A G E N D A

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232-2736
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METRO

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

DATE: **December 13, 2007**

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

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

7:30 AM	1.		**CALL TO ORDER AND DECLARATION OF A QUORUM**	**Rex Burkholder, Chair**
7:32 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 the JPACT minutes for November 8, 2007	**Rex Burkholder, Chair**
	6.		**ACTION ITEMS**	
7:50 AM	6.1	*	Resolution No. 07-3831A, For the Purpose of Approving the Federal Component of the 2035 Regional Transportation Plan (RTP) Update – ACTION REQUESTED	**Andy Cotugno** **Kim Ellis**
	7.		**INFORMATION ITEMS**	
8:30 AM	7.1	*	CRC Results – INFORMATION – What concerns from JPACT need to be addressed before consideration of an RTP amendment to include the CRC preferred alternative?	**CRC Team** **Rex Burkholder, Chair**
9:00 AM	8.		**ADJOURN**	**Rex Burkholder, Chair**

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

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

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METRO

Joint Policy Advisory Committee on Transportation

M I N U T E S

November 8, 2007
7:30 a.m. – 9:00 a.m.
Council Chambers

MEMBERS PRESENT	AFFILIATION
Rex Burkholder, Chair	Metro Council
Rod Park, Vice Chair	Metro Council
James Bernard	City of Milwaukie, representing Cities of Clackamas Co.
Rob Drake	City of Beaverton, representing Cities of Washington Co.
Fred Hansen	TriMet
Robert Liberty	Metro Council
Lynn Peterson	Clackamas County
Roy Rogers	Washington County
Jason Tell	Oregon Department of Transportation (ODOT - Region 1)
Paul Thalhofer	City of Troutdale, representing Cities of Multnomah Co.
Ted Wheeler	Multnomah County

MEMBERS EXCUSED	AFFILIATION
Sam Adams	City of Portland
Dick Pedersen	DEQ
Royce Pollard	City of Vancouver
Steve Stuart	Clark County
Don Wagner	Washington DOT
Bill Wyatt	Port of Portland

ALTERNATES PRESENT	AFFILIATION
Susie Lahsene	Port of Portland
Dean Lookingbill	City of Vancouver

GUESTS PRESENT	AFFILIATION
Len Bergstein	Northwest Strategies
Jack Burkman	Washington DOT
Olivia Clark	TriMet
Danielle Cowan	City of Wilsonville
Jef Dalin	City of Cornelius
Marianne Fitzgerld	DEQ
Elissa Gertler	Clackamas County
Donna Jordan	City of Lake Oswego
Tom Markgraf	Columbia River Crossing

Sarah Masterson	Office of Congressman Earl Blumenauer
Steffeni Mendoza Gray	City of Portland
Sharon Nasset	Economic Transportation Alliance
Dave Nordberg	DEQ
Lawrence O'Dell	Washington County
Ron Papsdorf	City of Gresham
Karen Schilling	Multnomah County
Phil Selinger	TriMet
Paul Smith	City of Portland
Rian Windshimer	ODOT

STAFF
Andy Cotugno, Kim Ellis, Joshua Naramore, Robin McArthur, Denna Platman, Kelsey Newell, Kathryn Sofich

1. CALL TO ORDER

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

2. INTRODUCTIONS

There were none.

3. CITIZEN COMMUNICATIONS

There were none.

4. COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS

Commissioner Lynn Peterson announced that the Clackamas County Board of Commissioners would increase to five members in 2008. Two new positions will be opened, one of which will be an elected chair position.

Mayor Jim Bernard announced that Milwaukie Councilor Carlotta Collette has been appointed to the Metro Council. Milwaukie anticipates Ms. Collette's position will be filled in December.

Mr. Dean Lookingbill stated that Commissioner Arch Miller of the Port of Vancouver was defeated in the elections.

Chair Burkholder reminded attendees of RTP Public Hearing scheduled for Thursday, November 8th at the Hillsboro City Chambers at 5:00 p.m.

5. CONSENT AGENDA

Consideration of the MPAC/JPACT minutes for October 10, 2007 and the JPACT minutes for October 11, 2007

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

MOTION: Mayor Jim Bernard moved, Commissioner Ted Wheeler seconded, to approve the consent agenda. With all in favor, the motion passed.

6. INFORMATION / DISCUSSION ITEMS

6.1 Initiation of Federal Earmarking Priorities

Mr. Andy Cotugno briefly addressed the federal transportation appropriations requests for the 2009 fiscal year. JPACT will be asked endorse an appropriations list that includes no more than two project requests per jurisdiction. A draft resolution and final JPACT action is anticipated for January and February respectively. The appropriations request list will be presented on JPACT's trip to Washington, DC scheduled for March 5-6, 2008.

Staff will schedule a JPACT retreat prior to the DC trip to provide ample time to discuss the appropriations requests. Retreat details will follow.

Committee discussion included rail and bus replacement programs, endorsing earmarks that support the 2040 agenda and brief jurisdiction commentary on proposed appropriation requests.

6.2 First Reading of Resolution No. 07-3831A, For the Purpose of Approving the Federal Component of the 2035 Regional Transportation Plan (RTP) Update

All public comments on the draft RTP must be submitted by November 15th. Comments received will be included in the RTP comment log with recommendation for amendments to Resolution No. 07-3831A. Staff will also prepare a public comment report.

Mr. Cotugno presented comments and policy issues recommended by TPAC for further discussion and direction by the committee. (Handouts included as part of the meeting record.) Items identified included:

- Regional Motor Vehicle Performance & Non-SOV Model Targets Measures
- Economic Emphasis of Goals and Objectives
- Value Pricing
- Regional Transportation System Definition

Performance Measures

No new performance measures have been developed to date; consequently, the October 15th draft RTP document does not include regional motor vehicle performance and/or non-SOV model targets measures. Staff (per TPAC) recommends that the 2004 RTP measures be included in the

document until a broader set of measures (e.g. on reliability, safety and environmental impact of the system) are developed during the state component of the RTP update.
Commissioner Roy Rogers submitted a letter on behalf of Washington County containing comments specifically addressing the document's lack of performance measures. (Letter included as part of the meeting record).

Commissioner Peterson supported staff's recommendation citing the measures' ability to help prioritize and compare projects within the financially constrained system. The committee supported this idea, but stressed the importance of developing a broader set of performance measures. In addition, members recommended that the new measures be easier for the general public to understand.

Economic Emphasis of Goals and Objectives
ODOT commented on Goal 9, Action 9.2.1, raising a concern that the October 15th draft replaced "economic competitiveness" with the term "overall well-being" 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 well-being." Staff felt that project prioritization should be based on a balance all of the goals, including but not exclusively economic competitiveness. Economic competitiveness is already addressed in Goal 2.

Many committee members did not believe that the term "well-being" accurately described the purpose of the RTP. Ms. Susie Lahsene (supported by other members) felt the RTP should focus on "achieving land use and economic strategy to sustain ourselves." Additional committee discussion included the level of detail needed within the RTP, project timeliness and meeting the federal SAFETEA requirements.

Value Pricing
Per ODOT's comment on Goal 4, Objective 4.3, staff changed the text to read, "~~Place a priority on investments that include~~ Consider a broader application of value pricing as a management tool for priority projects that add major new highway capacity." At this time, JPACT felt it was premature to adopt a conclusion on value pricing, but agreed that the tool should be considered with the development of new projects.

Mr. Jason Tell stated ODOT would submit alternative language on value pricing. He emphasized the importance of implementing policy objectives to help guide the process and engage the public in a positive manner.

Regional Transit System Definition
Mr. Cotguno referenced maps outlining the region's road, transit, freight and bicycle and pedestrian trail systems. Although the regional network is defined, project financial responsibility has not yet been determined.

The committee discussed the region's large amount of bridges (specifically Big Bridges such as interstate bridges and Willamette River bridges) and the cities and/or counties financially responsible for them. In general, members felt that regional system needed to be defined and that

communities need to develop financial partnerships to fund and/or maintain larger projects. In addition, the region's project priorities need to be established.

7. ADJOURN

The next TPAC workshop is scheduled for Monday, November 19th followed by a TPAC recommendation to JPACT on the draft plan on Friday, November 30th.

Seeing no further business, Chair Burkholder adjourned the meeting at 9:03 a.m.

Respectfully submitted,

Kelsey Newell
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR NOVEMBER 8, 2007
The following have been included as part of the official public record:

ITEM	TOPIC	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
5.	Resolution	N/A	Resolution No. 07-3880	110807j-01
6.1	Memo	10/24/07	To: JPACT From: Andy Cotugno RE: FY '09 Appropriations Request	110807j-02
6.2	Memo	11/5/07	To: JPACT and Interested Parties From: Andy Cotugno RE: Public Review Draft 2035 RTP	110807j-03
6.2	Chart	11/7/07	Update to Attachment 2 – Consent Items for JPACT Consideration	110807j-04
6.2	Newsletter	Fall 2007	New Look Newsletter featuring the 2035 Regional Transportation Plan	110807j-05
6.2	Letter	11/7/07	To: Metro Councilors From: Washington County RE: Comments for RTP	110807j-06
	Memo	11/07/07	To: JPACT and Interested Parties From: Andy Cotugno RE: 2008 JPACT Schedule	110807j-07

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 30, 2007

TO: JPACT and Interested Parties

FROM: Kim Ellis, Principal Transportation Planner

SUBJECT: Resolution No. 07-3831A – Approval Requested

****

BACKGROUND

Resolution No. 07-3831A is attached for your consideration. MPAC recommended approval of the legislation on November 28, 2007 and TPAC recommended approval on November 30, 2007, with a modification to the MPAC recommendation on value pricing as noted below.

The legislation includes the following elements:

- **EXHIBIT A (October 15 Public Review Draft 2035 Regional Transportation Plan)** – This is the draft 2035 Regional Transportation Plan (RTP) that was released for public comment from October 15 to November 15, 2007.
- **EXHIBIT B (Items for JPACT Discussion)** – Comments recommended for further discussion prior to approval by JPACT are:

  1. **Value pricing -** *TPAC recommended a substantive change to the MPAC recommendation, as follows:*

MPAC	**Objective 4.3 Value Pricing**- Promote a broader application of value pricing as a management tool."
TPAC	**Objective 4.3 Value Pricing** - Consider~~Promote~~ a broader application of value pricing as a potential management tool."

  2. **Regional transportation system definition, funding responsibilities and establishing priorities**

- **EXHIBIT C (Consent Items for JPACT Consideration)** - Other comments that identify proposed changes recommended for approval as a package by consent.

ACTION REQUESTED

- Discuss TPAC recommendations to JPACT in Exhibit "B."
- Approve Resolution No. 07-3831A.

JPACT's recommendation will be forwarded to the Metro Council for consideration on December 13, 2007.

Next Steps

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

Dec. 13, 2007	JPACT and Metro Council consider final action on 2035 RTP, pending air quality conformity analysis (federal component)
Dec. 14, 2007	Conformity analysis begins
Jan. 18, 2008	Conformity determination report for 2035 RTP and 2008-2011 MTIP released for 30-day comment period
	Consolidated 2035 RTP document available
Feb. 20, 2008	Conformity determination comment period ends
Feb. 22, 2008	TPAC final recommendation on air quality conformity and 2035 RTP (special meeting)
Feb. 28, 2008	JPACT (special meeting) and Metro Council final action on air quality conformity and 2035 RTP
Feb. 29, 2008	Final 2035 RTP (federal component) and conformity determination submitted to USDOT and US EPA for review
March 5, 2008	Joint 2035 RTP and 2008-11 MTIP conformity determination approval from FHWA/FTA

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE FEDERAL COMPONENT OF THE 2035 REGIONAL TRANSPORTATION PLAN (RTP) UPDATE, PENDING AIR QUALITY CONFORMITY ANALYSIS	)))))	RESOLUTION NO. 07-3831A Introduced by Councilors Rex Burkholder and 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 focused on development of 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 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, including development of performance measures, prioritization of investments, compliance with state planning requirements and development of a transportation finance strategy to fund needed investments; 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, the federal component does not constitute a land use action applicable to local plans and all chapters of the RTP will be subject to refinement during the state component of the RTP update; 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, a summary of public comments received during the comment period and recommended amendments is set forth in "Exhibit B" and "Exhibit "C", attached hereto; 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 Coordination Committee, the Regional Freight and Goods Movement Task Force, Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) staff 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", and as amended by Exhibit "B" and Exhibit "C", and directs staff to consolidate all three exhibits into a single document for submittal to FHWA and FTA for review.

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.

3. Staff shall initiate the state component of the RTP update. This component will result in amendments to Exhibit "A", as amended by Exhibits "B" and "C", to meet state planning

requirements, and updating all chapters of the federal component to be consistent with the state component.

ADOPTED by the Metro Council this ____day of December 2007.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

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

New Look
The Regional Transportation Plan

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; Carlotta Collette, 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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Exhibit "B" to Resolution No. 07-3831A

November 30, 2007

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

The 2035 Regional Transportation Plan (RTP) (Federal Component) Public Review Draft was released for public review from October 15 – November 15, 2007. This document includes recommended changes and policy issues identified by the Transportation Policy Alternatives Committee (TPAC) for further discussion by the Joint Policy Advisory Committee on Transportation (JPACT) prior to final action. The recommended changes respond to comments received 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.

ITEMS FOR JPACT DISCUSSION

#	Category	Comment	Source	Date	TPAC Recommendation to JPACT
1.	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 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	Oregon Department of Transportation (ODOT)	11/2/07	Agree in part. Replace Objective 4.3 with the following language **Objective 4.3 Value Pricing** - Consider a broader application of value pricing as a potential management tool. ~~Consider value pricing as a feasible option when major, new throughway capacity is being added to the regional throughway system, using the criteria used in Working Paper 9 of the Traffic Relief Options study~~. Potential Actions: *4.3.1. Develop a set of potential policy objectives and value pricing applications for public review~~Place a priority on investments that include value pricing~~.* *4.3.2. Identify several potential pricing applications for analysis of anticipated costs and benefits to the region's economy and land use objectives consistent with state policies and procedures.* 4.3.3. *Identify a specific project for which value pricing is appropriate to serve as a pilot, demonstration project.* 4.3.4. *Pursue Value Pricing Pilot Program funds from FHWA for development of detailed implementation plans and/or administration of pilot projects.* In addition, add value pricing as an unresolved issue in Chapter 7,

		acceptance. **JPACT November 8 discussion:** JPACT members provided additional direction on this item on November 8. The committee generally agreed with the staff recommendation as presented. ODOT staff will identify additional refinements to the proposed language based on the JPACT discussion. **MPAC November 14 discussion:** MPAC members provided additional direction on this item. Committee members felt the staff recommendation was not bold enough and that value pricing should be promoted in the region as a management tool, not just when new throughway capacity was being added to the system. The committee recognized additional work is needed to provide more guidance on when and where value pricing should be applied, but that the RTP should not limit that consideration to new capacity. The committee recommended the following language change to action 4.3.1, as follows, "~~Place a priority on investments that include~~			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. Finally, delete three bullets referencing where value pricing may be appropriate on Page 3-50, as the draft language limits its application to new capacity. This change is consistent with the other recommendations on this comment. These amendments reflect current state and regional policy, previous ODOT comments on RTP pricing policies and recommendations from ODOT's August 2007 analysis of "The Future of Tolling in Oregon: Understanding How Varied Objectives Relate to Potential Applications." 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. 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. Objective 4.3 as revised 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.

