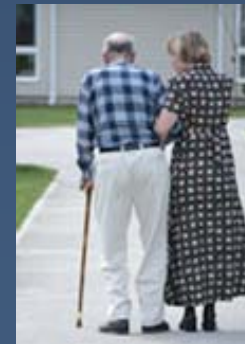
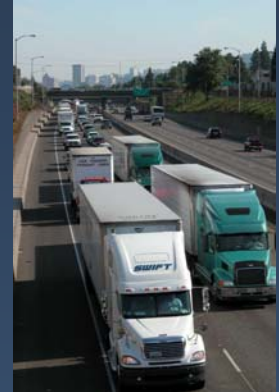
- Old planning approaches not adequate
- New policy sets the stage for new tools and approaches that focus on place-making and reliability
- “Complete system” and “mobility corridors” concepts help prioritize community-building and mobility needs



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

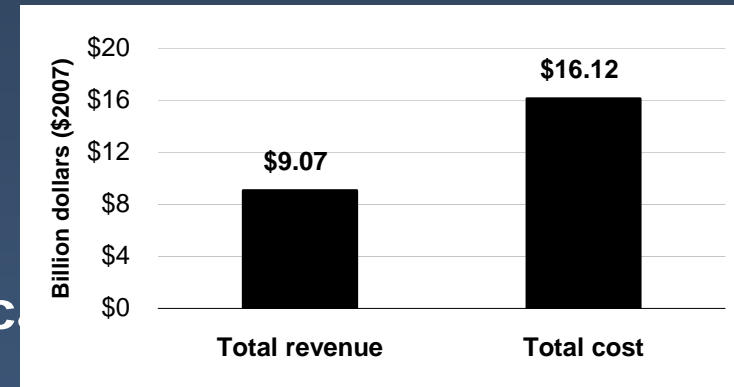
Investment Priorities

- 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



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



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



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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



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Learn more about the Regional Transportation Plan:



www.metro-region.org/rtp

rtp@metro.dst.or.us



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BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE)	RESOLUTION NO. 07-3831A
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 transportation and air quality process and consolidate periodic updates to the RTP to meet applicable federal, state and regional planning purposes; 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 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. 07-3831A, 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. 07-3831A
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:

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- **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.

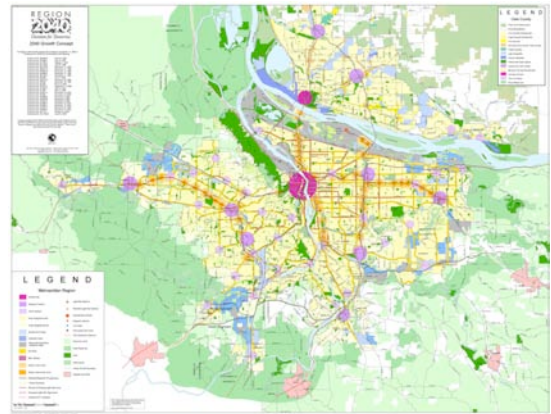
Executive Summary

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.

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),)	
2006-09 METROPOLITAN TRANSPORTATION)	Introduced by Rex Burkholder
IMPROVEMENT PROGRAM (MTIP) AND THE)	
2008-11 MTIP TO INCLUDE 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

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 Preliminary Engineering and Right-of-way phases of the Interstate 5: Wilsonville Road Interchange Road project in the 2006-09 MTIP.
3. Approves the addition of the construction phase of the Interstate 5: Wilsonville Road Interchange Road project in the 2008-11 MTIP.
4. 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), 2006-2009 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP), AND THE 2008-11 MTIP TO INCLUDE 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 in 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 Oregon Transportation Commission (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 2008-11 MTIP to add the construction phase of the project and amending the 2006-09 MTIP to add the Preliminary Engineering and Right-of-way phases 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 Improvement Program), approved on August 10, 2007.
- Resolution 05-3606, (For the Purpose of Approving the 2006-09 Metropolitan Transportation Improvement Program), approved on August 18, 2005.

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.

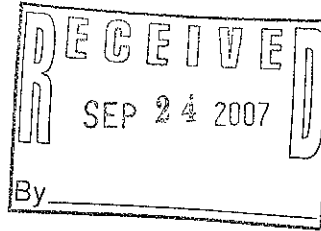
RECOMMENDED ACTION

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

File Code:

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

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



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 compile a list of requested earmarks from the federal highway bill 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

M E M O R A N D U M

600 NORTHEAST GRAND AVENUE PORTLAND, OREGON 97232 2736
TEL 503 797 1700 FAX 503 797 1794



METRO

DATE: November 5, 2007
TO: JPACT and Interested Parties
FROM: Andrew C. Cotugno, Planning Director
SUBJECT: Public Review Draft 2035 RTP – Public Comments Received to Date

Attachments 1 and 2 to this memo include a log of public comments received to date, focusing on substantive comments that raise a policy issue or propose a change to the draft 2035 Regional Transportation Plan (RTP). The comments have been separated into two sections:

- **Attachment 1 (Items for JPACT Discussion)** - comments and policy issues recommended by TPAC for further discussion and direction by JPACT. Items identified to date are:
 1. Regional Motor Vehicle Performance and Non-SOV Modal Targets Measures
 2. Overlapping goal purposes in Goal 2 (Sustain Economic Competitiveness and Prosperity) and Goal 9 (Ensure Sustainability)
 3. Value pricing
 4. Regional transportation system definition and funding responsibilities for different parts of the transportation system
- **Attachment 2 (Consent Items for JPACT Consideration)** - other comments that identify proposed changes to the public review draft 2035 RTP and do not warrant further discussion. These items are recommended for approval as a package by consent.

JPACT will be asked to take action on Attachments 1 and 2 on December 13, 2007.

Action Requested

- Discuss issues raised in Attachment 1 and provide direction to TPAC on recommendations for addressing identified issues.
- Identify other policy issues that should be discussed by JPACT prior to final action on December 13. These issues will be brought to TPAC for discussion on November 19, 2007.

Background

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. Preliminary staff recommendations to TPAC for addressing proposed changes to the October 15 public review draft 2035 RTP have been provided for each comment. Refinements to the recommendations may be made to respond to direction from MPAC and JPACT. Attachments 1 and 2 will also be updated to include additional comments received during the comment period. In addition, a public comment summary report will be prepared after the close of the comment period for consideration by the Metro Council and Metro advisory committees prior to final action.

The public review draft 2035 RTP has been mailed to committee 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.

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 focus of the public 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.