		~~Consider~~ Promote a broader application of value pricing as a management tool ~~for priority projects that add major new throughway capacity~~. **Nov. 15 ODOT Proposed Language:** Objective 4.1: Consider value pricing as an option and determine its feasibility consistent with state policy. Actions: 4.3.1 Develop a set of potential policy objectives and tolling applications for public review. 4.3.2 Identify several potential pricing applications for analysis of anticipated costs and benefits to the region's economy and land use objectives consistent with state policies and procedures.			
2.	Regional system definition	Need to reach agreement on: (1) a definition of the regional transportation system (2) funding responsibility for elements of the regional system; and (3) establishing priorities for addressing identified regional transportation system needs. This includes defining what elements of the transportation system should be primarily a local responsibility, regional responsibility and state	Clackamas County JPACT	11/2/07 11/8/07	Agree. 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 geography and focus of regional transportation system investments. Based on the November JPACT discussion and subsequent November 30 TPAC discussion, add language to Chapter 3, Pg. 3-21, Section 3.4.1, that specifically defines the "Regional transportation system," as follows, "Multi-modal regional transportation facilities and services are defined both functionally and geographically. A facility or service is part of the regional transportation system if it provides access to

		responsibility in terms of maintenance and expansion of existing infrastructure and services and funding needed investments. **JPACT November 8 discussion:** JPACT members provided additional direction on this item on November 8. The committee generally agreed with the staff recommendation as presented but emphasized the importance of clearly identifying what elements of the transportation system are of regional interest, and therefore should be addressed in the RTP. In addition, Commissioner Wheeler recommended that staff ensure the RTP clearly describes the Willamette River Bridges as part of the regional transportation system. **MPAC November 14 discussion:** MPAC deferred discussion of this comment to November 28, pending a recommendation from MTAC on November 21.			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, as described below. 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, as described below. As a result, the regional transportation system is currently defined as: 1. All state transportation facilities (including interstate, state, regional and district highways and their bridges and ramps). 2. All arterial facilities and their bridges. 3. Transportation facilities within designated 2040 centers, corridors, industrial areas, mainstreets and station communities. 4. All high capacity transit and regional transit systems and their bridges. 5. All regional bicycle and pedestrian facilities and their bridges, including regional trails with a transportation function. 6. All other transportation facilities and services that JPACT and the Metro Council determine necessary to complete the regional plan, including Willamette River Bridges, Interstate Bridges, bridges that are part of other elements of the regional system, freight and passenger intermodal facilities, airports, rail facilities and marine transportation facilities. 7. Any other transportation facility, service or strategy that is determined by JPACT and the Metro Council to be of regional interest because it has a regional need or impact (e.g. transit-oriented development, transportation system management and demand management strategies, local street connectivity, culverts that serve as barriers to fish passage and throughway overcrossings).

					Together, these facilities, services and strategies constitute an integrated and interconnected system that supports desired land use as well as all modes of travel for people and goods movement to achieve the goals of the RTP. Specific facilities or services are included in the RTP based on their function within the regional transportation system rather than their geometric design or physical characteristics. More policy discussion is needed to determine what should be designated as the regional transportation system. In addition, the state component of the update will define funding responsibility for different elements of the regional transportation system and establish priorities for addressing identified regional transportation system needs. The definition of the regional transportation system may be refined to respond to this work. " This language more clearly describes the regional system identified in Chapter 3. Chapter 3 also identifies a regional interest in local street connectivity and transit service planning that is implemented through Sections 7.4.5 and 7.4.10 in Chapter 7. In addition, the RTP System maps in Chapter 3 identify the Willamette River bridges and other elements as part of the regional transportation system. 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.

Exhibit C to Resolution No. 07-3831A

November 30, 2007

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

This document summarizes other recommended changes to respond to comments received 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**	**TPAC Recommendation to JPACT**
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" of the Concept listed.	Metro Legal Staff	10/23/07	Agree. Amend as requested.
4.	Language clarification	P. 1-11, first paragraph: Replace the last sentence as follows: "Money that	Metro Legal Staff	10/23/07	Agree. Amend as requested.

CONSENT ITEMS FOR JPACT CONSIDERATION					
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		would otherwise be spent on car payments, auto insurance and fuel could instead go to mortgage or rent payments."			
5.	Language clarification	P. 3-13, Objective 4.2, Potential Actions: add new action, "Support Transit Oriented Development to encourage transit use, 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, "Eligible project sponsors used the principles in Figure 4.1 to nominate projects and programs to address identified needs. "
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: "The purpose of developing a financially constrained system is to provide a 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."	Metro Legal Staff	10/23/07	Agree. Amend as requested.
9.	Language	P. 7-1, last bullet: this has the regional-	Metro Legal Staff	10/23/07	Agree. Amend as requested.

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	clarification	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…."			
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 allow additional land to be developed and will remove barriers that limit walking, bicycling and access to transit.	Jim Gardner John Perry	11/1/07	This comment has been forwarded to the City of Portland to consider. This project did not meet the additional criteria that the City of Portland used to create the financially constrained list. The following criteria were used to identify projects for the federally constrained list: • Projects in Transportation System Plan (TSP) that were also on the Regional Transportation Plan (RTP) • Projects in current Office of Transportation Capital Improvement Plan (CIP) • Projects that received or requested MTIP funds • Projects that received or requested state Transportation Enhancement (TE) funds • Projects that received or requested state ODOT Grant Funds • Projects identified in the Final Systems Development Charge (SDC) project list • Included in a Modal Plan • Projects identified in completed TSP studies

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					Projects included in the financially constrained system are required to match revenue anticipated to be available during the plan 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. This should include developing a Regional Rapid Transit network, using MAX, Commuter Rail and possibly Bus Rapid Transit, which would connect all Regional Centers and cover all the Regional Mobility Corridors. Emphasis should not only be on high capacity and frequency, but also speed.	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~~ Improve existing conditions and reduce transportation-related storm water run-off, effective impervious surface, and other impact~~s~~ of the transportation system on fish and wildlife habitat conservation areas, wildlife corridors, significant flora and open spaces." To ensure that the RTP	Brian Wegener, Tualatin RiverKeepers Coalition for a Livable Future and Amanda Fritz	11/1/07 11/15/07	Agree in part. Add new action as follows, "Action 6.3.3 Encourage green street designs and operational practices that improve existing conditions and reduce transportation-related storm water run-off, effective impervious surface, and other impact~~s~~ of the transportation system during project planning, design, construction, maintenance and operations activities." Improving existing conditions and incorporating green street designs may not always be practical, but should be encouraged.

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		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 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.~~ Restore the region's water quality and natural stream flows." 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 Coalition for a Livable Future and Amanda Fritz	11/1/07 11/15/07	Agree in part. Revise Objective 6.3 Water Quality and Quantity as follows, "Protect the region's water quality and ~~quantity.~~ natural stream flows. In addition, add new action as follows, "Action 6.3.3 Encourage green street designs, operational practices and other strategies during the project planning, design, construction, operation and maintenance activities." Improving existing conditions and incorporating green street designs may not always be practical, but should be encouraged through best practices.
16.	Goal 7, Objective 7.2	Revise Objective 7.2 Pollution Impacts as follows, "~~Minimize~~ Reduce impervious surface 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 Coalition for a Livable Future and Amanda Fritz	11/1/07 11/15/07	Agree in part. Revise Objective 7.2 Pollution Impacts as follows, "Minimize noise, impervious surface and other transportation-related pollution impacts on residents in the region to reduce negative health effects The objective as proposed is consistent with the language and approach called for in Title 13 of the Urban Growth Management Functional Plan, and is covered in Comment #14 and #15, which call for implementing best practices.
17.	Projects	Concerned that two proposed transportation projects, the widening of OR 217 and the I-5 to 99W connector	Brian Wegener, Tualatin RiverKeepers	11/1/07	This comment will be forwarded to ODOT and Washington County for consideration. Metro prepared an analysis of potential conflicts where proposed RTP projects intersect

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		will have severe 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.	Coalition for a Livable Future and Amanda Fritz	11/15/07	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 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. State and federal regulations direct how local transportation system plans and other project development activities should 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.
18.	Projects	Concerned about projects #10396 (Cornelius Pass Road upgrades to add passing lanes and shoulders) and #10221 (Skyline Boulevard widening to add bike lanes) because project intersects with important wildlife corridor. Project information submitted by sponsoring agencies does not identify potential environmental impacts that should be considered as the projects move forward in project development and design phase. It is important for RTP to identify potential	Carol Chesarek Jim Emerson Christopher Foster	11/1/07 11/12/07 11/12/07	Agree. This comment will be forwarded to Multnomah County and City of Portland for consideration. The project description for #10396 will be updated to reference project is located within county designated wildlife habitat overlap zone. Metro prepared an analysis of potential conflicts where proposed RTP projects intersect with regionally-designated habitat conservation areas which are subject to regulation under Title 13 of the Urban Growth Management Functional Plan. HCAs, by definition are located inside the urban growth boundary. As noted in the comment, identifying these areas of potential conflict early

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		wildlife impacts and ensure wildlife crossing designs are integrated into project designs. Recommend creating an inventory of wildlife crossings in the region, similar to the culvert inventory created in 2002. Consider a broader definition of habitat conservation areas that includes all Goal 5 resources.			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. These 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/or other inventoried environmental resources included in the region's Goal 5 inventory. 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. State and federal regulations direct how local transportation system plans and other project development activities should ensure adequate consideration of environmental impacts and design solutions to address this concern. Recommend adding a new action directing Metro to coordinate the collection of more data to create a wildlife crossings inventory, similar to the culvert inventory, as proposed in the comment. Metro transportation staff will work with Metro Parks and Greenspaces to address these suggestions, as well as consideration of noting projects that were inventoried in the Goal 5 inventory, but that are not in a designated HCA per Title 13. Finally, Metro transportation and parks staff are developing a guidebook on incorporating wildlife crossings into project designs. The guidebook will serve as a resource for project designs in the Metro region.
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	Metro staff	10/30/07	Agree. Amend as follows, "3.2.11 Maintain and

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		need to periodically update regional pedestrian and bicycle inventories.			periodically update regional pedestrian and bicycle system inventories in coordination with TriMet, ODOT and local agencies."
21.	Performance measures	The RTP Round 1 Systems Analysis in Chapter 4 does not adequately report on system performance. ODOT recommends 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.	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 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. 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. 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.
22.	Goals and Objectives	Concerned with Potential Action 2.3.1., which places priority on investments that "implement the Congestion	Oregon Department of Transportation	11/2/07	Agree in part. Add the CMP Roadmap to the Appendix of the RTP for reference. The Congestion Management Process (CMP) is a

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		Management Process (CMP) by addressing a gap or deficiency. The CMP has not been formally reviewed by partner agencies and others through a public process.	(ODOT)		federally-required element that is implemented through the Regional Transportation Plan and Metropolitan Transportation Improvement Program. 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. 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 that are the the primary focus of the CMP roadmap. 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. Goals 6 and 7 and related objectives are part of the region's strategy for considering the environmental and community impacts of transportation investments. 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. Work will continue in the state component of the RTP update to develop the monitoring

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					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	No change recommended. 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: 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. These designations are carried forward from the 2004 RTP. The state component of the RTP update will conduct additional analysis and may identify refinements to these designations, and new areas in the region to apply this designation.

Figure 3.19.a (formally 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.

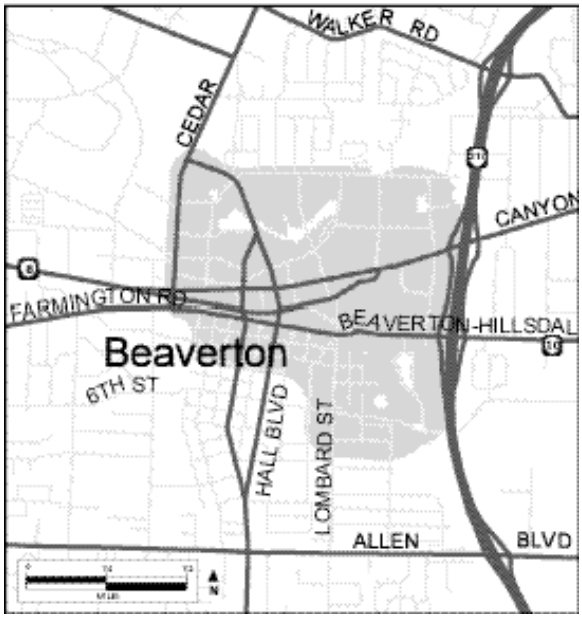
Figure 3.19.b (Formally Figure 1.14.b)

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.

Figure 3.19.c (Formally Figure 1.14.c)

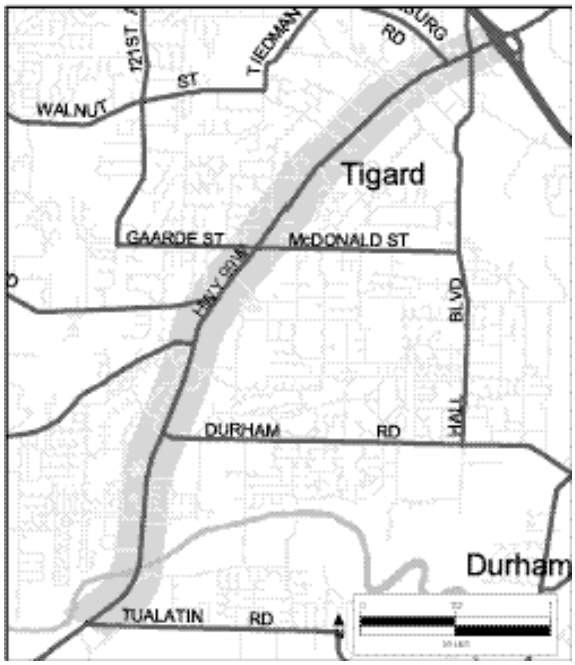
Beaverton Regional Center
Area of Special Concern



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)

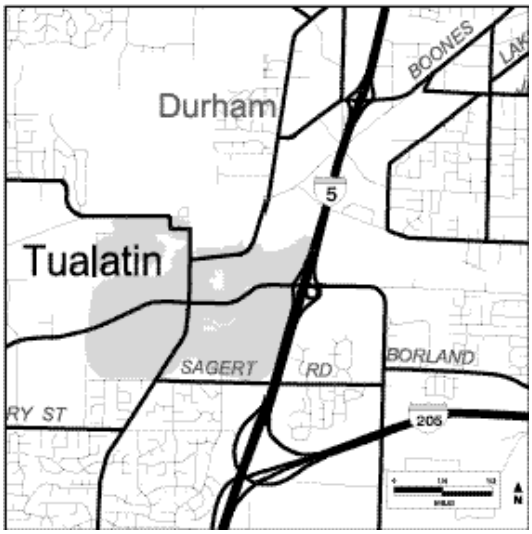
Highway 99W
Area of Special Concern



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.

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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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, "The RTP recognizes that new transit and road capacity are needed to achieve the Region 2040 vision and support the region's economic vitality." 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. "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."	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, "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	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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		function as a gateway for trade and tourism."			
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 ODOT	11/2/07 and 11/7/07 11/15/07	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 as follows, "Many bridges have all seen considerable investments in recent years. The Marquam was the first Portland bridge to undergo a seismic retrofit in 1995. The Hawthorne bridge is the oldest regional bridge in Portland. From 1998-99, the bridge went through a $21 million restoration, which included replacing the steel

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					grated deck, removal of lead-based paint and repainting, widening the sidewalks were widened to enhance pedestrian and bicycle travel. In 2001, the sidewalks were connected to the Eastbank Esplanade. The Steel bridge is currently owned by Union Pacific with the upper deck leased to Oregon Department of Transportation, and subleased to TriMet, although the City of Portland is responsible for the approaches. Between 1984 and 1986 the Steel bridge underwent a $10 million rehabilitation including MAX construction. In 2001, a cantilevered walkway was installed on the southern side of the bridge's lower deck as part of the Eastbank Esplanade (there are also sidewalks on the upper deck). The average daily traffic in 2000 was 23,100 vehicles (including many TriMet bus lines), 200 MAX trains, 40 freight and Amtrak trains, and 500 bicycles.[1] In 1997, Multnomah County replaced the lift-span sidewalk and installed guardrails on the Broadway Bridge. Sidewalks and lighting were replaced on the Broadway Bridge in 2001. From 2003-2005 additional bridge rehabilitation work included the replacement of steel grating and some painting. In 2002, the Burnside bridge went through a seismic retrofit, making it the first bridge operated by Multnomah County to receive earthquake protection. The bridge is currently under construction in order to replace the deck. This project is scheduled to be complete in late 2007 Upon discovery of cracks in both concrete approaches in January 2004, the weight limit on the Sellwood bridge was lowered from 32 tons to 10 tons. This has caused the diversion of 94 daily TriMet bus trips over the bridge. At

[1] http://www.answers.com/topic/steel-bridge?cat=technology. Retrieved on 11/09/07.

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					present there is study underway to determine whether the bridge should be repaired, rebuilt, closed altogether, or closed for automotive traffic (but left open for pedestrians and bicycles). A replacement is estimated at around $80 million. The Ross Island bridge underwent a $12.2 million renovation in 2000-2001. The bridge deck, sidewalk and lighting were replaced, the railings were upgraded, and the drainage system was improved During this renovation, lead paint was discovered and removed. From 2003 to 2006, ODOT completed a major rehabilitation of the St. John's bridge, including the replacement of the deck, repainting of the towers, water-proofing the main cables, replacing nearly half of the 210 vertical suspender cables, lighting upgrades, and improving access for bicycle and pedestrian travel. The region's first toll bridge, the Interstate Bridge (I-5/Columbia River Crossing) is actually made up of two side-by-side bridges. The northbound bridge was built in 1917 and the southbound bridge in 1958. Today, the Interstate Bridge carries 135,000 vehicles per day. Because congestion is so heavy in the morning and evening commute hours, bridge lifts for river traffic have been restricted during the weekday rush hour. Narrow lanes, short on-ramps, and a lack of safety shoulders on the bridge contribute to crashes. In addition, the existing bridge is at risk if a significant earthquake occurred in the region. A study is underway to determine how best to address current and future needs of this bridge. The estimated

[2] It cost travelers 5 cents to cross in 1917. In 1960, tolls of 20 cents for cars, 40 cents for light trucks, and 60 cents for heavy trucks and buses were collected until 1966 to pay off the construction bonds for the second bridge.

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					costs of bridge improvements range from $2 to $6 billion to fund bridge, highway and transit improvements in the study area. The RTP does not include construction costs for identified improvements. The Columbia River Crossing project will seek federal, state and local funding. In addition, tolling will be studied as a method to help finance the project. Tolls paid for the construction of the existing I-5 bridges in 1917 and 1958.[2] A formal public comment period is expected in the spring of 2008 on the selection of the best alternative. The study's recommendations will be amended into the RTP as part of future updates to the plan.
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 Paul Edgar	11/5/07 10/31/07	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. See comments #94-97.
35.	Policy	Clarify what elements of RTP will be subject to refinement during state component of RTP update. Concern RTP goals, objectives and actions in Chapter 3 have not had full discussion needed to understand implications for local plans and projects. Therefore, lack of comments on Chapter 3 does not constitute acceptance of policies. Consider including 2004 RTP goals in 2035 RTP instead.	Washington County JPACT	11/7/07 11/8/07	The 2004 RTP policy chapter is not SAFETEA-LU compliant. The federal component of the RTP update will be approved by Metro Resolution, and as such does not constitute a land use action applicable to local plans. All chapters of the RTP will be subject to refinement during the state component of the RTP update, including Chapter 3, Chapter 4 system analysis, the financially constrained system of investments in Chapter 6 and implementation elements described in Chapter 7. An updated draft plan will be subject to a 45-day comment period in Fall 2008. Metro expects all agencies and interested parties to review and provide additional recommended refinements to Chapter 3 and other plan chapters during that comment period. The approval action in Fall 2008 will be by Ordinance and constitute a land use action that addresses

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					requirements in the transportation planning rule and statewide planning goals.
36.	Technical analysis	Better distinguish between Chapter 4 analysis on RTP Investment Pool and the analysis to be summarized in Chapter 6 for the financially constrained system of investments. Clarify how these analyses will be used in the state component of the RTP update.	City of Beaverton	11/7/07	System analysis of the financially constrained system will be added to Chapter 6 after the federal component of the plan is approved. The analysis in Chapter 4 and Chapter 6 will inform development of additional scenarios analysis during the state component of the RTP update. The additional analysis will guide identification of a set of investments to meet state planning requirements. The Chapter 4 analysis will be updated accordingly to report on this set of investments. The analysis and investments in Chapter 4 will be used to determine adequacy with planned land uses, consistent with the transportation planning rule. Refinements may also be identified to the investments priorities in Chapter 6 during the state component of the RTP to respond to the additional analysis and performance measures that will be developed.
37.	Process	Include more elements of the Regional Freight and Goods Movement planning effort in the RTP	Westside Economic Alliance	11/8/07	Agree. More detailed background reports will become an appendix to the plan. In addition, performance measures and actions will be integrated into the plan during the state component of the RTP update.
38.	Federal compliance	Expand bullets on purpose of RTP on Page ii. in executive summary, to include the following language from CFR 23 450.322(b), "<u>define short and long-term strategies to address current and future transportation needs</u>"	FHWA	11/9/07	Agree. Amend as requested.
39.	Language clarification	Expand bullet on geopolitical instability on Page iii. in executive summary, to include the following language "Geopolitical instability, <u>uncertain energy supplies</u> and other trends will continue to drive up transportation	Dick Scouten FTA	11/7/07 11/9/07	Agree. Amend as requested.

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		costs…" and expand discussion in Chapter 2, Pg. 2-15.			
40.	Language clarification	Reinforce accessibility elements of the plan in executive summary.	FTA	11/9/07	Agree. Amend page iv., item #2 as follows, "**A systems approach that emphasizes completing gaps in the regional transportation network and protecting regional mobility ~~corridors to address safety and congestion deficiencies~~ to ensure a safe, accessible, reliable and seamless transportation system**. The plan views the transportation system as an integrated and interconnected whole that supports desired land use ~~and~~ as well as 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~~ as well as direction from the residents of the region to provide a balanced transportation system that expands transportation choices for everyone. Accessibility and 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. Improving access to and within 2040 Target Areas and completing gaps in pedestrian, bicycle and transit systems is also a critical part of this strategy."
41.	Technical analysis	Page 2-5, expand discussion of average commute time.	FHWA	11/9/07	Agree. Amend as follows, "However, the average commute time in the region grew by only 5 minutes between 1990 and 2000, increasing from 19 minutes to 25 minutes.[3] Nationally, the average commute time grew from

[3] Source: U.S. Census Bureau, which stated one minute of the increase in travel time is due to a change in methodology.

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					22 minutes to 26 minutes during this same period. By 2006, Multnomah County residents had the shortest commutes in the region by a small margin. Clackamas County residents had the longest commutes in 2006, more than two minutes longer than Multnomah and Washington counties.
42.	Language clarification	Page 2-6, add legend or distinguish between two lines in Figure 2.2.	FHWA	11/9/07	Agree. Amend as requested.
43.	Federal compliance	Pages 2-10-2-11, expand discussion on congestion management process (CMP) to strengthen link between CMP and RTP, identify other strategies for addressing congestion in the region and add CMP Roadmap to Appendix.	FHWA and FTA	11/9/07	Agree. Amend as requested. On page 2-11, add the following language at the end of the first paragraph, "Work is underway in the region to develop a broader set of measures that consider safety, reliability, accessibility, and land use, economic and environmental effects. This work will result in refinements to existing performance measures described in Chapter 3 during the state component of the RTP update. The measures will be used to identify, among other things, deficient transportation facilities and services in the plan and diagnose the extent of congestion during the two-hour evening rush hour and mid-day off-peak period. The new set of measures will help the region develop strategies to address congestion in a more strategic manner given limited transportation funding and potential environmental and community impacts. Add new bullets on page 2-11 referencing additional congestion management strategies, as follows, • "Implementation of a high-occupancy vehicle (HOV) lane on one section of I-5 northbound. During the evening rush hour, when the HOV rule is in effect, drivers eligible to use that travel lane are able to travel significant faster (45 mph) than drivers traveling in the general purpose lanes (20-25 mph). The effects of this HOV lane are limited by bottlenecks at either end of the

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					HOV lane section – most notably the Columbia River Crossing Bridge on the north end. • Public education efforts promoting trip-reduction, such as the Drive Less Save More Campaign. • Promotion of walking, bicycling and transit use. Many cities in the region are helping residents learn about available transportation choices, including the Travel Smart program in the City of Portland. • Safe Routes to School activities in the region. This federally-funded program provides safety education empowering students to walk or bike to school. Up to ___ percent of morning rush hour traffic are parents driving children to school. In addition, add the following descriptive language in Chapter 1, pg., as follows "**1.1.1 Federal Transportation Boundaries -** Federal law requires several metropolitan transportation planning boundaries be defined in the region for different purposes. These boundaries are shown in Figure 1.2. First, the Urbanized Area Boundary (UAB) is defined to delineate areas that are urban in nature distinct from those that are largely rural in nature. The Portland-Vancouver metropolitan region is somewhat unique in that it is a single urbanized area that is located in two states and is served by two MPOs. The federal UAB for the Oregon-portion of the Portland-Vancouver metropolitan region should not be confused with the Metro Urban Growth Boundary (UGB). Second, MPO's are required to establish a Metropolitan Planning Area (MPA) Boundary, which marks the geographic area to be covered by MPO transportation planning activities. At a minimum, the MPA boundary must include the urbanized area, areas expected to be urbanized within the next twenty years and areas within

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					the Air Quality Maintenance Area Boundary (AQMA). The federally-designated AQMA boundary includes areas located within attainment areas that are required to be subject to air quality conformity analysis. Finally, because the region has a population of more than 200,000 the Portland-Vancouver metropolitan area is designated as a Transportation Management Area (TMA) by the federal government and must have a congestion management program, consistent with federal SAFETEA-LU regulations. Metropolitan transportation planning activities within these boundaries are documented in Metro's Unified Planning Work Program (UPWP).
44.	Federal compliance	Page 2-10, add map showing locations of identified bottlenecks.	FHWA ODOT	11/9/07 11/15/07	Agree. Amend as requested.
45.	Federal compliance	Page 2-11, expand safety discussion to identify how incidents and bottlenecks will be addressed in the plan.	FHWA	11/9/07	Agree. Amend as follows, "The RTP includes a number of investments and actions aimed at further improving safety in the region, including: • Investments targeted to address known safety deficiencies and high-crash locations • Completing gaps in regional bicycle and pedestrian systems. • Retrofits of existing streets in downtowns and along main streets to include on-street parking, street trees marked street crossings and other designs to slow traffic speeds to follow posted speed limits. • Intersection changes and ITS strategies, including signal timing. • Expanding safety education, awareness and multi-modal data collection efforts at all levels of government."
46.	Technical analysis	Page 2-13, expand discussion on safety to describe data needs to better	FHWA	11/9/07	Agree. Amend as follows, "Traffic safety affects the Metro region on multiple levels. Safety fears prevent many from

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		analyze severity and economic impacts of crashes. Data is currently uneven, inaccessible and not comprehensively managed, thereby limiting evaluation and monitoring of the transportation system.			choosing to walk or bike. Crashes cause personal tragedy, lost productivity, rising insurance costs, congestion and delay to the movement of people and goods. Increasing awareness of safety issues is a first step to improving safety in the region. Injuries and loss of life are just one method by which to gauge the impact of crashes. Economic measures provide an added perspective. According to National Safety Council figures, each vehicle fatality corresponds to $5.2 million in economic costs, which includes medical costs, lost wages, lost productivity, property damage and administrative costs.[4] Speeding has also been estimated to be a contributing factor in approximately 1/3 of all fatal crashes, representing a cost of more than $40 billion nationwide. Speeding is a complex safety problem that involves numerous factors like public attitudes, driver behavior, vehicle performance, roadway design, posted speed and enforcement strategies. Federal research shows speed-related fatality rates are highest on local and collector streets. Figure 2.7 shows crash data for 2005 by road type in the Metro region." The best, most comprehensive source of crash data is collected and maintained by ODOT's Crash Analysis Unit. The data is distributed to local governments to conduct safety analysis. ODOT is currently working to improve the usability of this data. A better system for centralized crash data for all modes of travel is needed.
47.	Federal compliance	Objective 5.1 Operational Safety and relation actions should be broadened to include public safety elements and	FHWA	11/9/07	Agree. Amend objective 5.1 as follows "Operational and Public Safety." Amend Action 5.1.3 as follows, "Promote safety in the planning, design, construction, ~~and~~ operation

[4] Page 50. Cascadia Scorecard 2006: Seven Key Trends Shaping the Northwest, Sightline Institute (2006).

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		recognize the need to include safety in planning activities and for more comprehensive and useable data to improve evaluation and monitoring of safety in the region.			and maintenance of the transportation system." Add new action 5.1.7 as follows, "Work with ODOT to improve collection, integration and comprehensibility of multi-modal safety data and to support analysis, effective response to safety issues and identification of projects and management strategies." Add new action 5.1.8 as follows, "Establish performance measures and benchmarks for evaluating and monitoring safety in the region."
48.	Federal compliance	Page 2-15, expand discussion on security and emergency management to more clearly distinguish between natural and human-caused disasters and how the region will address them.	FHWA	11/9/07	Agree. Amend as follows, The terrorist event of September 11, 2001 and Hurricane Katrina in 2005 provide good illustrations of the challenges facing metropolitan areas in preparing for and responding to unexpected security incidents or natural disasters. Terrorist attacks are sudden and without notice. Natural disasters such as the Mt. St. Helens volcanic eruption, Hurricane Katrina or earthquakes often, but not always, have some early warning. One lesson from past events is paramount—*effective coordination and communication among the many different operating agencies in a region and across the nation is absolutely essential*.[5] Such coordination is needed to allow enforcement/security/safety responses to occur in an expeditious manner, while at the same time still permitting the transportation system to handle the possibly overwhelming public response to the security incident or natural disaster. Complementary to this is the need to make sure the public has clear and concise information about the situation and what actions they should take. Most studies of sudden disruptions to the transportation network, either from natural or human-made

[5] The Role of the Metropolitan Planning Organization (MPO) In Preparing for Security Incidents and Transportation System Response, Michael D. Meyer, Ph.D., P.E. Georgia Institute of Technology. Accessed November 10, 2007 at http://www.planning.dot.gov/Documents/Securitypaper.htm.

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					causes, have concluded that the redundancies in a metropolitan area's transportation system provides a rerouting capability that allows the flow of people and vehicles around disrupted network links. The RTP calls for placing a priority on investments that increase system monitoring for operations, management and security of the regional mobility corridor system. These types of investments would enhance existing coordination and communication efforts in the region, and recognize these facilities would serve as the primary transportation network in the event of an evacuation of the region. The plan also directs Metro to work with local, state and regional agencies to identify critical infrastructure in the region, assess security vulnerabilities and develop coordinated emergency response and evacuation plans. In addition, transportation providers are directed to monitor the regional transportation and minimize security risks at airports, transit facilities, marine terminals and other critical infrastructure. Future RTP updates will consider expanding Metro's role, as the MPO, to increase existing coordination and planning efforts in the region and funding of initiatives to address these issues."
49.	Technical analysis	Page 2-15, expand discussion to more clearly highlight potential impacts of global climate change as described in the "Key Environmental Issues" background report.	FTA Jan Secunda Mary Kyle McCurdy, 1000 Friends of Oregon	11/9/07 11/15/07 11/15/07	Agree. Amend the second paragraph in Section 2.3.8.5 to include the following language, "Transportation activities are one of the largest sources of greenhouse gas emissions. Currently, transportation accounts for an estimated 38 percent of the state's carbon dioxide emissions… While there are no State or Federal standards, it is possible to monitor the amounts of air toxics such as benzene and greenhouse gases. In 2007, the Oregon Legislature passed HB 3543, which commits the state to reduce greenhouse gas emissions to 10% below 1990 levels by 2020 and 75% below 1990 levels by

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					2050. Metro will begin monitoring these emissions as part of RTP updates to establish what trends there may be from transportation-based sources. Many challenges to the transportation system may arise from climate change and more research is needed to better understand the long-term affects. Warmer temperatures could affect the service life of transportation infrastructure. The predicted severe weather may increase the frequency of landslides and flooding. These types of events could result in damaged roads and rail infrastructure. Climate change could also affect system operations in the areas of safety, mobility and economic competitiveness.
50.	Policy actions	Page 3-9, Objective 2.3 – clarify how the plan addresses congestion in mobility corridors, recognizing new highway capacity is appropriate in some, but not all situations because of fiscal limitations or environmental and community impacts.	FHWA/FTA	11/9/07	Agree. Amend Action 2.3.3 to add reference to CMP process in Chapter 7, Section 7.6.3 as follows, "2.3.3 Consider a full range of options for meeting this objective…as well as small and larger-scale multi-modal capacity investments, consistent with Section 7.6.3. In addition, see recommendation for comment #22.
51.	Process	Highlight regional goods and freight movement planning effort and engagement of freight and business stakeholders in the process.	FHWA	11/9/07	Agree. Amend as requested by adding additional language on pg. 1-12.
52.	Process	Pg. 2-13, Section 2.3.8.1, describe next steps in freight planning effort to develop measures that will improve analysis tools to guide identification of freight-related investment priorities. Pg. 3-10, add action to improve data collection efforts and develop measures for freight and goods movement in the region.	FHWA	11/9/07	Agree. Amend as requested with the following new language, "Work is underway to begin development of a broad range of performance measures to be used to guide the evaluation and prioritization of investments in the RTP. Development of freight-related measures will be part of that effort." In addition, add new action as follows, "2.4.8 Improve freight-related data collection and develop measures that address the economic value of freight and goods movement."