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 – public review 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 recommendations on proposed changes to the draft 2035 RTP |
| November 21 | MTAC recommendation to MPAC |
| November 27 | Metro Council discussion of policy issues and recommended changes |
| 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) |



November 5, 2007

2035 Regional Transportation Plan (RTP) – Federal Component Summary of Comments Received and Recommendations – (comments received October 15 through November 5, 2007)

The 2035 RTP (Federal Component) Public Review Draft was released for public review from October 15 – November 15, 2007. This document summarizes comments received to date in writing, at Metro Council public hearings and during discussions of the Metro Council and Metro advisory committees as part of the formal 30-day public comment period. The comments have been identified by TPAC for discussion by JPACT on November 8, 2007.

ITEMS FOR JPACT DISCUSSION

#	Category	Comment	Source	Date	Staff Recommendation to TPAC *
1.	Performance measures	Table 1.2 (Regional Motor Vehicle Performance Measures) and Table 1.3 (2040 Regional Non-SOV Modal Targets) from the 2004 RTP should be included in Chapter 3 with additional language indicating refinements to these performance measures may occur as part of the state component of the RTP update. It is premature to not include these measures when alternative measures have not been adequately developed to replace them. Previous comments by ODOT and the OTC have stated that this is not acceptable and is inconsistent with the OHP Mobility standards for State facilities.	Oregon Department of Transportation (ODOT)	11/2/07	<p>Agree. Amend Chapter 3, Section 3.5 to add Tables 1.2 and 1.3 from the 2004 RTP and the following explanatory text:</p> <p><u>“The RTP must demonstrate that it defines an adequate transportation system to serve planned land uses to meet state planning requirements. Additional work is needed to identify a key set of performance measures to make this determination and evaluate system performance.</u></p> <p><u>In the interim, the motor vehicle performance measures identified in Table 3.16 and Non-SOV Modal Targets in Table 3.17 will continue to serve as the basis for making this determination. A broader set of key performance measures that consider safety, reliability, and land use, economic and environmental effects, and refinements to Table 3.16 and Table 3.17 will be developed during the state component of the RTP update. The updated measures will then serve as the basis for meeting state and federal requirements, evaluating system performance and monitoring plan implementation.”</u></p>

* TPAC will take action on these recommendations on November 30, 2007.

Attachment 1 – Items for JPACT Discussion

Memo to JPACT and Interested Parties

November 5, 2007

Summary of Comments Received and Recommendations (comments received October 15 through Nov. 5, 2007)

Table 3.16 (formally Table 1.2)

Regional Motor Vehicle Performance Measures

Deficiency Thresholds and Operating Standards¹

Location	Mid-Day One-Hour Peak			A.M./P.M. Two-Hour Peak					
	Preferred Operating Standard	Acceptable Operating Standard	Exceeds Deficiency Threshold	Preferred Operating Standard		Acceptable Operating Standard		Exceeds Deficiency Threshold	
				1st Hour	2nd Hour	1st Hour	2nd Hour	1st Hour	2nd Hour
Central City Regional Centers Town Centers Main Streets Station Communities	C	E	F	E	E	F	E	F	F
Corridors Regionally Significant Industrial Areas Local Industrial Areas Intermodal Facilities Employment Areas Inner Neighborhoods Outer Neighborhoods	C	D	E	E	D	E	E	F	E
Banfield Freeway ¹ (from I-5 to I-205)	C	E	F	E	E	F	E	F	F
I-5 North* (from Marquam Bridge to Interstate Bridge)	C	E	F	E	E	F	E	F	F
Highway 99E ¹ (from the Central City to Highway 224 interchange)	C	E	F	E	E	F	E	F	F
Sunset Highway ¹ (from I-405 to Sylvan interchange)	C	E	F	E	E	F	E	F	F
Stadium Freeway ¹ (I-5 South to I-5 North)	C	E	F	E	E	F	E	F	F
Other Principal Arterial Routes	C	D	E	E	D	E	E	F	E
Areas of Special Concern	Areas with this designation are planned for mixed used development, but are also characterized by physical, environmental or other constraints that limit the range of acceptable transportation solutions for addressing a level-of-service need, but where alternative routes for regional through-traffic are provided. Figures 3.19.a-e in this chapter define areas where this designation applies. In these areas, substitute performance measures are allowed by OAR.660.012.0060 (1)(d). Provisions for determining the alternative performance measures are included in Section 7.7.7 of this plan. Adopted performance measures for these areas are detailed in Appendix 3.3.								

Level-of-service is determined by using either the latest edition of the Highway Capacity Manual (Transportation Research Board) or through volume to capacity ratio equivalencies as follows: LOS C = .8 or better; LOS D = .8 to .9; LOS E = .9 to 1.0; and LOS F = 1.0 to 1.1. A copy of the level of service tables from the Highway Capacity Manual is shown in Appendix 1.8.

¹ Thresholds shown are for interim purposes only; refinement plans for these corridors are required in Chapter 7 of this plan, and will include a recommended motor vehicle performance policy for each corridor.

Source: Metro

* TPAC will take action on these recommendations on November 30, 2007.

Attachment 1 – Items for JPACT Discussion

Memo to JPACT and Interested Parties

November 5, 2007

Summary of Comments Received and Recommendations (comments received October 15 through Nov. 5, 2007)

Alternative mode share targets established in Table 3.17 are intended to be goals for cities and counties to work toward as they implement the 2040 Growth Concept at the local level. They may also serve as performance measures in Areas of Special Concern. Until other measures are Improvement in non-single-occupancy vehicle mode share will be used to demonstrate compliance with per capita travel reductions required by the state Transportation Planning Rule. The most urbanized areas of the region will achieve higher non-single-occupancy vehicle mode shares than less developed areas closer to the urban growth boundary. See Section 7.4.6 in Chapter 7 of this plan for more detail.

Table 3.17 (formally Table 1.3)
2040 Regional Non-SOV Modal Targets

2040 Design Type	Non-SOV Modal Target
• Central city	60-70%
• Regional centers	
• Town centers	
• Main streets	
• Station communities	45-55%
• Corridors	
• Passenger Intermodal Facilities	
• Industrial areas	
• Freight Intermodal facilities	
• Employment areas	
• Inner neighborhoods	40-45%
• Outer neighborhoods	

* TPAC will take action on these recommendations on November 30, 2007.