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53.	Federal compliance	Include more detailed Environmental Considerations analysis required under SAFETEA-LU in appendix.	FHWA	11/9/07	Agree. Include background reports on "Key Environmental Issues," "Environmental Justice in Metro's Transportation Planning Process" and memorandum on Environmental Considerations in the appendix. In addition, environmental analysis of the financially constrained system of projects (once approved) will be added to Chapter 6 of the plan.
54.	Federal compliance	Expand the discussion in Chapter 5, section 5.4 of the costs and revenues for Operation and Maintenance of the region's transportation system to more clearly describe how maintenance of the system will be achieved.	FHWA	11/9/07	Agree. Amend as requested.
55.	Federal compliance	Show RTP project costs and revenues in year of expenditure per CFR 450.322(f)(10)	FHWA	11/9/07	Agree. Amend as requested. This information will be included in the Appendix.
56.	Federal compliance	Increase use of visualization techniques throughout document to improve readability, including maps of congested corridors and key bottlenecks.	FHWA	11/9/07	Agree. Amend as requested. Additional maps and graphics will be added to more clearly illustrate data and other elements of the plan.
57.	Federal compliance	Add access management and value pricing to list of activities in Action 4.1.7 and expand discussion under Section 3.4.4 on transportation system management and operations to include access management.	FHWA ODOT	11/9/07 11/15/07	Agree. Amend Action 4.1.7 as follows, "Manage the existing transportation system to protect throughway, street and transit capacity, optimize operating efficiency, enhance safety and manage congestion through the application of Intelligent Transportation Systems (ITS), incident response, <u>access management, value pricing,</u> high-occupancy vehicle lanes, and other system management and demand management strategies. In addition, add description of access management on Pg. 3-49 as follows, "<u>Access management – These are physical and operational controls that regulate access to streets, and throughways from public streets and private driveways in the interest of protecting regional mobility. These measures include restrictions on the location of</u>

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					interchanges, restrictions on the type and amount of driveway and intersection access to streets and use of physical controls, such as signals and raised medians, to preserve the function and integrity of the main facility."
58.	Project	Revise description for project #10088, as follows, "Lower Boones Ferry Road – ~~(I-5)~~ Madrona Street to ~~Portland~~ Kruse Way – ~~Improve bike/ped connections within this corridor~~ Widen to include bike lanes and turn lanes.	City of Lake Owego	10/24/07	Agree. Amend as requested.
59.	Project	A safer bicycle connection to Sauvie Island is needed. Consider a bridge at Delta Park or a multi-use trail along Highway 30.	Sidney Smith	11/1/07	No change recommended. This comment will be considered further during the state component of the RTP update.
60.	Projects	Reformat Table 6.1 to show hidden data/project information.	Margaret Middleton, city of Beaverton Jim Galloway, City of Troutdale ODOT	10/30/07 11/8/07 11/15/07	Agree. Project list display will be reformatted to improve display to show all text within each cell.
61.	Goals	The goals should be prioritized as follows, (1) Deliver Accountability, (2) Enhance Human Health, (3) Ensure Sustainability, (4) Enhance Safety and Security, (5) Promote Environmental Stewardship, (6) Ensure Effective Management of the Transportation System. Other goals will be addressed if the above goals are properly addressed.	Will Woodhull	11/3/07	No change recommended. The goals themselves are not listed in order of priority. The RTP balances across all of the goals. Priorities for investments are identified for each objective. The state component of the RTP update will develop a broad range of performance measures to be used to guide the prioritization of investments in the RTP. See also comment #2 in attachment 1 (Items for JPACT Discussion).
62.	Climate change	Page 1-5, add reference to U.S. Supreme Court ruling on CO2	Metro staff	11/12/07	Agree. Amend as follows, "In April 2007, the U.S. Supreme Court ruled that the Environmental Protection

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		emissions.			Agency violated the Clean Air Act by improperly declining to regulate motor vehicle emissions standards to control the pollutants, such as CO2, that scientists say contribute to global warming. The ruling could also lend important authority to efforts by the states either to force the federal government to reduce greenhouse gas emissions or to be allowed to do it themselves. California and 10 other states had already enacted some regulations to require reductions in CO2 emissions prior to the ruling. In 2007, the Oregon Legislature passed HB 3543, which calls for reduction of greenhouse gas emissions to 10% below 1990 levels by 2020 and 75% below 1990 levels by 2050."
63.	Technical analysis	Page 2-5, add new section describing non-work trips in the region to complement "commuting" section and expand commuting section to disaggregate mode share and share of residents commuting to another county for work by County.	Metro staff	11/12/07	Agree. Amend as requested.
64.	Policy	Add the word "healthy" to Goal 1 as follows, "…that fosters vibrant, healthy communities…"l	Noelle Dobson, Community Health Partnership Coalition for a Livable Future	11/12/07 11/15/07	Agree. Amend as requested.
65.	Policy	Substitute "human health" with the word "public" in Goal 5 as follows, ""Multi-modal transportation infrastructure and services are safe and secure for the ~~public~~ human health and goods movement."	Noelle Dobson, Community Health Partnership Coalition for a Livable Future	11/12/07 11/15/07	No change recommended. Human health is well-integrated into other RTP goals and objectives.
66.	Policy	Revise Goal 8 to more specifically reference population demographics	Noelle Dobson, Community	11/12/07	Agree. Amend as requested.

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		and geography, as follows, "Regional transportation planning and investment decisions ensure the benefits and impacts of investments are equitably distributed among population demographics and geography."	Health Partnership Coalition for a Livable Future	11/15/07	
67.	Actions	Add new action to Goal 3 as follows, "3.1.13 Coordinate with regional trail planners to encourage role of trails as part of the transportation network."	Noelle Dobson, Community Health Partnership Coalition for a Livable Future	11/12/07 11/15/07	Agree. Amend as requested.
68.	Actions	Page 3-11, amend Action 3.2.1, as follows "Place a priority on investments that remove barriers that prevent access to the transportation system for underserved populations. AORTA suggested language, "…that prevent access to all modes of the transportation system."	Noelle Dobson, Community Health Partnership Coalition for a Livable Future and AORTA	11/12/07 11/15/07	Agree. Amend as requested.
69.	Actions	Page 3-11, add new action to Objective 3.2. as follows, "Coordinate transportation and land uses to reduce barriers to non-motorized travel by reducing travel lengths from residential to worksites, schools, food and services."	Noelle Dobson, Community Health Partnership Coalition for a Livable Future	11/12/07 11/15/07	Agree. Amend as requested.
70.	Actions	Page 3-15, add new action to Objective 5.1 as follows, "Promote transportation infrastructure that supports safe and secure walking and bicycling routes for people of all ages	Noelle Dobson, Community Health Partnership	11/12/07 11/15/07	Agree. Amend as requested.

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		and abilities."	Coalition for a Livable Future		
71.	Actions	Page 3-17, amend Action 7.1.1 as follows, "Place a priority on investments that increase opportunities for ~~physical activity~~ active forms of transportation including walking, biking and transit."	Noelle Dobson, Community Health Partnership Coalition for a Livable Future	11/12/07 11/15/07	Agree. Amend as requested.
72.	Actions	Page 3-17, add new actions as follows, "7.1.6 Coordinate with public health professionals to conduct health impact assessments to judge potential impact of transportation infrastructure on human health. 7.1.7 Coordinate with regional trail planners to encourage role of trails as part of the transportation network. 7.1.8 Coordinate with transit providers to provide safe walking routes to transit stops."	Noelle Dobson, Community Health Partnership Coalition for a Livable Future	11/12/07 11/15/07	Agree. Amend as requested.
73.	Actions	Page 3-17, amend Action 7.1.2 as follows, "Locate housing, jobs, schools, parks and other destinations within ¼ mile walking distance or 1 mile bicycling distance of each other when possible."	Noelle Dobson, Community Health Partnership Coalition for a Livable Future	11/12/07 11/15/07	Agree. Amend as requested.
74.	Actions	Page 3-18, amend Objective 8.1 as follows, "Objective 8.1 Environmental Justice – Ensure benefits and impacts of investments are equitably distributed by population demographics and	Noelle Dobson, Community Health Partnership	11/12/07 11/15/07	Agree. Amend as requested.

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		geography."	Coalition for a Livable Future		
75.	Actions	Page 3-18, amend Action 8.2.1 as follows, "Place a priority on investments that remove barriers to benefit special access needs for people of all ages and abilities."	Noelle Dobson, Community Health Partnership Coalition for a Livable Future	11/12/07 11/15/07	Agree. Amend as requested.
76.	Language clarification	Page 7-49, first paragraph, revise as follows, "…investments lead to a safe, efficient and reliable transportation system or meet other RTP goals for land use, the economy, human health and the environment."	Noelle Dobson, Community Health Partnership Coalition for a Livable Future	11/12/07 11/15/07	Agree. Amend as requested.
77.	Measures	Page 7-49, Goal 1 add the following potential performance measures, "Mode split to determine walking, biking and transit ridership rates."	Noelle Dobson, Community Health Partnership Coalition for a Livable Future	11/12/07 11/15/07	Agree. Amend as requested.
78.	Measures	Page 7-52, Goal 5, add overall vehicle miles traveled to list of potential measures.	Noelle Dobson, Community Health Partnership Coalition for a Livable Future	11/12/07 11/15/07	Agree. Amend as requested.

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79.	Measures	Page 7-52, Goal 7, amend first bullet as follows, "Number of ~~non-automotive~~ walking, biking and transit trips per capita per day." And add two new potential measures as follows, "Length of walking and biking trips." and "Minutes of daily active transportation (walking and biking)."	Noelle Dobson, Community Health Partnership Coalition for a Livable Future	11/12/07 11/15/07	Agree. Amend as requested.
80.	Measures	Page 7-52, delete daily VMT and BTU's consumed per capita as these measures do not tell you anything about human health.	Noelle Dobson, Community Health Partnership Coalition for a Livable Future	11/12/07 11/15/07	Agree. Amend as requested.
81.	Technical analysis	Page 2-2, Section 2.1, first paragraph, add the following language, "Trends also indicate that higher numbers of low-income, culturally diverse populations are moving to areas with higher numbers of transportation system gaps and barriers. This highlights the need for regional transportation planning to strive for equitable distribution of transportation resources by both population and geographic distribution."	Noelle Dobson, Community Health Partnership Coalition for a Livable Future	11/12/07 11/15/07	Agree. Amend as requested.
82.	Technical analysis	Page 2-3, third paragraph, add the following language, "Regional research indicates that the areas with highest percentage of in-migration by low-income, culturally diverse populations are less served by transit, bicycle, and	Noelle Dobson, Community Health Partnership Coalition for a	11/12/07 11/15/07	Agree. Amend as requested.

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		pedestrian facilities than higher income areas. [6]These factors highlight the need to address transportation equity for populations at all income levels and communities outside the central city."	Livable Future		
83.	Technical analysis	Page 2-3, fourth paragraph, amend last sentence as follows, "An aging population requires transportation facilities designed to equitably serve people with a range of physical abilities."	Noelle Dobson, Community Health Partnership Coalition for a Livable Future	11/12/07 11/15/07	Agree. Amend as requested.
84.	Technical analysis	Page 2-5, Section 2.3, first sentence, amend as follows, "Travel behavior—mode choice, commuting patterns, trip length and frequency—is influenced by demographics, land use, transportation costs, transportation access, health factors, the economy, employment locations and job types as well as social and environmental values."	Noelle Dobson, Community Health Partnership Coalition for a Livable Future	11/12/07 11/15/07	Agree. Amend as requested.
85.	Technical analysis	Page 2-6, Section 2.3.2, second paragraph, add the following sentence at the end, "Increases in ridership is due in part to improved bicycle infrastructure, as well as increasing recognition of the health benefits of bicycling."	Noelle Dobson, Community Health Partnership Coalition for a Livable Future	11/12/07 11/15/07	Agree. Amend as requested.
86.	Technical analysis	Page 2-7, Section 2.3.3, first paragraph, add the following sentence at the end, "Pedestrian activity is also influenced by increasing knowledge	Noelle Dobson, Community Health Partnership	11/12/07	Agree. Amend as requested.

[6] Regional Equity Atlas (2007). Coalition for a Livable Future in partnership with Portland State University.

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		that walking produces significant health benefits. Therefore it is critical that our transportation system supports and encourages pedestrian behavior."	Coalition for a Livable Future	11/15/07	
87.	Technical analysis	Page 2-13, section 2.3.8.2, first paragraph, revise as follows, "In addition, transportation systems impact chronic diseases such as asthma that are related to air quality and vehicle emissions. While the Portland region has long embraced such policies, based on land use and transportation benefits, the introduction of health ~~benefits~~ goals and objectives in transportation planning is a new realm for the region."	Noelle Dobson, Community Health Partnership Coalition for a Livable Future	11/12/07 11/15/07	Agree. Amend as requested.
88.	Technical analysis	Page 2-13, section 2.3.8.2, third paragraph, revise as follows, "…and the grant-funded "Active Living by Design" program administered by ~~Portland State University~~ Community Health Partnership: Oregon's Public Health Institute. ~~The~~ Active Living by Design is a multi-disciplinary approach to promoting community health. The program works with both neighborhood projects and policy initiatives ~~selects specific neighborhoods for concerted efforts~~ to promote healthy eating and physical activity in daily living. Metro incorporated active living and improved air quality as ~~a~~ goals for this RTP update, and expects to expand the region's analytical capability to allow	Noelle Dobson, Community Health Partnership Coalition for a Livable Future	11/12/07 11/15/07	Agree. Amend as requested.

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		for transportation investment…"			
89.	Technical analysis	Page 2-19, first bullet, revise as follows, "Considering the regional transportation system's impact on human health could help prevent ~~lung illness and~~ chronic disease such as obesity, heart disease, diabetes and asthma that are linked to a lack of physical activity and poor air quality."	Noelle Dobson, Community Health Partnership Coalition for a Livable Future	11/12/07 11/15/07	Agree. Amend as requested.
90.	Technical analysis	Page 2-19, third bullet, revise as follows, "Transportation investments help shape a community's design and sense of place, which are shown to impact levels of social cohesion and individual well being."	Noelle Dobson, Community Health Partnership Coalition for a Livable Future	11/12/07 11/15/07	Agree. Amend as requested.
91.	Glossary	Add the following public health related terms and definitions to the glossary: **Active Living** - Lifestyles characterized by incorporating physical activity into daily routines through activities such as walking or biking for transportation, exercise or pleasure. To achieve health benefits, the goal is to accumulate at least 30 minutes of activity each day. **Active transportation** - Non-motorized forms of transportation	Noelle Dobson, Community Health Partnership Coalition for a Livable Future	11/12/07 11/15/07	Agree. Amend as requested.

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		including walking and biking. **Health Impact Assessment** - A combination of procedures, methods, and tools by which a policy, program or project may be judged as to its potential effects on the health of a population, and the distribution of these effects within the population. **Chronic disease** - An illness that is prolonged, does not resolve spontaneously and is rarely cured completely. Chronic diseases such as heart disease, cancer and diabetes account for seven of every 10 deaths in America. Although chronic diseases are among the most common and costly problems, they are also among the most preventable. Adopting healthy behaviors such as eating nutritious foods, being physically active and avoiding tobacco use can prevent or control the these diseases. **Health** - A condition of complete physical, mental and emotional well-being, not merely the absence of disease. **Walkable Neighborhood** - A place where people live within walking distance to most places they want to visit, whether it is school, work, a			

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		grocery store, a park, church, etc.			
92.	Policy and funding	Given an expected $7 billion gap in available funding sources, proposed improvements to all transportation modes would suffer. New sources of funding are needed. Absent additional financial sources, however, NAIOP would anticipate that funding priorities may need to shift from broader RTP goals to the more basic, motor vehicle capacity improvement needs on freeways and roads during the state component of the RTP update.	National Association of Industrial and Office Properties (NAIOP)	11/13/07	No change recommended. The state component of the RTP update will further address this comment. The RTP balances across all of the goals. Priorities for investments are identified for each objective. The state component of the RTP update will develop a broad range of performance measures to be used to guide the prioritization of investments in the RTP. See also comment #2 in attachment 1 (Items for JPACT Discussion). In addition, a significant focus of the state component will be on development of a short and long-term funding strategy for the region to fund needed investments adequate to serve planned land uses. The funding discussion will also focus on defining funding responsibility for different parts of the transportation system. Finally, 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.
93.	Projects and UGB planning	The transportation system in Washington County is not adequate for current and future residents. In addition, planning for the south Hillsboro area is questionable given limited transportation infrastructure in this area. Since the Western Bypass was dropped in the 1990's nothing has replaced its function. It is essential that a limited-access multi-modal transportation corridor be included in planning for the future as the area will continue to urbanize based on recent	Steve Larrance	11/14/07	No change recommended. Appendix 3.2 identifies recommendations from the Western Bypass Study and projects to address those recommendations. The RTP update will not revisit this policy decision. In addition, the I-5/99W connector, a new limited-access facility in southwest Washington County is being studied to identify additional local and regional connections to serve current and future travel needs in this part of the region. The state component of the RTP update will conduct additional analysis of the performance of the transportation system in this part of the region. Areas 69 and 71 were included in the UGB in 2002. As part of the concept planning effort for these two areas, the

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		UGB expansions in the south Hillsboro area and others that might occur in future UGB decisions.			city is looking at a larger area in order to recommend long-term boundaries for future UGB expansions or the designation of urban reserves, consistent with the conditions of Metro Ordinance 02-969B, which brought areas 69 & 71 into the UGB. Only areas 69 and 71 (approximately 340 acres) will be allowed to urbanize in the near future. The remaining land within the South Hillsboro planning effort will be evaluated for designation as an urban or rural reserve, as part of a region-wide collaborative effort by Metro, Washington, Clackamas and Multnomah counties in the next two years. The South Hillsboro Community Plan will provide information that can be used in this reserve analysis. The region-wide reserves analysis, which will look at where is the most efficient, cost-effective and appropriate (in terms of community vision) location to grow, will include the alternative analysis requirement that is required for UGB amendments. A very integral part of this analysis will be the ability to fund required infrastructure, including on and off-site transportation improvements. The same can be said for the planning efforts that recently occurred in Bethany and will occur in the Bull Mountain area in the near future. Portions of these areas were included in the UGB in 2002 and the planning processes for these areas also look at recommend long-term boundaries for future UGB expansions or the designation of urban reserves.
94.	Language Clarification	Add language to Chapter 1, Pg. 1-3 to recognize the important role of the Bi-State Coordination Committee in Metro's transportation planning process.	Bi-State Coordination Committee	11/15/07	Agree. Amend as follows, "<u>In addition, the Bi-State Coordination Committee advises RTC, and JPACT/Metro on issues of bi-state significance. On issues of bi-state land use and economic significance the Committee advises the local and regional governments appropriate to the issue. Since formation in 1999, the committee has reviewed Federal transportation funding reauthorization,</u>

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					Columbia River Channel deepening and projects and studies focused on the I-5 Corridor. Restructuring in 2004, expanded this role to include examining the connection between land use and transportation in the I-5 corridor and taking a multi-modal approach – including freight and transit – in considering the impacts of land use and transportation decisions within the context of economic development and environmental justice issues. JPACT and the RTC Board cannot take action on an issue of major bi-state transportation significance without first referring the issue to the Bi-State Coordination Committee for their consideration and recommendation."
95.	Language Clarification	Update refinement planning description for Interstate-5 North (I-84 to Clark County) Major Corridor Refinement to reflect the decisions made to date on the Columbia River Crossing project (see page 7-33 of 2035 RTP) and explicitly call out coordination with the Bi-State Coordination Committee	Bi-State Coordination Committee	11/15/07	Agree. Amend as requested.
96.	Language Clarification	Update the refinement planning description for the Interstate 205 Major Corridor Refinement (see Page 7-35 of 2035 RTP) to explicitly call out coordination with the Bi-State Coordination Committee.	Bi-State Coordination Committee	11/15/07	Agree. Amend as requested.
97.	Language Clarification	Explicitly encourage bi-state coordination of planning efforts listed in 7.8.8 – 7.8.11 to help ensure smooth organization of these systems or plans as they influence the bi-state area	Bi-State Coordination Committee	11/15/07	Agree. Amend as requested.

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98.	Objectives	Incorporate state greenhouse gas reductions into RTP goals and reflect the targets in the RTP performance measures.	Mary Kyle McCurdy, 1000 Friends of Oregon, Sister Jan Secunda, Jim Edelson and Coalition for A Livable Future	11/15/07	Agree. Objective 6.2 already calls for reducing greenhouse gas emissions and measures identified in Table 7.2 under goal 6 includes "tons per year of greenhouse gas emissions." Targets will be established during the state component of the RTP update. In the interim add the specific target language as a new action as follows, "Action 6.2.6 Adopt targets to reduce greenhouse gas emissions to 10 percent below 1990 levels by 2020 and 75 percent below 1990 levels by 2050."
99.	Actions	Include an action in RTP to model RTP projects to consider their effect on greenhouse gas emissions and actions to adopt offsetting land use actions and investments in transit and other modes that contribute to reducing greenhouse gas emissions.	Mary Kyle McCurdy, 1000 Friends of Oregon and Jim Edelson	11/15/07	Agree. Amend as requested. Action 6.2.5 already calls for monitoring air quality and greenhouse gas emissions at a system level. This analysis will not be conducted on a project by project basis. Add new action as follows, "Action 6.2.7 Adopt offsetting land use actions and investments in transit and other modes that contribute to meeting greenhouse gas emissions targets."
100.	Technical analysis	Add description to Section 7.1.2 of reflect potential action 6.2.5, which calls for monitoring air quality, greenhouse gas emissions and air toxics within the regional airshed.	Department of Environmental Quality (DEQ)	11/15/07	Agree. Amend as follows, "While there are no State or Federal standards, it is possible to monitor the amounts of air toxics such as benzene and greenhouse gases. Metro will begin monitoring these emissions as part of RTP updates to establish what trends there may be from transportation-based sources."
101.	Measures and Process	Include greenhouse gas emissions in the RTP performance measures that are developed during the state component and add a description of the process that will be used to select and monitor the measures over time.	Department of Environmental Quality (DEQ) and Coalition for A Livable Future	11/15/07	Agree. Air toxics and greenhouse gas emissions are already listed in the potential measures under Goals 6 and 7 on page 7-52. Expand the discussion on page 7-49 as follows, "A RTP Performance Measures Work Group will lead this effort. Table 7.2 provides a list of potential measures…as they related to…RTP goals in Chapter 3. A broader set of measures that consider safety, reliability, and land use, economic and environmental effects (such as greenhouse gas emissions) will be developed. The measures will serve as the basis for meeting state and federal requirements, evaluating system performance,

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					prioritizing investments and monitoring plan implementation. Recommendations from the work group will be brought forward for discussion and approval by JPACT, MPAC and the Metro Council. While level-of-service…should be considered as part of a more diverse set of measures, it should be evaluated in a more comprehensive fashion to ensure…solutions…represent the best possible approaches to serving the region's current and future travel demand, and land use, economic and environmental objectives as envisioned in the 2040 Growth Concept.
102.	Refinement planning	Move the Interstate-84 to US 26 Connector from the category of Type II-Minor Corridor Refinements, to Type I-Major Corridor Refinements and update the description to reflect intent of the Memorandum of Understanding (MOU) approved by the cities in May 2007, as follows, **"Interstate-84 to US 26 Connector** The long-term need to develop a highway link between I-84 and Highway 26 exists, and has become increasingly critical since the time of the 2004 RTP. The addition of Springwater and Damascus within the UGB has heightened the need for the link. Also, the mayors of the four east Multnomah County cities—Gresham, Troutdale, Wood Village and Fairview, entered a MOU that identifies North/South transportation improvements as their shared top transportation priority.	City of Gresham City of Troutdale City of Wood Village	11/15/07	Agree. Amend as requested because the refinement plan scope meets the definition of a Type I refinement plan (see page 7-32) - the mode and general location of needed transportation improvements are not determined, and a range actions must be considered prior to identifying specific projects.

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		Further, the initial round of modeling for the current RTP, which include the "200% list" of projects, shows that even implementation of the 200% list of proposed arterial improvements to Hogan Road would be inadequate to meet projected demand through 2020~~2035~~. The modeling shows that Hogan will fail even with these arterial improvements. Since only projects on the financially constrained list, or "100%" list, are likely to be carried forward, the modeling actually underestimates the extent of the system failure. An Interstate-84 to US 26 Corridor Study is necessary to identify a preferred alternative to serve statewide, regional, and local freight mobility and should include an analysis of 181st Avenue, Fairview Parkway, 242nd Avenue, and 257th Avenue. An improved north/south corridor will also benefit transit-oriented development along the MAX light rail corridor, as it would move freight traffic from its current route along Burnside, where it conflicts with development of the Rockwood town center and adjacent communities. In addition to planned improvements to the Hogan Road corridor and the analysis of alternative routes, a corridor study should			

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		address: • More aggressive access management between Stark Street and Powell Boulevard on 181st, 207th, and 257th avenues • Redesigned intersections improvements on Hogan at Stark, Burnside, Division and Powell to streamline through flow • The need for a long-term primary freight route in the corridor • <u>High capacity transit, including the potential to link Mount Hood Community College to the light rail system.</u>"			
103.	Language clarification	Concern Regional Streets and Throughways map (Figure 3.6) and Regional Mobility Corridor map (Figure 3.7) show 242nd Avenue corridor as the general location for the I-84 to US 26 connection. The general location has not been agreed to per comment #101.	City of Troutdale City of Wood Village	11/15/07	Agree. Amend maps to add a text note as follows, "<u>The designation of the I-84 to US 26 connection along 242nd Avenue is an interim designation. The I-84 to US 26 Corridor refinement plan will identify the principal arterial designation in this area.</u>"
104.	Refinement planning	The RTP should be explicit about who should lead the North/South Corridor Study and recommend that Metro may be more appropriate because while the study will address a "connection" between two state facilities, the connection may also be made via local arterial facilities and should include a transit element. In addition, the RTP should state the relative responsibilities of Metro and/or ODOT for the study, including funding and	City of Gresham	11/15/07	Update Appendix 3.1 to include Exhibit A (updated work program for corridor refinement planning) to Resolution No. 05-3616A, approved by JPACT and the Metro Council in October 2005. The resolution designated Metro as the designated led for this study. In addition, the 2007-08 UPWP calls out beginning the high capacity transit study in Spring 2007 and next priority corridor planning effort after completion of the RTP update. The I-84/US 26 Connector corridor and the Outer southwest Area corridor are the "likely" candidates for this effort per page 55 of the 2007-08 UPWP.

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		timing			Section 7.7.4 of the RTP states the corridor refinement planning work program will be monitored and updated as part of the Unified Planning Work Program (UPWP). Funding for corridor refinement planning is through Metro's federal MPO planning funds and MTIP program in partnership with other state and local funding sources as appropriate, and does not need to be included on the financially constrained list of projects. This study is listed as one of five studies to be completed in the 2006-2010 time period. Work is underway to develop a regional high capacity transit system plan. Section 7.7.5, Page 7-32 calls out that Type 1 refinement plans will be conducted by state or regional agencies in partnership with local governments. Future amendments to the UPWP will more specifically define lead roles and responsibilities, consistent with Resolution No. 05-3616A. Finally, the state component of the RTP will develop additional analysis and findings for these corridors as well as a phasing strategy for completing refinement plans that remain unresolved at the time of the adoption of the state component of the 2035 RTP. This may result in refinements to Appendix 3.1 as well as the UPWP.
105.	Moved to Exhibit "B", Discussion Item #6.				
106.	Language clarification	The Draft RTP states that financial planning is required for federal compliance—and deletes the reference to policies. Compare 2004 RTP page v, Introduction, 2004 RTP, to Draft 2035 RTP, page 1-3.	City of Gresham	11/15/07	No change recommended. Policies in Chapter 3 are also for federal compliance as described in the second sentence under Section 1.2 on page 1-3, in addition to the financial planning included in Chapter 5. This relationship is also discussed in Section 7.1, page 7-3 in the paragraph prior to Table 7.1

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107.	Policy	Current regional bicycle policies do not respond to trends in bicycling planning. Traffic speeds and volumes are the primary concern of current bicyclists and a barrier for 75% of the population who are potential cyclists. The state component of the RTP update should conduct additional analysis to refine current regional bicycle policies to classify the regional bicycle system in two ways: • *Intra-regional routes* that would be a backbone system (similar to an urban freeway) comprised mostly of off-street trails and bike lanes on regional boulevards and streets. These routes would also be the inter-center routes, connecting one center to the next. • *Intra-center routes* that target specific centers and create a three-mile bicycle travelshed within which a more complex set of routes would serve the center. These routes are imperative to increasing total bicycle mode share, therefore reducing total auto demand on the regional roadway system, and should be eligible for regional transportation funding.	Bicycle Transportation Alliance	11/14/07	This comment will be addressed during the state component of the RTP. The analysis should also consider how this recommendation would apply in areas of the region that lack a well-connected local and arterial street network.
108.	Policy	Amend Figure 3-8, Regional Mobility Corridor Concept, to include a multiuse path as a way to implement that intra-regional bicycle routes. Examples include I-84 and I-205.	Bicycle Transportation Alliance	11/14/07	The map will be refined during the state component of the RTP to address this comment. The mobility corridor concept already includes regional multi-use trails as part of the complementary facilities to the regional throughway system. Refinements to the map will better call out the role

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					of regional multi-use trails in these corridors.
109.	Policy	Link the Local Street Network Concept, and Figure 3.9, to bicycle and pedestrian travel. Identify a policy to require connections to main streets, town and regional centers. Specifically, amend the final sentence on 3-28 to say "While local streets are not intended to serve through traffic for motor vehicles, the local street network is a primary network of moving bicycle and pedestrian traffic and should be integrated in the regional planning strategy to increase access to designated centers by non-motorized travelers. Metro's local street connectivity model encourages communities to develop a connected network of local streets such as they will provide a high-level of access, comfort, and convenience for bicyclists and walkers travel to and among centers. The aggregate effect of local street design affects arterial and collector system effectiveness… Vehicle speeds on local streets are relatively low, which makes them good candidates for bicyclists and walkers traveling within and between centers. "	Bicycle Transportation Alliance Coalition for a Livable Future	11/14/07 11/15/07	Agree. Amend as requested.

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110.	Action	Amend Action 3.1.4 to include the development of a ½ mile grid network of low-traffic routes prioritized for non-auto travel.	Bicycle Transportation Alliance	11/14/07	No change recommended. This comment will be addressed during the state component of the RTP as part of the additional regional bicycle system analysis recommended in Comment #107 and #111.
111.	Action	Add new action under Objective 3.1 as follows, "Analyze a three-mile radius from 2040 centers and work with local jurisdictions to develop bicycle and pedestrian networks that use a variety of facility types."	Bicycle Transportation Alliance	11/14/07	Agree. Amend as requested. The analysis should also provide direction on how to apply this concept in areas of the region that lack a well-connected local and arterial street network, and where existing development, topographic or other constraints will limit increased street connectivity.
112.	Action	Amend Potential Action 2.1.8 or add a new action that would direct Metro to develop a standard and to test retrofitting arterial streets with separated cycle-tracks.	Bicycle Transportation Alliance	11/14/07	No change recommended.
113.	Technical analysis	Page 2-6, add text "Bicycles are cost-effective and a low-cost travel mode that provide access to all age groups and income types. Bicycle activity boosts economic competitiveness because more bicycles can be driven and stored in a smaller location, decreasing the total cost of parking."	Bicycle Transportation Alliance	11/14/07	Agree in part. Language already describes how bicycling in the region supports economic activity. Amend as follows, Bicycles are cost-effective and a low-cost travel mode that provide access to all age groups and income types. Bicycle facilities boost economic activity…Bicycle activity also supports efficient urban form because more bicycles can be driven and stored in a smaller location, decreasing the total cost and land area dedicated to parking."
114.	Technical analysis	Reference more up-to-date statistics that are available for bicycle counts cited on pages 2-6 and 2-7, including 2006 data for Figure 2-3.	Bicycle Transportation Alliance	11/14/07	Agree. Amend as requested.
115.	Actions	Increase bicycle data collection efforts throughout the region, including safety and ridership on the rural road system.	Hal Ballard	11/8/07	Agree. Amend as follows, "Action 3.1.13. Expand bicycle and pedestrian count and safety data collection efforts throughout the region."

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116.	Actions	Add new action to Goal 3 directing periodic updates to the regional bicycle and pedestrian system inventories.	Metro staff	11/15/07	Agree. Amend as follows, 3.1.14 Periodically update the regional bicycle and pedestrian system inventories in coordination with TriMet, SMART, ODOT and local agencies."
117.	Policy	Noise needs to be taken into consideration in regional transportation planning activities.	Robert Bailey	11/8/07	Agree. The RTP includes objectives and actions related to noise.
118.	Projects	Include the construction phase of the North Portland Greenway Trail in the financially constrained system.	Swan Island Business Association Bicycle Transportation Alliance 15 postcards and 39 web comments	10/10/07 11/11/07 10/15/07-11/15/07	No change is recommended. This comment has been forwarded to the City of Portland for consideration. 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. The construction phase is identified on the RTP Investment Pool list of projects. Projects included in the financially constrained system are required to match revenue anticipated to be available during the plan period. However, the City of Portland felt it was premature to include in the financially constrained system because the project is not in the city Transportation System Plan (TSP).
119.	Projects	Include the construction phase of the Sullivan's Gulch Trail in the financially constrained system.	Tamara DeRidder; Bill Barber, Central Northeast Neighborhood Inc.; and MJ Coe, Sullivan's Gulch Trail Committee	11/15/07	No change is recommended. This comment has been forwarded to the City of Portland for consideration. 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. The construction phase is identified on the RTP Investment Pool list of projects. Projects included in the financially constrained system are required to match revenue anticipated to be available during the plan period. The master plan has been funded through the 2008-11 MTIP. However, the City of Portland felt it was premature to include in the financially constrained system because the project is not in the city Transportation System Plan (TSP). the city hopes to add these trails to the TSP once the studies are complete.