Attachment 1 – Items for JPACT Discussion
Memo to JPACT and Interested Parties
November 5, 2007

Summary of Comments Received and Recommendations (comments received October 15 through Nov. 5, 2007)

ITEMS FOR JPACT DISCUSSION

#	Category	Comment	Source	Date	Staff Recommendation to TPAC *
2.	Goals and Objectives	In the October 15 draft RTP, this objective has been revised and moved to "Potential Actions 9.2.1 as follows, "Place the highest priority on those investments that achieve multiple objectives and those investments that make the greatest contribution to the regions' economic competitiveness overall <u>well-being.</u> "	Oregon Department of Transportation (ODOT)	11/2/07	<p>No change is recommended. This comment responds to edits that were made to more clearly distinguish between Goals 2 and Goal 9. Goal 2 is intended to sustain economic competitiveness and prosperity, while Goal 9 is aimed at the broader sustainability of the transportation system that balances all of the preceding goals in the plan. Therefore, no change is recommended in order to maintain this distinction in goal purposes.</p> <p>As proposed in the October 15 draft, Goal 9 (Sustainability) uses the term "well-being" to refer collectively to the region's quality of life, economic prosperity and other considerations from the previous goals. Use of this term recognizes that quality of life is dependent on economic competitiveness and prosperity, and economic competitiveness and prosperity is dependent on quality of life and other goals of the plan. Action 9.2.1 emphasizes prioritizing those investments that achieve multiple goals and objectives in the plan, thereby providing the greatest contribution to the region's well-being.</p>
3.	Goals and Objectives	New Objective 4.3 Value Pricing - is entirely new language that was not in the March 1 draft. This language is not consistent with the legislative direction and Oregon Transportation Commission (OTC) position that the OTC is the lead for any policy	Oregon Department of Transportation (ODOT)	11/2/07	<p>Agree in part. Retain Objective 4.3 as written, and amend Action 4.3.1 as follows, "Place a priority on investments that include <u>Consider a broader application of value pricing as a management tool for priority projects that add major new highway capacity.</u>" In addition, add value pricing as an unresolved issue in Chapter 7, Section 7. 3 recognizing new information is needed to further advance tolling in the Metro region and citing ODOT's current efforts to establish a set of state policies regarding the potential use of tolling in Oregon. These amendments reflect current state and regional policy, previous ODOT comments on RTP pricing policies and</p>

* TPAC will take action on these recommendations on November 30, 2007.

Attachment 1 – Items for JPACT Discussion
Memo to JPACT and Interested Parties
November 5, 2007

Summary of Comments Received and Recommendations (comments received October 15 through Nov. 5, 2007)

		discussion regarding tolling. Until that policy conversation has taken place, ODOT does not support a priority statement that investments that include value pricing be given priority, or that value pricing must always be considered when adding major new throughway capacity regardless of economic or political feasibility and public acceptance.			<p>recommendations from ODOT's August 2007 analysis of "The Future of Tolling in Oregon: Understanding How Varied Objectives Relate to Potential Applications."</p> <p>The concept of value pricing was included in the March 1 draft on page 40 at the request of ODOT and TPAC (see comment #115 in Attachment 1 to Staff Report to Resolution No. 07-3793). In addition, it was recommended that additional policy discussion of how and when this tool should be applied occur during Phase 3 of the RTP update. The new objective responds to this previous recommendation and reflects the 2004 RTP policy that value pricing should be evaluated when major new highway capacity is being considered. The new objective is consistent with state law for the same requirement.</p> <p>This policy was developed in 1999 as part of the Traffic Relief Options Study, and adopted into the 2000 RTP. The study, led jointly by Metro and ODOT, was undertaken with guidance from a citizen task force. The study found that pricing of existing highway lanes would generate the most revenue and result in the most significant reduction in congestion, vehicle miles traveled and air pollution. However, due to negative public reaction, and possible negative effects, the task force did not recommend pricing of existing lanes.</p> <p>Objective 4.3 is consistent with and is intended to formalize the Oregon Transportation Plan (OTP) Goal 2 and related strategies 2.1.1, 2.1.8 and 2.1.9, which call for the evaluation of peak period pricing to reduce highway capacity problems and for purposes of reducing demand on state highways and ensuring consistent trip reliability in congested corridors.</p>
4.	Regional system definition	Need to reach agreement on definition of regional system and priorities for completing gaps in the	Clackamas County	11/2/07	No change recommended. Section 3.4.1 defines eight components that are proposed to make up the regional transportation system. Regional system maps for each element have also been added to Chapter 3 to establish the

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		<p>system. This includes defining what elements of the transportation system should be primarily a local responsibility, regional responsibility and state responsibility in terms of maintenance and expansion of existing infrastructure and services and funding needed investments.</p>		<p>geography and focus of regional transportation system investments.</p> <p>Chapter 3 lays out that “a facility or service is part of the regional transportation system if it provides access to any activities crucial to the social or economic health of the Portland metropolitan region, including connecting the region to other parts of the state and Pacific Northwest, and providing access to and within 2040 Target areas. Facilities that connect different parts of the region together by crossing county or city boundaries are crucial to the regional transportation system. Any link that provides access to or within a major regional activity center such as an airport or 2040 target area, is also a crucial element of the regional transportation system.” Chapter 3 also identifies a regional interest in local street connectivity that is implemented through Section 7.4.5 in Chapter 7.</p> <p>The system maps do not, however, define financial/funding responsibility for the different parts of the local, regional and state transportation system. Funding responsibility is proposed to be addressed as part of the state component of the RTP.</p>
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* TPAC will take action on these recommendations on November 30, 2007.



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METRO

**2035 Regional Transportation Plan (RTP) – Federal Component
Summary of Comments Received and Recommendations –
(comments received October 15 through November 5, 2007)**

This document summarizes other comments received to date in writing, at Metro Council public hearings and during discussions of the Metro Council and Metro advisory committees as part of the formal 30-day public comment period. The comments are proposed to be addressed as a package of consent items without discussion by JPACT.

CONSENT ITEMS FOR JPACT CONSIDERATION

#	Category	Comment	Source	Date	Staff Recommendation to TPAC *
1.	Language clarification	P. iii – revise bullet on Climate Change to recognize passage by the 2007 Oregon Legislature of HB 3543, which calls for reduction of greenhouse gas emissions to 10% below 1990 levels by 2020 and 75% below 1990 levels by 2050.	Metro Legal Staff	10/23/07	Agree. Amend as requested.
2.	Language clarification	On p. 1-9, and several other places in the plan, the text says “nearly 40 designated centers....” The plan should say “the 38 centers” or “the Central City, seven Regional Centers and 30 Town Centers...” to be clear. Title 12 of the UGMFP includes station communities in the definition of “centers.”	Metro Legal Staff	10/23/07	Agree. Amend as requested.
3.	Language clarification	P. 1-10: -add <u>reduction in emissions of greenhouse gases and reduced per-person consumption of oil for transportation</u> among the “benefits”	Metro Legal Staff	10/23/07	Agree. Amend as requested.