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120.	Technical correction	Delta Park Trail (Project #10353) is not shown on financially constrained system map and include as part of the Columbia Sough Trail system (Project #10234).	City of Portland	11/15/07	Agree. Delete project #10353 (Delta Park Trail) and amend project #10234 to include the Delta Park Trail connection in the project description. In addition, update the financially constrained system map to include this trail connection as part of project #10234.
121.	Technical correction	Project #10192 - Division Streetscape and Reconstruction Project (SE 6th Avenue to SE 39th) is not a repaving project and deserves an appropriate place on the RTP list as a 2040 "Main Street." In addition, revise Goal 1 rating to “medium” and Goal 5 rating to “medium.”	City of Portland and Linda Nettekoven, Hosford-Abernethy Neighborhood Development Association	11/15/07	Agree. Amend as requested.
122.	Technical correction	Update cost for Project #10343 (West Hayden Crossing) to $99,258,000.	City of Portland	11/15/07	Agree. Amend as requested.
123.	Technical correction	RTP Functional System Maps should be updated to reflect recent Portland TSP changes and council actions.	City of Portland	11/15/07	Agree. Amend as requested during the state component of the RTP update along with other changes that are identified as a result of additional analysis and findings.
124.	Technical correction	Project 10191: Garden Home Road (Capitol Highway – Multnomah) - Divide into two projects, make changes to descriptions, then delete Project 1 from the financially constrained system and add project #2 to the financially constrained system: ~~Project 1: Reconstruct road with drainage, bike lanes, sidewalks and curbs. Cost: $10,973,967~~ Project 2: Improve and signalize the intersection at SW Garden Home and SW Multnomah boulevard. Cost: $1,931,033	City of Portland	11/15/07	Agree. Amend as requested.

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		Reason: City staff inadvertently combined a Systems Development Charge project (intersection improvements) with the Garden Home roadway improvements. The Garden Home project as a stand-alone project does not meet the additional City of Portland criteria outlined in Comment #12. Revised project descriptions will be included in the City of Portland's TSP.			
125.	Projects	Add new project to RTP Investment pool that combines two TSP projects into one project to more clearly define property access needs in the NW Industrial District resulting from the anticipated closure of the BNSF Railroad crossing at NW Balboa Avenue:St Helens Rd (US 30) NW, (in vicinity of NW Balboa) Connectivity Improvements: Provide an alternative crossing of the BNSF Railroad to improve connectivity and safety between US 30 and the industrial properties served by NW Front Avenue in the Willbridge area of the NW Industrial District. Cost: $16,474,000	City of Portland	11/15/07	Agree. Amend as requested.
126.	Projects	Add new project to RTP Investment Pool: N. Interstate Ave. Ramp (BR #153): Replacement of the existing N. Interstate to Larrabee flyover ramp with a new structure. Cost: $14,677,225	City of Portland	11/15/07	Agree. Amend as requested.

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		On October 2007, this project was identified as a deficient bridge in the Safe Sound and Green Streets funding proposal. Based on an updated analysis and cost estimate by the PDOT bridge engineering section, the project scope was redefined from a rehabilitation project to a complete bridge replacement. The updated project cost for a bridge replacement is $14,677,225.			
127.	Actions	3.1.4. Add to the list of potential reasons for considering bicycle boulevards: "…or when comfortable, safe, attractive facilities cannot be created.	City of Portland	11/15/07	Agree. Amend as requested.
128.	Actions	Add: 3.1.13: Research successful elements of bicycle-friendly cities around the world.	City of Portland	11/15/07	Agree. Amend as requested.
129.	Actions	5.1.6. Amend as follows: "Work with local jurisdictions, ODOT and other public agencies to collect and analyze data to identify high-frequency bicycle- and pedestrian-related crash locations and conditions and improvements to address safety-related deficiencies in these locations and under these conditions. [Bicycle crashes are not focused enough to identify high-crash locations. However, we can identify the types of conditions that typically result in crashes and look for ways to improve those conditions.]	City of Portland	11/15/07	Agree. Amend as requested.
130.	Actions	Goal 7: Multi-modal transportation infrastructure and services enhance	City of Portland	11/15/07	Agree. Amend as requested.

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		quality of human health by providing safe, comfortable and convenient options…			
131.	Actions	Objective 7.1 Active Living – Provide safe, comfortable, attractive, and convenient transportation options…	City of Portland	11/15/07	Agree. Amend as requested.
132.	Actions	7.1.2. Locate housing, jobs, schools, parks and other destinations within walking and convenient bicycling distance of each other when possible.	City of Portland	11/15/07	Agree. Amend as requested.
133.	Technical correction	Page 3-39 include as a footnote or endnote a more complete description of the state's interpretation of what is "excessively disproportionate," "unsafe," etc. and what would then be required of a jurisdiction when they do not provide the facility on the constructed or reconstructed roadway.	City of Portland	11/15/07	Agree. Amend as requested to include ODOT's interpretation of this section of the bicycle bill in ODOT's Bicycle and Pedestrian Plan, as follows "ODOT interpretation of ORS 366.514 regarding exceptions where pedestrian and bicycle facilities need not be provided can be found in the 1995 Oregon Bicycle & Pedestrian Plan. Appendix C: ODOT interpretation of ORS 366.514, p.204, http://www.oregon.gov/ODOT/HWY/BIKEPED/planproc.shtml. The law provides for reasonable exemptions. The determination that one or more exemption is met should be well-documented. The decision should allow opportunities for public review and input by interested parties. The burden is on the governing jurisdiction to show the lack of need to provide facilities.
134.	Technical analysis	Page 3-39, add a parallel discussion about appropriate distances and about the localized nature of most bicycle trips.	City of Portland	11/15/07	Agree. Amend as requested.
135.	Policy	Misdirected to structure the RTP bicycle network such that the regional system "typically correspond[s] to the arterial street network. Consider identifying a "market area" around town and regional centers with a radius equal to a reasonable trip distance for	City of Portland	11/15/07	No change recommended. This will be further addressed during the state component of the RTP update.

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		bicycle (3 miles). The goal would be to serve trips to the center within that radius. The region should broaden the provision of bikeways go beyond arterial streets. It is important for the RTP to be clear about its goals for bicycling as it will greatly affect what types of facilities are built in the region, and thus how successful the region will be at replacing automobile trips with bicycle trips.			
136.	Policy	Add a goal: Enhance comfort of users of the bicycle system. • Emphasize design that allows for side-by-side travel and conditions that allow cyclists of different speeds to pass one another. • Emphasize separation from the motor vehicle system while maintaining maximum proximity to main streets. • Focus on intersections (where overwhelming majority of crashes occur). • Focus on maintenance to allow for smooth riding conditions.	City of Portland	11/15/07	No change recommended. This comment will be addressed during the state component of the RTP update as part of the broader regional bicycle policy discussion called for in Comments #107 and #135.
137.	Bridges	The role of bridges should have a higher level policy discussion in the plan.	City of Portland	11/15/07	Agree. A broader policy discussion will be developed as part of the state component of the RTP.
138.	Bi-State coordination	Additional coordination is needed with Clark County and City of Vancouver to ensure the best transportation system for the region.	City of Portland	11/15/07	Agree. Opportunities will be identified to expand existing coordination with the Bi-State Coordination Committee, the Regional Transportation Commission and local agencies in the Vancouver/Clark County area during the state component of the RTP update. See also comments

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					#94-97.
139.	Elderly and Disabled Transportation Needs	The RTP should provide more guidance on removing barriers to locating housing for seniors and people with disabilities near transit and well-connected neighborhoods.	TriMet	11/15/07	Agree. Several actions listed under Objective 3.2 and Objective 8.2 already provide specific guidance in this regard. Amend Action 3.2.3 as follows, "Provide land use and economic incentives to locate ~~transit connections between low-income residential areas~~ affordable housing, ~~and~~ employment areas and ~~related~~ social services in close proximity to regional transit service. Additional recommendations from the 2006 Elderly and Disabled Transportation and Land Use study will be integrated into the RTP as part of the state component of the RTP update.
140.	Elderly and Disabled Transportation Needs	The objectives 3.2 and 8.2 are insufficient to guide development of a transportation system that adequately serves elderly and disabled transportation needs in the region. For example, taxi services for medical appointments and other paratransit services could benefit from demand management strategies targeted to users and providers of the services. Metro (not TriMet) should be responsible for creating a system plan for elderly and disabled transportation and conduct more analysis of travel patterns and needs of this population.	Jon Putnam	11/15/07	Add new action under Objective 8.2 as follows, "8.2.12 Work with TriMet, SMART, public, private and non-profit providers and social services staff, employers, to increase awareness of travel options and demand management strategies to reduce trips and shift trips to non-peak hours. This is not currently a work program activity for Metro. Previously, TriMet staff led development of the 2006 Elderly and Disabled Transportation Plan and the Coordinated Human Services Transportation Plan required under SAFETEA-LU. Additional analysis and recommendations from the 2006 Elderly and Disabled Transportation and Land Use study, the EDTP and CHSTP will be integrated into the RTP as part of the state component of the RTP update. Metro will continue to participate with TriMet on future updates to these plans and discuss roles and responsibilities of this work through future updates to the Unified Planning Work Program (UPWP).

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141.	Actions	The region is experiencing dramatic shifts in poverty throughout the region. As people move throughout the region in search of affordable housing, the transportation options available to them have important implications for their ability to stay connected to school, jobs, services and communities of support. Action 8.2.8 should include housing for people with low-income in developments that include public facilities and provide access to increased economic and employment opportunity.	Ian Slingerland, Community Alliance of Tenants and Coalition for a Livable Future	11/15/07	Agree. Amend Action 8.2.8 as follows, "Provide land use and economic incentives to incorporate ~~elderly and disabled~~ housing for people of low-income, elders and people with disabilities into mixed use developments that includes public facilities such as senior centers, libraries and other public services as well as commercial and retail services such as stores, medical offices and other retail services, and economic and employment opportunities." See also comment #139. Additional work to better integrate affordable housing into the RTP will occur during the state component of the RTP update.
142.	Actions	Actions under Goal 1 should also include support for preservation and production of affordable housing. Too often efforts to target investments in 2040 centers and neighborhoods fail address the impact on housing costs these efforts have. Low-income people are pushed out and further removed from improved transportation options, facing increased commutes and less access to services and opportunity. Metro's Housing Choice Task Force made several recommendations, including integrate housing supply concerns and specifically affordable housing into all policy making and funding allocations.	Ian Slingerland, Community Alliance of Tenants and Coalition for a Livable Future	11/15/07	Agree. Add new objective and action under Goal 1 as follows, "Objective 1.3 Affordable Housing – Support the preservation and production of affordable housing in the region. Action 1.3.1 Integrate affordable housing concepts, issues and actions into policy making and funding allocations." See also comments #139 and 141. Additional work to better integrate affordable housing into the RTP will occur during the state component of the RTP update.
143.	Technical corrections	Change the designation of Lake Oswego to Portland streetcar from "planned" to "proposed" because a locally preferred option has not been	Metro staff	10/17/07	Agree. Amend as requested.

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		selected. The alternatives analysis has been completed with streetcar selected as the preferred mode.			
144.	Technical corrections	Add Portland Streetcar Loop as a "planned" streetcar from NW 10th/11th and Lovejoy through the Lloyd District to OMSI and over the new LRT bridge to reflect the locally preferred alternative adopted in 2006.	Metro staff	10/17/07	Agree. Amend as requested.
145.	Technical corrections	Change the Milwaukie LRT alignment that connects the Caruthers Bridge to the Transit Mall via I-405 to the Lincoln Street alignment to reflect the locally preferred alternative alignment.	Metro staff	10/17/07	Agree. Amend as requested.
146.	Technical corrections	Miscellaneous project list corrections: RTP #10069: East Buttes Powerline Trail: The nominating agency is listed as North Clackamas PRD. No facility owner/operator is listed. Please change both fields to Gresham, since only Gresham is carrying forth a portion of the project at this time. Please change the description to: "Build portion of trail within Gresham City Limits." RTP#10420: Palmquist Rd. Improvements: please change description from "widens to five lanes" to :"Improves to five lane collector standards, intersection improvements." RTP #10431: Highland/190th Rd.	City of Gresham	11/15/07	Agree. Amend as requested.

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		Widening: The start point should be "200' south of SW 11th (not at the intersection of Powell of Highland). RTP 10443 and 10446: The project/Program names for each of these is shown as "Improvement." Please change 10445 to be: "181st Ave. Intersection Improvement (181st/Glisan) and RTP 10446 to be "181st Ave. Intersection Improvement (181st/Burnside)." RTP #10449: 201st: Halsey to Sandy: please change description to "Improve to collector standards, signalize 201/Sandy." RTP #10455: Please change Project/Project name to be: "Rockwood TC Ped and Ped to Max: 188th LR Stations and Ped to Max." RTP 10465: 172nd Improvements: Please change project end location from "Butler" to "Foster." RTP #10472: Eastman at Division Please delete the words "Add SB RT lane and" from the Description. RTP #10477 through 10488: Please insert the phrase "Springwater Road Section" in front of any facility that is identified by number. For example, in			

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		RTP #10477, the Project/Project name would be "Springwater Road Section 4" instead of just "4." RTP #10500: 257th (Kane) at Stark, and Stark: Kane to Troutdale Road." Please delete this project. RTP #10501: Please change project/Project name from: Barnes Rd.: Powell Valley to city limits: only Powell Valley to Orient" to: "Barnes Rd.: Powell Valley to City Limits: only Orient to So. City limits." RTP #10534: Cheldelin: 172nd to 190th": Description now reads "172nd, 182nd, Foster." Please change to: "Improve existing road to minor arterial standards, signalize Cheldelin at 172nd, 182nd, Foster." RTP #10536: Clatsop: Improvements. Description now reads "162nd." Please change to :Improve Clatsop to minor arterial standards and signalize Clatsop @ 162nd." RTP #10542: Foster Rd. Improvements: Description now reads: "Improve Jenne to minor arterial standards." Please change to: "Improve Foster to Minor Arterial (Parkway) standards, 2 lanes, with turn pockets whether appropriate."			

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		RTP# 10543: 172nd: Cheldelin south to Pleasant Valley Boundary: Description now refers to Foster Rd., please delete and replace with "Improve 172nd Ave to major arterial standards." RTP #10864: New interchange on US 26 to serve industrial area: the abbreviated description. Show Gresham's involvement in the Table. RTP #11100: This is a companion project to 11074, suggest that the project/program name be changed from "Road to 190th" to: "East Buttes Loop Trail: From Rodlun Rd. to 190th"). RTP #11052, #11046, RTP #11047, RTP #11048, RTP #11050, RTP #11051: Please add information on these six projects as provided in July.			
147.	Actions	Revise Action 3.1.10 as follows, "Identify and analyze possible passenger rail service corridors…as part of the high capacity transit system plan."	Metro staff	11/15/07	Agree. Amend as requested.
148.	Actions	Revise Action 3.2.2 as follows, "Provide transit service that is accessible to people with disabilities and provide para-transit to eligible disabled individuals ~~the portions of the region without adequate~~ fixed-route service ~~in compliance~~ with the Americans with Disabilities Act of	Metro staff	11/15/07	Agree. Amend as requested.

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		1990."			
149.	Actions	Rename "Environmental Justice Targets Areas" to be "Environmental Justice Communities" throughout the document.	Coalition for a Livable Future	11/15/07	Agree. Amend as requested.
150.	Language clarification	Revise #2 on page iv of the executive summary as follows, "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, a growing body of research demonstrating that road capacity increases are not a sustainable solution to congestion, and	Coalition for a Livable Future	11/15/07	Agree in part. Amend as follows, "…a growing body of research demonstrating that adding road capacity alone is not a sustainable solution to congestion,…" It is important recognize that strategic capacity investments will be needed along with other investments in other modes and implementation of management and land use strategies.
151.	Language clarification	Add the word "fiscal" to number 3 on pg. iv. Of the executive summary as follows "3. A new focus on fiscal stewardship to preserve our existing transportation assets and achieve the best return on public investments."	Coalition for a Livable Future	11/15/07	Agree. Amend as requested.
152.	Language clarification	Page 2-15, Section 2.3.8.5 Environmental Restoration and Protection - Include estimates for greenhouse gas emissions to 2035 and Metro's airshed analysis mentioned in Chapter 4 (pg. 4-20) here.	Coalition for a Livable Future	11/15/07	Agree. Amend as requested.