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#	Category	Comment	Source	Date	Staff Recommendation to TPAC *
		of the Concept listed.			
4.	Language clarification	P. 1-11, first paragraph: Replace the last sentence as follows: "Money that would otherwise be spent on car payments, auto insurance and fuel could instead go to mortgage or rent payments."	Metro Legal Staff	10/23/07	Agree. Amend as requested.
5.	Language clarification	P. 3-13, Objective 4.2, Potential Actions: add new action, " <u>Support Transit Oriented Development to encourage transit use</u> , consistent with the congestion management strategies listed on page 2-11.	Metro Legal Staff	10/23/07	Agree. Amend as requested.
6.	Language clarification	Miscellaneous typos	Metro Legal Staff	10/23/07	Agree. Amend as requested.
7.	Language clarification	P. 4-2, Principles: Describe who used the principles to select the projects on the financially-constrained list. Same for Principles on p. 6-3.	Metro Legal Staff	10/23/07	Agree. Replace last sentence in section 4.1.1 as follows, " <u>Eligible project sponsors used the principles in Figure 4.1 to nominate projects and programs to address identified needs.</u> "
8.	Language clarification	P. 6-2, Financially Constrained System Defined: the last sentence seems awkward, suggesting that the purpose of the system is to prove the region needs more money. That may be the effect, but it's not the purpose of the federal requirement, which is elsewhere defined as fiscal responsibility. Suggested language change: " <u>The purpose of developing a financially constrained system is to provide a</u>	Metro Legal Staff	10/23/07	Agree. Amend as requested.

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		<u>benchmark to determine whether the region has the resources to provide a transportation system that is sufficient to meet the needs of its expected long-range population and federal air quality standards.”</u>			
9.	Language clarification	P. 7-1, last bullet: this has the regional-local consistency relationship backwards. Replace with “...ongoing monitoring for consistency of changes to local TSPs with the RTP, and RTP consistency with other implementing agency plans....”	Metro Legal Staff	10/23/07	Agree. Amend as requested.
10.	State compliance	P. 7-7, 0030 transportation needs: it is important to recognize that the RTP must use the state’s analysis of state needs in the region [0030(2)].	Metro Legal Staff	10/23/07	Agree. Amend as requested.
11.	Language clarification	PP. 7-6 through 7-49: It would help if the box on p. 7-6, besides stating the Section 7.2 will be updated in the state portion, also explains that all of what follows comes from the 2004 RTP and will be revised as part of the update.	Metro Legal Staff	10/23/07	Agree. Amend as requested.
12.	Projects	Include Project #10235 (South Portland Improvements) in financially constrained system. Implementation of this project will	Jim Gardner John Perry	11/1/07	This comment has been forwarded to the City of Portland to consider. Projects included in the financially constrained system are required to match revenue anticipated to be available during the plan

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		allow additional land to be developed and will remove barriers that limit walking, bicycling and access to transit.			period. The city of Portland would need to identify new sources of revenue or remove other projects in order to include this project in the financially constrained system. This project, and others, will be included in additional analysis to be completed during state component of the RTP update.
13.	Transit	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.	Fred Nussbaum, AORTA	11/1/07	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.
14.	Goal 6, Objective 6.1	Revise Objective 6.1 Natural Environment as follows, “ Avoid or minimize undesirable <u>Improve existing conditions and reduce transportation-related storm water run-off, impervious surface, and other impacts of the transportation system</u> on fish and wildlife habitat conservation areas, wildlife corridors, significant flora and open spaces. To ensure that the RTP does not accommodate or encourage growth in impervious area and the continuing decline in our fresh water resources due to urban runoff, this RTP should	Brian Wegener, Tualatin RiverKeepers	11/1/07	Agree. Amend as requested.

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		explicitly state performance criteria that mandate reduction in effective impervious area. The language used “avoid or minimize impacts” does not guarantee that conditions for fish and wildlife will improve.			
15.	Goal 6, Objective 6.3	Revise Objective 6.3 Water Quality and Quantity as follows, “ Protect the region’s water quality and quantity. <u>Restore the region’s water quality and natural stream flows.</u> ” Hundreds of miles of urban streams within Metro’s jurisdiction do not meet state water quality standards for designated beneficial uses and the RTP should support restoring water quality in the region.	Brian Wegener, Tualatin RiverKeepers	11/1/07	Agree. Amend as follows, “Objective 6.3 Water Quality and Quantity - Protect and the region’s water quality and quantity. <u>restore the region’s water quality and natural stream flows.</u> ”
16.	Goal 7, Objective 7.2	Revise Objective 7.2 Pollution Impacts as follows, “ Minimize <u>Reduce impervious surface</u> and transportation-related pollution impacts on residents in the region to reduce negative health effects.” Impervious area should be reduced to address both pollution impacts and hydrological impacts.	Brian Wegener, Tualatin RiverKeepers	11/1/07	Agree. Amend as requested.
17.	Projects	Concerned that two proposed transportation projects, the widening of OR 217 and the I-5 to 99W connector will have severe	Brian Wegener, Tualatin RiverKeepers	11/1/07	Agree. This comment will be forwarded to ODOT and Washington County for consideration. Metro prepared an analysis of potential conflicts where proposed RTP projects intersect with environmental

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		negative impacts to significant habitat areas. For much of its length, OR 217 follows Fanno Creek and is bordered by numerous wetlands. Likewise, the I-5 to 99W connector could impact significant wetlands and the Tualatin River National Wildlife Refuge.			<p>resources. Identifying these areas of potential conflict early in the transportation planning process allows for more meaningful consideration of mitigation strategies, including project alignment, design and construction features that avoid or minimize impacts on the resource area. The two projects and others have been identified as having potential environmental impacts. The RTP project list will be updated to include a column that identifies whether a project intersects with regionally-designated habitat conservation areas and other inventoried environmental resources. Actions 6.1.2, 6.1.3, 6.1.5, 6.1.7, and 6.3.2. identify types of environmental considerations to be addressed in future planning.</p> <p>The state component of the RTP update will identify actions to be taken through local transportation system plans and corridor studies to ensure adequate consideration of environmental impacts and design solutions to address these concerns. In addition, Metro is developing a guidebook on incorporating wildlife crossings into project designs. The guidebook will serve as a resource for project designs in the Metro region.</p>
18.	Projects	Concerned about project #10396 (Cornelius Pass Road Upgrades) because project intersects with important wildlife corridor. Project information submitted by sponsoring agency does not identify potential environmental impacts that should be considered	Carol Chesarek	11/1/07	Agree. This comment will be forwarded to Multnomah County for consideration. Metro prepared an analysis of potential conflicts where proposed RTP projects intersect with environmental resources. Identifying these areas of potential conflict early in the transportation planning process allows for more meaningful consideration of mitigation strategies, including project alignment, design and construction