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153.	Language clarification	Add the following bullet to page 2-19, "Affordable housing and transportation are inextricably linked. Sufficient affordable housing gives people options of where to live, allowing them to be closer to work, resulting in diminished commute time, less pollution and reduced traffic congestion."	Coalition for a Livable Future	11/15/07	Agree in part. Add the following language to page 2-19, "The plan should support providing land use and economic incentives to incorporate affordable housing for people of low-income, elders and people with disabilities into mixed use developments that are served by transit and include public facilities and services, commercial and retail services such as shopping and medical offices, and economic and employment opportunities. Sufficient affordable housing gives people options of where to live, allowing them to be closer to work, resulting in diminished commute time, less pollution and reduced traffic congestion."
154.	Language clarification	Add the following language to action 1.1.7, "and designated corridors."	Coalition for a Livable Future	11/15/07	Agree. Amend as requested.
155.	Language clarification	Add the following language to Goal 1, "…and supports active transportation options, jobs, schools…"	Coalition for a Livable Future	11/15/07	Agree. Amend as requested.
156.	Actions	Add new action to Objective 1.1, "Minimize large new transportation infrastructure intrusions in and between currently well-connected neighborhoods."	Coalition for a Livable Future	11/15/07	Agree in part. Add new action as follows, "Design the transportation system with adequate capacity to keep regional traffic on regional system, reduce regional traffic on local streets and in residential neighborhoods and support non-auto travel."
157.	Language clarification	CLF recommended revise action 2.1.1 as follows, "Place a priority on investments that address multi-modal system gaps to improve reliability and access (1) from labor markets and trade areas to the primary 2040 Target Areas**;** or (2) to work, shopping, school and recreation within the 2040 Target Area**."** The first Potential Action	Coalition for a Livable Future	11/15/07	Agree in part. Amend action 2.1.1 as follows, "Place a priority on investments that address ~~multi-modal~~ system gaps to improve reliability and multi-modal access (1) from labor markets and trade areas to the primary 2040 Target Areas**;** or (2) within 2040 Target Areas**."**

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		focuses on moving freight into the region, without acknowledging the economic importance of travel and circulation within the 2040 target areas. AORTA recommended revise action 2.1.1 as follows, "Place a priority on investments that address ~~multi-modal~~ system gaps to improve reliability and multi-modal access from labor markets and trade areas to businesses in the primary 2040 Target Areas and employment areas.			
158.	Language clarification	Revise action 2.1.6 as follows, "Provide a complementary network of community bus and streetcar service connections that serve 2040 Target Areas and provide access to regional transit on arterial streets and the regional high capacity transit network, consistent with Regional Transit System Map. The Regional Transit System Concept on page 3-29 shows both High Capacity Transit and Regional Transit on Arterial Streets.	Coalition for a Livable Future	11/15/07	Agree. Amend as requested.
159.	Actions	Add new action under Goal 6 as follows, "Develop a comprehensive plan to reduce transportation-related greenhouse gas emissions to meet state goals."	Coalition for a Livable Future	11/15/07	No change recommended. The state RTP will constitute the regional transportation plan's role in reducing transportation-related greenhouse gas emissions. See comments #98-101.
160.	Language clarification	Add new action under Objective 6.4, Encourage transportation investments that discourage large new low-density housing development."	Coalition for a Livable Future	11/15/07	No change recommended.

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161.	Language clarification	Revise action 8.1.1 as follows, "Place a priority on investments that benefit environmental justice ~~target areas~~ communities, address past transportation equity issues or remove barriers to accessing the transportation system."	Coalition for a Livable Future	11/15/07	Agree in part. Revise action 8.1.1 as follows, "Place a priority on investments that benefit environmental justice ~~target areas~~ communities or remove barriers to accessing the transportation system."
162.	Language clarification	Revise action 8.1.2 as follows, "Evaluate benefits and impacts of recommended investments on environmental justice ~~target areas~~ communities."	Coalition for a Livable Future	11/15/07	Agree. Amend as requested.
163.	Language clarification	Revise action 8.1.3 as follows, "When a major disparity exists, ~~expand~~ modify a project to include commensurate benefits for those significantly burdened by project."	Coalition for a Livable Future	11/15/07	Agree. Amend as requested.
164.	Language clarification	Combine action 8.2.1 and 8.2.2 as follows, "Place a priority on investments that ~~remove barriers to benefit special access needs~~ provide ~~an appropriate level,~~ a range of high quality ~~and range of~~ transportation options to serve special access needs of individuals in this region, including people with low-income, children, elders and people with disabilities."	Coalition for a Livable Future	11/15/07	Agree in part. Combine action's 8.2.1 and 8.2.2 as follows, "Combine action 8.2.1 and 8.2.2 as follows, "Place a priority on investments that remove barriers to ~~benefit special access needs~~ provide ~~an appropriate level,~~ a range of high quality ~~and range of~~ transportation options to serve special access needs of individuals in this region, including people with low-income, children, elders and people with disabilities."
165.	Language clarification	Revise action 8.2.7 as follows, "Encourage new and existing development to create and enhance pedestrian facilities near low income, elderly and disabled developments… in areas serving low income, elderly and disabled individuals. "	Coalition for a Livable Future	11/15/07	Agree. Amend as requested.

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166.	Language clarification	Add new action under 8.2 as follows, "Work with nonprofit and for profit affordable housing developers to encourage the location of public transportation near affordable housing."	Coalition for a Livable Future	11/15/07	Agree. Amend as requested.
167.	Language clarification	Revise Goal 9 title to be "Fiscal Stewardship" because the objectives under the goal relate to efficient use of public funds. Collectively, Goals 1, 2, 6 and 8 represent sustainability, which is also covered under the principles section of the RTP in Chapter. In addition, bring objective 10.2 (Stable and Innovative Funding) back into Goal 9.	Coalition for a Livable Future and AORTA	11/15/07	Agree. Amend as requested.
168.	Language clarification	Rewrite Goal 9 as follows, "Ensure the Best Return on Taxpayer Funded Investments and Programs." AORTA comment – revise Goal 9 as follows, Goal 9: Ensure Fiscal Responsibility Regional transportation planning and investment decisions maximize the return on public investments in infrastructure, preserving past investments for the future, emphasizing management strategies and prioritizing investments that reinforce Region 2040 and achieve multiple goals.	Councilor Robert Liberty and AORTA	11/15/07	Agree in part. Amend as follows, "Goal 9: ~~Sustainability~~Fiscal Stewardship - Regional transportation planning and investment decisions ~~promote responsible fiscal, social and environmental stewardship by maximizing~~ ensure the best return on public investments in infrastructure and programs~~ and placing the highest priority on investments that reinforce Region 2040 and achieve multiple goals~~." See also comment #2 in the discussion items and comment #167 in the consent items.

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169.	Language clarification	CLF comment - Revise Goal 10 as follows, "The region's government, business, institutional and community leaders work together in an open and transparent manner, encourage public involvement, and provide meaningful opportunities for public input in transportation decisions. Public and private stakeholders coordinate their efforts so the public experiences an integrated, comprehensive system of transportation facilities and services that bridge governance, institutional and fiscal barriers." Alternate language suggested by AORTA "…so the public is fully involved and has ownership in transportation decisions and experiences…"	Coalition for a Livable Future and AORTA	11/15/07	Agree. Amend as follows, "community leaders work together in an open and transparent manner so the public has meaningful opportunities for input in transportation decisions and experiences..."
170.	Language clarification	Revise section 4.3.8 Environmental Justice Analysis as follows, "The RTP Investment Pool projects were intersected with identified Environmental Justice Communities ~~Target Areas (2000 census block groups with two or more socioeconomically sensitive populations)~~. (a census block group that has a concentration of people living in poverty, low-income people, people of color, elderly, children, people with disabilities, and other populations protected by Title VI and related nondiscrimination statutes)."	Coalition for a Livable Future	11/15/07	Agree. Amend as requested.

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171.	Measures	Add new measure under Goal 5, "Per capita crashes, serious injuries and fatalities by census block group."	Coalition for a Livable Future	11/15/07	Agree. Amend as requested. These will be considered during the state component of the RTP update.
172.	Measures	Add new measure under Goal 6, "Calculate estimates of greenhouse gas emissions of potential transportation investments."	Coalition for a Livable Future	11/15/07	Agree. Amend as requested. These will be considered during the state component of the RTP update.
173.	Measures	Revise and add the following potential measures under Goal 8, "Distribution of transportation investments by mode (transit, pedestrian, bicycle, road expansion, etc.) and dollar amount by environmental justice ~~target area~~ communities. Smog, particulate and air toxic pollutant concentrations by census block group and cross-referenced with EJ communities. Demographic profile of planned transportation project users/beneficiaries, including income, race, age, and household location as compared to demographic profile of community where the investment is being made. Rates of asthma and air-quality related health incidents by census block group and cross-referenced with EJ communities and EJ population distribution.	Coalition for a Livable Future	11/15/07	Agree. Amend as requested. These will be considered during the state component of the RTP update, as it may not be reasonable or possible to measure all of these.

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		Obesity rates and rates of diseases associated with low levels of physical activity by Census block group and cross-referenced with EJ communities and EJ population distribution. Participation rates of EJ target community members in transportation decision-making. Community facilities & basic services assessment within ¼ mile radius of transit stops in EJ communities and EJ populations."			
174.	Glossary	Replace definition of Environmental Justice (EJ) Community (Formerly EJ Target Area) : An EJ community is a census block group that ~~include two or more socio-economically sensitive populations with a population density greater than 2.5 times the regional average in 2000. This includes minorities, seniors, and people with disabilities, low-income, or who do not speak English.~~ has a concentration of people living in poverty, people with low-income, people of color, elderly, children, people with disabilities, and other populations protected by Title VI and related nondiscrimination statutes. "Concentration" shall be defined as having a population density in a Census Block Group of any of the	Coalition for a Livable Future	11/15/07	Agree in part. Amend definition as follows, "An EJ community is a census block group that ~~include two or more socio-economically sensitive populations with a population density greater than 2.5 times the regional average in 2000.~~ has a concentration of people living in poverty, people with low-income, people of color, elderly, children, people with disabilities, and other populations protected by Title VI and related nondiscrimination statutes. "Concentration" shall be defined as having two or more socio-economically sensitive populations with a population density in a Census Block Group of any of the groups listed above greater than 2.5 times the regional ~~average in 2000~~ percentage based on the most recent actual census bureau data. ~~This includes minorities, seniors, and people with disabilities, low-income, or who do not speak English.~~ " In addition, add a map of the environmental justice communities subject to evaluation to Chapter 1, page 1-6 to complement the Title VI and Environmental Justice discussion. This definition is what has been used by other metropolitan planning organizations in their planning

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		groups listed above greater than the regional percentage based on the most recent actual census bureau data within the ¼-mile corridor of the proposed new transportation facility (except for freeways) and within the 1-mile corridor of any freeway-related project." Former definition set threshold for inclusion very high, possibly high enough to eliminate all but one community in the region.			processes, and in previous updates to the Metropolitan Transportation Improvement Program (MTIP). As a result, this definition was also used in the background report "Environmental Justice in Metro's Transportation Planning Process" during the scoping phase of the 2035 RTP update. The report created a demographic profile of the region for all EJ communities and then applied the concentration definition to identify areas that would be the focus of analysis to measure benefits and impacts on environmental justice communities. The analysis found many EJ communities overlap in the region. Refinements to broaden the definition and methodology will be considered during the state component of the RTP update.
175.	Glossary	Add new definition as follows, "Environmental Justice Populations- people living in poverty, people with low-income as determined annually by the U.S. Department of Health and Human Services Low-Income Index, people of color, elderly, children, people with disabilities, and other populations protected by Title VI and related nondiscrimination statutes living within the ¼ mile corridor of the proposed new transportation facility (except for freeways) and within the 1-mile corridor of any freeway-related project."	Coalition for a Livable Future	11/15/07	Agree in part. Amend glossary as follows, "Environmental Justice Populations- people living in poverty, people with low-income as determined annually by the U.S. Department of Health and Human Services Low-Income Index, people of color, elderly, children, people with disabilities, and other populations protected by Title VI and related nondiscrimination statutes." Refinements to be specific about proximity to transportation facilities will be addressed during the state component of the RTP update.
176.	Technical analysis	Add a "Global Context" and "Northwest Context" to the plan. The RTP contains Federal, State and Regional context sections – but no global context and no context for the Northwest. The global	Metro Councilor Robert Liberty	11/15/07	Agree. Some of this is already discussed in Chapter 2. Chapter 2 will be expanded to further highlight these concepts in the introduction to Chapter 2.

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		context includes increased global economic integration and competition, (including competition between metropolitan areas and the specialization of national and metropolitan economies and labor forces), global climate change, rising fuel costs and increasing environmental problems. The Northwest context should include discussion of trade and freight relationships with eastern Oregon and Washington and with the cities of Cascadia, from Eugene to Vancouver, BC.			
177.	Language clarification	Revise Objective 1.1 as follows, "Compact Urban Form and Design" "~~Leverage Region 2040 land uses~~ Give priority to transportation investments that ~~to~~ reinforce growth in, and multi-modal access to 2040 Target Areas and ensure that development in 2040 Target Areas are consistent with and support the transportation investments." The current wording is confusing in that it refers to "leveraging land uses" to reinforce growth in 2040 Target Areas" instead of leveraging transportation investments to reinforce growth in the target areas. "Land uses" in the 2040 growth areas, in turn, should reflect and support the transportation investments made to support them, which is the subject of potential Action 1.1.2.	Metro Councilor Robert Liberty	11/15/07	Agree in part. Investment priorities are established through action statements, not the objective statements. Amend Objective 1.1 as follows, "Compact Urban Form and Design – ~~Leverage~~ Use transportation investments ~~Region 2040 land uses~~ to reinforce growth in, and multi-modal access to 2040 Target Areas and ensure that development in 2040 Target Areas is consistent with and support the transportation investments."

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178.	Language clarification	Revise action 1.1.1 as follows, "Place a priority on ~~multimodal~~ transportation investments that address a system gap or deficiency to reinforce growth in and improve multi-modal access to or within the primary 2040 target areas."	AORTA	11/15/07	Agree. Amend as requested.
179.	Language clarification	Revise Goal 8 as follows, "Regional transportation planning, programs and investment decisions ensure the benefits and adverse impacts of investments and programs are equitably distributed between different parts of the region and between neighborhoods with different incomes, races and ethnicities."	Metro Councilor Robert Liberty	11/15/07	Agree in part. Revise Goal 8 as follows, "Regional transportation planning, programs and investment decisions ensure the benefits and adverse impacts of investments and programs are equitably distributed between different parts of the region and between census block groups with different incomes, races and ethnicities." The environmental justice analysis will be conducted at a census block group level, not a neighborhood level.
180.	Language clarification	The principles section, "equity" is described as "responsibility of the plan to the people of the region," which seems to completely diffuse the issues of fairness and justice."	Metro Councilor Robert Liberty	11/15/07	Agree. Amend page 3-2 to broaden equity discussion.
181.	Actions	Goal 8 "Potential Actions" do not define the kinds of benefits and adverse impacts that we need to consider. The plan should be clear that these include not just benefits of access and adverse environmental impacts but also direct and indirect land value impacts (increased and decreased), and job access.	Metro Councilor Robert Liberty	11/15/07	No change recommended. See comment #173. This comment will be addressed during the state component of the RTP update.
182.	Measures	Amend Potential Action 9.1.4 as follows, "~~Develop methods to consider~~ Adopt standardized measures of cost-effectiveness, least cost solutions and life-cycle cost of facilities and programs addressing the regional	Metro Councilor Robert Liberty	11/15/07	Agree in part. Amend as follows, "Develop ~~methods to consider~~ measures of cost-effectiveness, least cost solutions and life-cycle cost of facilities and programs to be used in the project evaluation and selection process ~~in the evaluation process~~. " The appropriateness of creating a standardized set of measures will be addressed during

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		transportation goals to be used in the project development, project evaluation and making choices between projects and programs ~~in the evaluation process~~. "			the state component of the RTP update.
183.	Measures	Amend Potential Action 9.2.6 as follows, "Develop standardized measures to evaluate the contribution of transportation investments and management strategies to achieving the regional transportation goals ~~to the economic competitiveness of the region and the state~~."	Metro Councilor Robert Liberty	11/15/07	Agree in part. Amend as follows, ""Develop measures to evaluate the contribution of transportation investments and management strategies to achieving the regional transportation goals ~~to the economic competitiveness of the region and the state~~." Development of measures will occur during the state component of the RTP update for all goals. The appropriateness of creating a standardized set of measures will be addressed at that time.
184.	Financially constrained system	Remove projects # Project 10866 Columbia River Crossing (for preliminary engineering and right-of-way acquisition) and Project 10870 I-5/99W Connector (to conduct study, complete environment design work and NEPA for I-5 to OR-99W and acquire ROW.) As a policy matter, it seems inappropriate to include funding for construction, right of way acquisition or preliminary engineering of projects when very different alternatives, including a no build option, are still under study by an advisory committee and which have not received final approval by various governments. Projects still being developed cannot receive the implied endorsement for funding because it undermines the integrity of the study and approval process. Funding to complete a study makes sense but	Metro Councilor Robert Liberty	11/15/07	No change recommended. This comment will be further addressed during the state component of the RTP update as part of the performance measures and funding responsibility and strategy development discussions. This approach has been used in previous RTP updates and does not constitute a prior commitment. The RTP recognizes that the NEPA process will define the solution to address transportation needs identified in these and other mobility corridors in region, consistent with the RTP and applicable state and federal requirements. This approach does represent a policy choice for how limited transportation dollars are spent. The Financially Constrained RTP includes: a. 40 percent ($270.5 million) of ODOT's priorities are project development and right-of-way acquisition and some initial construction for Projects of Statewide Significance (e.g., Columbia River Crossing, Sunrise Project and I-5/99W Connector and the I-5/I-84 Interchange). b. 60 percent ($363.1 million) of ODOT's priorities address key bottlenecks on the freeway system (e.g.,