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		as project moves forward in project development and design phase. It is important for RTP to identify potential wildlife impacts and ensure wildlife crossing designs are integrated into project designs.			<p>features that avoid or minimize impacts on the resource area. This project and others have been identified as having potential environmental impacts. The RTP project list will be updated to include a column that identifies whether a project intersects with regionally-designated habitat conservation areas and other inventoried environmental resources. Actions 6.1.2, 6.1.3, 6.1.5, 6.1.7, and 6.3.2. identify types of environmental considerations to be addressed in future planning.</p> <p>The state component of the RTP update will identify actions to be taken through local transportation system plans and corridor studies to ensure adequate consideration of environmental impacts and design solutions to address this concern. In addition, Metro is developing a guidebook on incorporating wildlife crossings into project designs. The guidebook will serve as a resource for project designs in the Metro region.</p>
19.	Graphics	Enlarge Figure 3.2 (2040 Growth Concept Map) to fill entire page for readability.	City of Gresham	10/30/07	Agree. Amend as requested.
20.	Actions	Add new action 3.2.11 to reference need to periodically update regional pedestrian and bicycle inventories.	Metro staff	10/30/07	Agree. Amend as follows, <u>“3.2.11 Maintain and periodically update regional pedestrian and bicycle system inventories in coordination with TriMet, ODOT and local agencies.”</u>
21.	Performance measures	The RTP Round 1 Systems Analysis in Chapter 4 does not adequately report on system performance. ODOT recommends	Oregon Department of Transportation (ODOT)	11/2/07	Agree in part. A performance measures work group has started developing an evaluation framework that will guide this analysis. Travel time data for selected links is already included in Table 4.8. Truck hours of

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		including the volume/capacity ratio maps and data in chapter 4, along with additional narrative analysis by mobility corridor and by congestion "hot spots." Some of the measures that are missing include travel times for select links, travel time contours for industrial areas and intermodal facilities, volume/capacity ratios and delay for main roadway routes on the regional freight network at mid-day, as well as volume/capacity ratios for all mobility corridors during the evening peak period.			<p>delay are reported at the system-level in Table 4.7. In the interim, volume/capacity ratio maps and data for the evening two-hour peak period will be added to Table 4.10, with main roadway routes on the regional freight network clearly identified for reference.</p> <p>The analysis in Chapter 4 is a placeholder that describes performance of the RTP pool of investments submitted by ODOT, Trimet and local agencies, and represents more than twice the amount of funding forecasted to be available during the plan period. The analysis was used to narrow the pool of investments to create the proposed financially constrained system, equaling the amount of funding expected to be available.</p> <p>The RTP Investment Pool analysis and subsequent financially constrained system analysis will serve as the starting point for development of a more aspirational system of investments that meets state planning requirements during the state component of the RTP in 2008. The more detailed motor vehicle and transit travel time contour and corridor-by-corridor analysis will be incorporated into Chapter 4 during the state component of the RTP update.</p>
22.	Goals and Objectives	Concerned with Potential Action 2.3.1., which places priority on investments that "implement the Congestion Management Process (CMP) by addressing a gap or deficiency. The CMP has not been	Oregon Department of Transportation (ODOT)	11/2/07	<p>Agree in part. Add the CMP Roadmap to the Appendix of the RTP for reference.</p> <p>The Congestion Management Process (CMP) is a federally-required element that is implemented through the Regional Transportation Plan and Metropolitan Transportation Improvement Program.</p>

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		formally reviewed by partner agencies and others through a public process.			<p>The purpose of the CMP is to measure system performance, identify causes of congestion, identify and evaluate different actions and implement the most cost-effective solutions.</p> <p>The CMP was formally adopted into the 2000 RTP, and is included in Section 7.6.3 of the draft 2035 RTP. In 2006, Metro submitted a CMP Roadmap to FHWA that has been accepted. The Roadmap describes Metro's current efforts to meet the CMP requirements, Metro's five-year vision, and the steps necessary to achieve the vision. The roadmap identifies the regional mobility corridors. The multi-modal mobility corridors are the primary focus of the CMP roadmap.</p> <p>Chapter 3 in the October 15 draft includes congestion management objectives and potential actions consistent with federal SAFETEA-LU requirements and the Metro region CMP roadmap. System management strategies and investments are emphasized (Goal 4 and related actions) to manage congestion and improve safety (Goal 5 and related actions). Goal 1, 2 and 3 and related objectives and actions are part of the region's strategy for managing congestion.</p> <p>Collectively, the new provisions will guide project selection for the RTP as part of this update, and will establish an ongoing monitoring and evaluation system for the CMP that will occur in coordination with periodic updates to the RTP and MTIP. Potential Action 2.3.1 is consistent with the CMP roadmap.</p>

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					Work will continue in the state component of the RTP update to develop the monitoring and evaluation framework for identified mobility corridors and other elements of the regional transportation system, as called for in Action 4.1.8.
23.	Policy analysis	Concerned no analysis of how the projects meet the RTP goals has been conducted.	Oregon Department of Transportation (ODOT)	11/2/07	Disagree. Local agencies submitted a self-scoring evaluation for each community building project submitted, rating how well the project addressed each of the RTP goals. This evaluation will be included in the Appendix to the RTP for reference.
24.	Performance measures	Add Figures 1.13a-e, Areas of Special Concern as referenced in Table 1.2 of the 2004 RTP to Section 3.5 of the 2035 RTP.	Metro staff	11/2/07	Agree. In addition, add the following explanatory text: <u>In areas of special concern, substitute performance measures identified in Chapter 7 will be used to make a determination of whether the transportation system is adequate to serve planned land uses. Areas with this designation are planned for mixed used development, but are also characterized by physical, environmental or other constraints that limit the range of acceptable transportation solutions for addressing a level-of-service need, but where alternative routes for regional through-traffic are provided. Figures 3.19a-e in this chapter defines areas where this designation applies. In these areas, substitute performance measures are allowed by OAR.660.012.0060 (1)(d). Provisions for determining the alternative performance measures are included in Section 7.7.7 of this plan. Adopted performance measures for these areas are detailed in Appendix 3.6.</u>

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Figure 3.19.a (formerly Figure 1.14.a)

Portland Central City Area of Special Concern



The Portland central city area east of the Willamette River and generally within the I-405 freeway ring has an extensive grid of well-connected arterial, collector and local streets. The Willamette River bridges are a key part of the transportation system, connecting the central city and adjacent neighborhoods to the region. The hilly topography has constrained much of the transportation system in the Northwest and Southwest portions of the central city. Despite these limitations, this area is expected to continue to be served by high-quality transit and be conducive to bicycle and pedestrian travel. Refer to Appendix 3.3 for detail on alternative performance measures identified for this area of special concern.

Figure 3.19.b (Formerly Figure 1.14.b)

Gateway Regional Center Area of Special Concern



Gateway regional center is defined as a major crossroads of transportation that is impacted by through traffic that is not destined for the regional center such and which presents barriers to local circulation where congested through-streets isolate some parts of the regional center. Refer to Appendix 3.3 for detail on alternative performance measures identified for this area of special concern.

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Figure 3.19.c (Formally Figure 1.14.c)

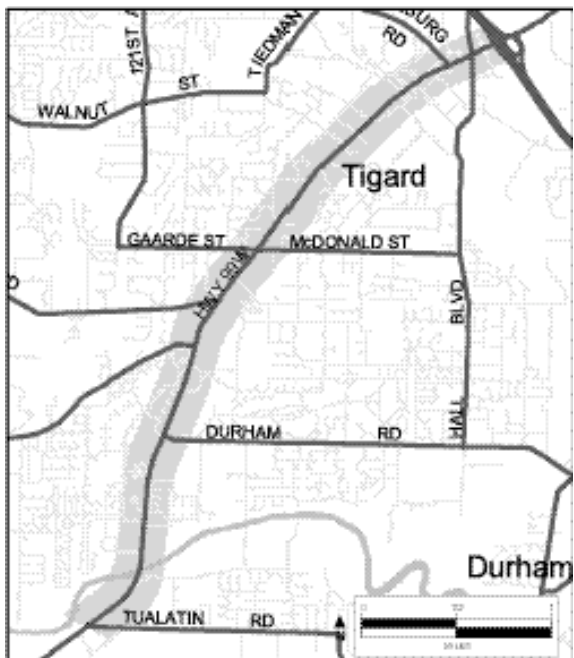
Beaverton Regional Center Area of Special Concern



Beaverton has historically been defined as a crossroads of transportation, with both the advantages and limitations that heavy through traffic brings. While the level of access has helped make the Beaverton regional center a focus of commerce in Washington County, it also presents barriers to local circulation where congested through-streets isolate some parts of the area. Refer to Appendix 3.3 for detail on alternative performance measures identified for this area of special concern.

Figure 3.19.d (Formally Figure 1.14.d)

Highway 99W Area of Special Concern



The Highway 99W corridor between Highway 217 and Tualatin Road is designated as a mixed-use corridor in the 2040 Growth Concept and connects the Tigard and Tualatin town centers. This corridor is also designated as an area of special concern due to existing development patterns and economic constraints that limit adding capacity to address heavy travel demand in this corridor. Local planning studies have found that approximately 50 percent of the traffic using this corridor is local. The Regional Transportation Plan establishes the proposed I-5 to 99W connector as the principal route connecting the Metro region to the 99W corridor outside of the region as an alternative to 99W. Refer to Chapter 7 for detail on refinement planning identified for this area of special concern.

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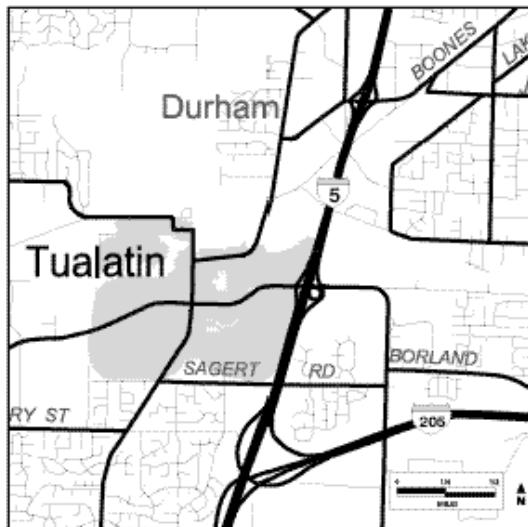
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Figure 3.19.e (Formally Figure 1.14.e)

Tualatin Town Center

Area of Special Concern



Tualatin town center is adjacent to an important industrial area and employment center. New street connections and capacity improvements to streets parallel to 99W and I-5 help improve local circulation and maintain adequate access to the industrial and employment area in Tualatin. However, the analysis of travel demand on regional streets shows that several streets continue to exceed the LOS policy established in Table 3.X, including Hall Boulevard and Boones Ferry Road. Refer to Chapter 7 for detail on refinement planning identified for this area of special concern.

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#	Category	Comment	Source	Date	Staff Recommendation to TPAC *
25.	Technical correction	Clarify that RTP vision recognizes that some capacity investments will be necessary.	Metro Staff	11/7/07	Agree. Recommend adding the following statement to Pg. 3-4 at the end of the first paragraph, " <u>The RTP recognizes that new transit and road capacity are needed to achieve the Region 2040 vision and support the region's economic vitality.</u> " The March 1 draft policy included a bullet in the executive summary that was developed specific to this TPAC comment. This was inadvertently not carried forward in the October 15 draft plan as the policy framework was reorganized.
26.	Technical correction	Add the following language to page v of the Executive Summary and Chapter 3 (Pg. 3-4) at the end of the first paragraph. " <u>In addition, the plan considers transportation and the economy as inextricably linked, and recognizes investments that serve certain land uses or transportation facilities may have a greater economic return on investment than others.</u> "	Metro Staff	11/7/07	Agree. Amend as requested. The March 1 draft policy included a bullet in the executive summary that was developed specific to this TPAC comment. This was inadvertently not carried forward as the policy framework was reorganized.
27.	Technical correction	Add the following language to the second bullet on page iii of the Executive Summary and Chapter 3 (Pg. 3-4) at the end of the first paragraph, " <u>The plan also recognizes that focusing transportation investments and other strategies to support the gateway function of our transportation system is the primary way in which to strengthen that gateway role for the region and the rest of the state. This means ensuring reliable and efficient connections between intermodal facilities and destinations in, beyond, and through the region to promote the region's function as a gateway for trade and tourism.</u> "	Metro Staff	11/7/07	Agree. Amend as requested. The March 1 draft policy included a bullet in the executive summary that was developed specific to this TPAC comment. Elements of this bullet are also included now included in Chapter 2 (Page 2-18) under section 2.5 (first bullet) and objectives under Goal 2.

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28.	Technical correction	Update Figure 3.17 on Pg. 3-43 to add a highway design designation on Tualatin Valley Highway between Hillsboro and the city of Cornelius.	City of Forest Grove	11/7/07	Agree. Amend as requested.
29.	Performance measures	Support general shift away from relying principally on level of service (LOS) to define transportation needs. Concern with LOS D being the trigger for capacity deficiencies during the mid-day period. LOS E is more appropriate and consistent with other mid-day period standards in Table 3.16.	City of Portland	11/7/07	No change recommended. A broader set of key performance measures that consider safety, reliability, and land use, economic and environmental effects, and refinements to Table 3.16 will be developed during the state component of the RTP update. This issue will be raised for consideration as part of that effort.
30.	Language clarification	Add “main streets” to the description of the 2040 Growth Concept on page 1-9.	City of Forest Grove	11/7/07	Agree. Amend as requested.
31.	Process	Clarify for the public record what elements of the RTP will be subject to refinement during the state component of the RTP update in 2008.	TPAC and MTAC	11/2/07 and 11/7/07	All elements of the federal component of the 2035 Regional Transportation Plan will be subject to refinement during the state component in 2008. This includes goals, objectives, performance measures, actions and other policies in Chapter 3, the system analysis in Chapter 4, investment priorities in Chapter 6 and implementation strategies in Chapter 7.
32.	Economic trends	Expand analysis in Chapter 2, Pg. 2-12 to describe the value of different goods shipped out of the Port of Portland.	Lenny Anderson, Swan Island TMA	11/5/07	Agree. Amend as requested with information from the Regional Freight Plan effort.
33.	Maintenance	Expand discussion in Chapter 2 related to Figure 2.8, pg. to describe recent maintenance of the Willamette River bridges. The information suggests that nothing has been done since the year of construction.	Lenny Anderson, Swan Island TMA	11/5/07	Agree. Amend as requested. Many bridges have all seen considerable investments in recent years.
34.	Bi-State coordination	Metro's RTP should be coordinated more with SW WA's RTC regional corridors visioning effort. Ironically, the most serious gap in the regional arterial network is across the Columbia River. The plans, visions, funding of the entire metro area need to be fused.	Lenny Anderson, Swan Island TMA	11/5/07	Agree. This comment has been forwarded to the Bi-State committee for discussion and recommendation on how best to coordinate these efforts during the state component of the RTP update.

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New Look

The Regional Transportation Plan

2035 REGIONAL TRANSPORTATION PLAN HIGHLIGHTS

A NEW LOOK AT REGIONAL CHOICES FOR HOW WE GROW

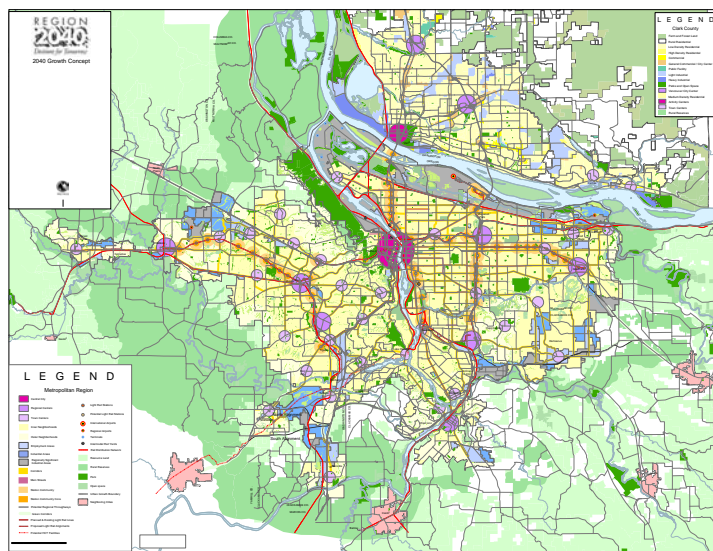


METRO

PEOPLE PLACES
OPEN SPACES

The 2035 Regional Transportation Plan (RTP) is the Portland metropolitan region's strategy for coping with unprecedented pressures on our transportation system:

- population expected to add 1 million new residents and 600,000 new jobs in the next 25 years, a 50 percent increase over today
- global instability with expected increases in fuel and construction costs
- transportation funding not keeping pace with growing needs
- global climate change poses a serious and growing threat



Region 2040 Growth Concept

The 2035 RTP was developed as a regional framework for transportation investments needed to keep pace with growth, creating a seamless network across the 25 cities and 3 counties that make up our region. An overarching aim of the RTP is to move the region closer to the vision embodied in the 2040 Growth Concept.

GUIDED BY SHARED VALUES

The 2035 RTP is shaped by shared values and goals embodied in the 2040 Growth Concept. More than 1,000 transportation projects and programs are called for in the 2035 RTP to help the region achieve these goals, while coping with rapid growth. The projects and programs, which come from state, regional, city and county transportation plans, are screened for consistency with these goals. Upon adoption of the RTP, the projects and programs are then sent back to become part of city and county plans, where they form a backbone for more localized transportation improvements.

Under Oregon's statewide planning system, city and county plans must be consistent with the RTP in order to ensure a seamless transportation system for the traveling public. The RTP, in turn, must conform to larger, statewide goals for reducing urban sprawl, protecting farm and forestland, and promoting efficient urban development through careful transportation investments.

COMPLETING OUR TRANSPORTATION SYSTEM AT THE COMMUNITY LEVEL

The Portland region has been in a constant state of growth and development since the first emigrants arrived in the 1840s. Over the years the transportation system has continued to evolve, with new routes added or existing routes improved to keep pace with development. In

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.

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October 2007

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core areas of the region, most RTP projects are aimed at fine-tuning the major street network to add sidewalks, bikeways and transit stops, streamline traffic operations or retrofit to more environmentally sound designs. In developing areas of the region, new routes are proposed to fill gaps in the major street system. Urban-style retrofits and new capacity are proposed for routes that were once rural but now face new demand.

All of these investments at the community level are aimed at reaching a complete transportation system, with major streets of up to four lanes spaced at roughly one mile, each serving automobiles, freight, transit, bicycling and walking.

PROTECTING REGIONAL MOBILITY

While the region has done relatively well in keeping up with rapid growth at the community level, we are struggling to keep pace in the mobility corridors that include major highways and high-capacity transit lines, such as the I-84, I-5 and Sunset Highway corridors. Because our region is a global transportation gateway and west coast hub for commerce and tourism, this has serious implications for the health of our economy.

To address this challenge, the 2035 RTP includes a new, more customized approach to managing each of these corridors in the future by targeting the most critical bottlenecks in the system. This new approach also builds on using new, cost-efficient technologies to improve safety and optimize the existing system, and on ensuring that freight transporters and commuters have a broad range of travel options in each corridor.

GOALS FOR REGIONAL TRANSPORTATION SYSTEM INVESTMENTS

The vision for the system

Foster vibrant communities and efficient urban design

- Support housing close to transit, jobs, schools and shops
- Encourage compact design to preserve farm and forestland

Sustain economic competitiveness

- Promote reliable, efficient movement of freight, goods and services
- Promote systems that support tourism and other commercial activity

Expand transportation choices

- Connect the entire region with multimodal facilities
- Ensure access for people of all ages, incomes and abilities

Emphasize efficient management of the transportation system

- Promote demand management programs
- Apply technologies that improve traffic flow
- Prioritize system maintenance

Enhance safety and security

- Reduce crashes
- Support strategies for natural disasters and other emergencies

Promote environmental stewardship

- Reduce pollution
- Restore and protect the natural environment and habitat for fish and wildlife

Enhance human health

- Provide facilities that encourage biking and walking
- Improve air quality

How we get there

Ensure equity

- Distribute burdens and benefits equitably
- Provide equitable access to transportation choices

Foster sustainability

- Prioritize investments that achieve multiple goals
- Seek sustainable funding strategies

Deliver accountability

- Promote public and private collaborations
- Promote meaningful community involvement

Timeline

Phase 1: Scoping
(February – June 2006)

Phase 2: 2040 research and policy development
(June 2006 – March 2007)

Phase 3: System development and analysis of the federal component of the 2035 RTP
(April – September 2007)

Phase 4: Public review and adoption of the federal component of the 2035 RTP
(October 2007 – March 2008)

Phase 5: System development and analysis of the state and federal component of the 2035 RTP
(January – July 2008)

Phase 6: Public review and adoption of the final 2035 RTP
(August – November 2008)

For more information

Visit www.metro-region.org/RTP and click on "2035 RTP Update"

Send e-mail to
rtp@metro-region.org

Attend ongoing Metro Advisory Committee meetings



To: Metro Councilors

Date: November 7, 2007

Subject: **Comments on Proposed Federal Regional Transportation Plan**

Thank you for the opportunity to comment on the draft RTP. Our comments are illustrated below, and we hope they are considered by JPACT, MPACT and the Metro Council before moving forward on the Federal RTP.

Primary Comment

Until the performance measures are identified and their impacts understood, we cannot gauge the potential impact of the new RTP, and specifically the Goals and objectives. While we are reasonably satisfied with the project list which seems to include the County's major priorities given the assumed financial constraint, without knowing how the goals and performance measures are to be interpreted and applied, there is no assurance that projects on the list could be built.

In short, the project list seems to take a back seat to the interpretation and application of the new Metro goals and any new performance measures. Moreover, because the performance measures have not been developed, we are uncertain about the value of providing specific comments on the Federal RTP and we are electing to hold in abeyance providing additional specific comments on RTP text until a thorough State RTP is developed and discussed. We want to stress to JPACT that importance of maintaining flexibility to revisit the Goals as part of the State RTP process if necessary.

Additional General Comments

- 1. Support for meeting the Federal RTP deadline:** The County supports a Federal Regional Transportation Plan that meets Federal Requirements, including the necessary adoption deadline.
- 2. Project List Adequacy:** Given the financial constraints, the project list included in the proposed Federal Regional Transportation Plan reflects priority projects for the most part in Washington County.
- 3. Lack of performance measures:** Because the Federal RTP lacks performance measures, it is not possible to understand what the Goals mean, how they will be interpreted, and how the goals fit into the rest of the RTP.

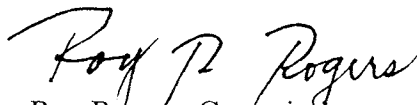
4. Support for the separation of the Federal and State RTP components: The County supported JPACT's and Metro's actions separating out the Federal and State Transportation Plan update processes. The County supported this action because of concern that there was insufficient time available before the Federal RTP deadline with which to thoroughly discuss and understand the potential impact of Metro's proposed new RTP Goals; particularly, since the performance measures had not been identified. We strongly urge Metro to place emphasis on the State RTP process and use it to resolve policy issues.

5. Concern about understanding the potential impacts new RTP Goals without performance measures: The County is concerned that the current Federal Regional Transportation Plan proposal includes Metro's proposed new RTP Goals without having thorough and complete discussions with JPACT members to fully understand the potential impacts of the new Metro goals and the new performance measures. Metro has the option, however, of simply including the existing 2004 RTP goals with the new project list and deferring formal action on the new goals and the new performance measures as part of the Federal RTP to our continued discussions in the State Regional Transportation Plan. We remain concerned that an action on the Federal RTP will overly solidify the goals as being unchangeable as part of the State RTP process. We need to maintain the flexibility to revisit the Goals as part of the State RTP process if necessary.

6. Insufficient time to review the new goals and new staff wording: The 30-day public comment period is simply not adequate to solicit thorough, well-informed responses to these new goals and the rest of the RTP. While Metro continues to work on the Goals and we recognize there have been changes from previous drafts, we urge JPACT, MPACT and the Metro Council to keep options open to revisit the Goals as part of the State RTP. Metro, then, should not interpret the County's lack of comment as acceptance of the draft RTP, and should expect that there will be additional comments on the new goals as the performance measures and projects evolve as part of the State RTP.

Again, thank you for the opportunity to comment,

Sincerely,

A handwritten signature in cursive script that reads "Roy P. Rogers".

Roy Rogers, Commissioner
Washington County Board of Commissioners

M E M O R A N D U M


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METRO

DATE: November 7, 2007

TO: JPACT and Interested Parties

FROM:  Andrew C. Cotugno, Director
Planning Department

SUBJECT: JPACT Meetings for Calendar Year 2008

Please mark your calendar for the following JPACT meeting times scheduled during calendar year 2008 in the Metro Council Chambers:

Thursday	January 10, 2008	7:30 a.m.
Thursday	February 14, 2008	7:30 a.m.
Thursday	March 13, 2008	7:30 a.m.
Thursday	April 10, 2008	7:30 a.m.
Thursday	May 8, 2008	7:30 a.m.
Thursday	June 12, 2008	7:30 a.m.
Thursday	July 10, 2008	7:30 a.m.
Thursday	August 14, 2008	7:30 a.m.
Thursday	September 11, 2008	7:30 a.m.
Thursday	October 9, 2008	7:30 a.m.
Thursday	November 13, 2008	7:30 a.m.
Thursday	December 11, 2008	7:30 a.m.