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		funding to acquire right of way does not make sense when a choice among the alternatives has not been made and it is not clear what right of way or how much would be acquired. (See page 7-43 of the draft RTP.)			interchanges on I-205, I-84, OR 217 and US 26 and mainline capacity on I-5 North and US 26 West). c. Previously approved 2008-2011 State Transportation Improvement Program (STIP) commitments tied to specific modernization projects. d. Approximately $515.5 million of local funding is assumed to contribute to projects of importance to cities and counties on the region's freeways and the state and district highway parts of the ODOT system in response to ODOT's limited modernization resources. e. $115 million of regional flexible funding is assumed for system and demand management strategies to complement capital investments in the mobility corridors.
185.	Financially constrained system	Currently the Regional Travel Options, Project 11054, is listed on the constrained list at $74 million over the next 27 years and "Regional ITS/TSMO", project 11104, is listed as $40 million. The program investments should be considered and analyzed as annual investments in the $10 million per year range, combined.	Metro Councilor Robert Liberty	11/15/07	No change recommended. This comment will be addressed during the state component of the RTP update and the TGM-project to develop a regional strategy for management and operations as described on page 7-56. Refinements to the financially constrained system and the plans policies for management strategies may be identified through this work.
186.	Language clarification	Page ii, last paragraph - The Metro RTP needs to be consistent with the state TSP, not just the OTP, as is referenced here. The state TSP is comprised of the OTP and state multimodal, modal, topic and transportation facility plans. The same comment applies on page 1-7.	ODOT	11/15/07	Agree. Amend as requested.
187.	Language clarification	Page 1-7, section 1-3, second paragraph: Please clarify the statement "the Illustrative system will draw from the 2035 RTP Investment	ODOT	11/15/07	Agree. Amend as requested.

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		Pool" to indicate that the Illustrative System will not exclusively draw from the 2035 RTP Investment Pool, but that additional Illustrative projects may be added. The so-called "200% project list" or 2035 RTP Investment Pool clearly does not represent all needs. For example, all projects in the Pool had to come from adopted TSPs or facility plans; jurisdictions may identify additional needs based on the new system concepts and performance measures that were not reflected in their adopted TSPs.			
188.	Technical analysis	Historical data is not presented for a consistent time period. In most cases data is reported for the period from 1990 to 2000. It is also reported for various data for the past 30 years, for years since 2000, for 1990 to 2005, and for 1991 to 2002, for example. Some of these data are related to projections for the period from 2005 to 2035. A consistent historical time series should be used with all data and this time series should be comparable to the projection time horizon. Otherwise the data may produce a skewed view of trends.	ODOT	11/15/07	Agree. To the extent possible, amend as requested. In some cases data was not available for the same time horizon.
189.	Language clarification	Page 3-9, Goal 2, Potential Action 2.1.9: refers to "priority 2040 land uses". It is not clear whether this refers to Primary or Secondary land uses or both, or something else.	ODOT	11/15/07	This refers to primary and secondary land uses. Revise to reference "2040 Target Areas."
190.	Language	Page 3-10, Goal 2, Potential Action	ODOT	11/15/07	Agree. Amend as requested.

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	clarification	2.3.4: it is not clear whether the phrase "that are approved by state, regional, and local agencies" refers to IAMPs or to "access points'. the Glossary.			
191.	Language clarification	Also, there were additional Potential Actions in the March 1 draft that have been deleted in the October 15 draft, i.e. "use access management and site design standards for interchange areas to preserve traffic efficiency and function, while ensuring safety for all modes of travel. The standards should include guidelines for pedestrian and bicycle access, access restrictions, gateway treatments at interchanges, use of medians, landscaping minimums, and other design considerations. ", and "use interchange zoning (as a base zone and/or overlay zone) to regulate the type of development that may take place at an interchange or along arterials connecting to the interchange." Rather than adding these back as potential actions, we would suggest adding the concepts represented in these former potential actions to the definition of Interchange Area Management Plans in the glossary	ODOT	11/15/07	Agree. Amend as requested.
192.	Language clarification	Page 3-10, Goal 2, Objective 2.4: the objective is awkwardly worded. Maybe the sentence should read "Maintain reasonable and reliable travel time and access <u>through the region</u> as well as between freight intermodal facilities	ODOT	11/15/07	Agree. Amend as requested.

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		and destinations within and outside the region, to promote…."			
193.	Language clarification	Page 3-10, Goal 2, Potential Action 2.4.4: the fourth bullet refers to safety deficiencies relating to "congestion on interchanges and hill climbs". This should be expanded to include safety deficiencies on throughway mainlines associated with interchanges, such as braided ramps, merge lanes, backups on the freeway due to congestion on the arterial network, etc.	ODOT	11/15/07	Agree. Amend as requested.
194.	Language clarification	Page 3-10, Goal 2, Potential Action 2.4.7: this action is listed under Objective 2.4 Freight Reliability, yet refers to "person-trip capacity". Shouldn't the reference in this case be to freight or goods movement capacity?	ODOT	11/15/07	Agree. Amend as requested.
195.	Language clarification	Page 3-11, Goal 3, Potential Action 3.1.4: bicycle boulevards may also be appropriate where arterial speeds and/or volumes are too high for bicyclist comfort and safety – not only where ROW is constrained or arterial spacing is excessive.	ODOT	11/15/07	Agree. Amend as requested.
196.	Language clarification	Page 3-11, Goal 3, Potential Action 3.2.8: it is not clear whether the phrase "that connect to side streets…." refers to "crossings" or "sidewalks".	ODOT	11/15/07	Agree. Amend as follows, "…with <u>sidewalks and crossings</u> that connect to…"
197.	Language clarification	Page 3-12, Goal 3, Objective 3.3: is the objective an <u>inter</u>modal system or a <u>multi</u>modal system?	ODOT	11/15/07	Agree. Amend as follows, "Support a <u>multimodal</u> ~~intermodal~~ freight transportation system…"
198.	Language clarification	Page 3-13, Goal 4, Objective 4.1 System Management: ODOT would	ODOT	11/15/07	Agree. Amend as requested.

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		like to see more emphasis on access management of Throughways as well as Arterials, for example by adding "access management" to Potential Action 4.1.7. Add additional Potential Action, to revise the Throughway, Street, and Boulevard design concepts to strengthen the policy guidance on appropriate access management approaches for each street design type. Such an Action would be consistent with and reinforce Potential Action 9.2.4.			
199.	Language clarification	Page 3-15, Goal 5, Objective 5.3: Since hazardous materials incidents are very common incidents disrupting transportation they should be given more attention. The Actions should say something about response to these incidents to clear them and to protect the public and environment from the spilled materials. Also, please add "trails" to the list of facilities at which to minimize security risks in Potential Action 5.3.5.	ODOT	11/15/07	Agree. Amend as requested.
200.	Language clarification	Page 3-16, Goal 6, Potential Action 6.1.2: This language is not consistent with state and federal law. Proposed language: "Consider avoiding, minimizing, or mitigating negative environmental impacts associated with transportation system and facility design, construction, and maintenance activities, in accordance with federal and state law.	ODOT	11/15/07	Agree. Amend as requested.

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201.	Language clarification	Page 3-18, Goal 8, Objective 8.1, Potential Actions 8.1.1and 8.1.2) Environmental justice requirements relate to people, not "target areas". The actions should be reworded to reflect that.	ODOT	11/15/07	Agree. See also comments # 149, 161 and 162 with revisions.
202.	Language clarification	Page 3-19, Goal 9, Potential Action 9.1.1: It is not sufficient to manage assets to protect the physical infrastructure. Assets need to be managed to protect the functional characteristics of the infrastructure as well.	ODOT	11/15/07	Agree. Amend as requested.
203.	Language clarification	Page 3-21, Section 3.4 ODOT objects to the statement that "These idealized system concepts form the basis for identifying system needs…". At least with regard to the state system, current and future system performance based on OHP mobility standards will be weighed along with gaps in an idealized system for identifying needs or deficiencies.	ODOT	11/15/07	Agree. Amend as follows, "These idealized system concepts form <u>along with adopted performance measures</u> serve as the basis for identifying system needs <u>and deficiencies</u>…"
204.	Language clarification	Page 3-24, Throughways – ODOT is concerned about the text stating "The Oregon Highway Plan identifies three gaps to the region's throughway system that are needed to improve access from the Portland metropolitan region to the rest of the state and destinations beyond. These gaps are: a connection from I-5 to 99W, a connection from I-205 to US 26, and a connection from I-84 to US 26." While these needs were indeed identified by	ODOT	11/15/07	Agree. Amend as requested.

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		ODOT in the 1991 OHP as part of the Access Oregon Highway (AOH) Policy, the current OHP does not include a reference to these specific needs. These three gaps in the throughway system have been clearly identified in the 2000 and 2004 RTPs, which would be a more accurate reference.			
205.	Language clarification	Page 3-35, Regional Freight System, third paragraph, first sentence: the freight system connects our region not only to markets (demand), but also to suppliers.	ODOT	11/15/07	Agree. Amend as requested.
206.	Language clarification	Page 3-39, Regional Bike and Pedestrian Systems – States "Oregon State statutes, administrative rules and the Oregon Transportation Plan establish that pedestrian and bicycle facilities are required on all collector and higher classification arterial streets when those roads are constructed or reconstructed." This requirement is not found in the Oregon Transportation Plan. The Oregon Bicycle and Pedestrian Plan includes references to applicable state and federal statutes and the Transportation Planning Rule.	ODOT	11/15/07	Agree. Amend as requested. See also comment #133.
207.	Language clarification	Page 3-49, Traveler Information Programs – Should also mention Tripcheck.com website as a source for traveler information and freeway speeds in the Portland.	ODOT	11/15/07	Agree. Amend as requested.
208.	Language clarification	Page 3-50, Value Pricing – The Executive Summary notes with regard to value pricing on Page iv that "more	ODOT	11/15/07	Agree. Amend as requested.

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		work is needed to gain public support for this tool." A similar statement should be included on Page 3-50, which identifies value pricing strategies as a demand management strategy under the transportation systems management and operations (TSMO) concept.			
209.	Language clarification	Page 4-3, Table 4-1 – The text for footnote 2 is missing from the page.	ODOT	11/15/07	Agree. Amend as requested.
210.	Language clarification	Page 4-12, Motor Vehicle Performance, Table 4.5 (2035 RTP Round 1 - Motor Vehicle System Performance). Revise table to refer to ratios of travel demand to capacity. (For example, models can produce ratios greater than 1, an impossibility for a V/C ratio.)	ODOT	11/15/07	Agree. Amend as requested.
211.	Language clarification	Page 4-16, Table 4.10 (2035 RTP Round 1 Motor Vehicle Volumes) • The Mobility Corridors do not match the Mobility Corridors that were identified at the April 30 workshop. • The data is reported with more precision than the accuracy of the data supports. The model used to predict traffic volumes cannot predict single vehicle accuracy. • As mentioned in the cover letter, it would be helpful to see v/c ratios in table 4.10. The table shows increasing traffic volumes, but doesn't show corresponding system capacity making it difficult to assess congestion levels of the facilities. In	ODOT	11/15/07	Agree. Amend as requested.

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		addition, including the 2005 and 2035 Financially Constrained V/C plot maps here will present a clearer picture of system performance or lack thereof.			
212.	Language clarification	Pages 4-18 and 4-19, Summary of Key Findings from Round 1 System Analysis, Section 4.2.5 2nd Paragraph, 2nd Sentence says: "However, despite significant investments assumed in the region's throughway, transit and arterial street systems, the region appears to lose ground on congestion and system reliability in key mobility corridors." It is not clear how a conclusion on system reliability could be made since no system reliability measures are reported.	ODOT	11/15/07	Agree. Remove reference to system reliability.
213.	Language clarification	Page 5-2, last bullet, Safety funds seems to refer to a replaced safety program. HEP is now called Highway Safety Improvement Program (HSIP), and there are other programs as well.	ODOT	11/15/07	Agree. Amend as requested.
214.	Language clarification	Page 5-3, Federal Forest Receipts section: it may be worth mentioning that this traditional source of revenue can no longer assumed to be available in the future.	ODOT	11/15/07	Agree. Amend as requested.
215.	Language clarification	Page 5-4, Figure 5-1: different types of taxes are included in this one graph, and it is unclear how they are measured. Page 5-7, Table 5-1, 2nd to last row, share of highway trust fund: most of this is used for OM&P, it is therefore	ODOT	11/15/07	Agree. Amend as requested.

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		misleading to include it in the mod table without a footnote or explanation. Table 5-1, last row: It is misleading to include utility fees in modernization pools. Utility fees are only used for OM&P. Sentence below the table: please clarify that the $9,070 million is for modernization alone.			
216.	Language clarification	Page 5-8, Table 5-3: the number for 5309 New Starts/Small Starts funds should be higher. Our analysis shows it to be $ 852.5m. This excludes "Rail Modernization" formula funds (this is a separate passenger rail rehabilitation program also under Section 5309).	ODOT	11/15/07	Agree. Amend as requested.
217.	Language clarification	Page 5-11, Section 5.3.1 number 3: "$15 Vehicle Registration Fee "should be replaced by "assumed revenue". Section 5.3.1, fourth bullet: "(2003$)" should be removed. This was calculated in nominal dollars, not year-specific dollars.	ODOT	11/15/07	Agree. Amend as requested.
218.	Language clarification	Page 5-13, Section 5.3.3, fourth paragraph: first sentence should be "The initial estimates of Region 1 (rather than Statewide) Bridge Fund totals for local bridges…"	ODOT	11/15/07	Agree. Amend as requested.
219.	Language clarification	Page 5-14 Section 5.4.2, first paragraph: "Scenario 3" of the OTP, should be Scenario 2.	ODOT	11/15/07	Agree. Amend as requested.
220.	Language clarification	Page 7-1, last bullet - There is a reference to ODOT's 6-year STIP, which should be 4 years.	ODOT	11/15/07	Agree. Amend as requested.
221.	Language clarification	Page 7-6, 7-12, 7-13, 7-27, 7-30, boxed text: several reviewers have had	ODOT	11/15/07	Agree. Amend as requested.

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		trouble understanding which sections of chapter 7 were updated, and which ones are the old text from chapter 6 of the 2004 RTP. It would have been helpful, in addition to the boxes, to include a statement on page 7-1 to clarify that the bulk of chapter 7 is old, with the exception of section 7.8.			
222.	Language clarification	Page 7-49 – Notes that "While level-of-service and other congestion-related measures should be considered as part of a more diverse set of measures, it should be evaluated in a more comprehensive fashion to ensure that transportation solutions identified in future RTP updates represent the best possible approaches to serving the region's travel demands." As stated clearly in the February 28 letter from Stuart Foster, the OTC is not comfortable in moving away from the mobility standards set forth in the OHP at this time. The Commission may be willing to consider other measures to supplement existing ones, subject to the provisions of Action 1F3 of the OHP.	ODOT	11/15/07	Agree. Amend as requested.
223.	Glossary	Expand definition of deficiency to reference deficiency thresholds in Table 3.16 (Regional Motor Vehicle Performance Measures and 3.17 (Non-SOV Modal Targets).	ODOT	11/15/07	Agree. Amend as requested.
224.	Language clarification	Revise objective 2.2. as follows, "Ensure reliable and efficient connections between passenger	AORTA	11/15/07	Agree. Amend as requested.

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		intermodal facilities and destinations in and beyond ~~and through~~ the region to improve non-auto access to and from ~~outside~~ the region and promote the region's function as a gateway for tourism.			
225.	Language clarification	Revise action 2.2.1 as follows, "Place a priority on investments that benefit intercity public transportation or connect such transportation with other ~~two or more passenger~~ modes."	AORTA	11/15/07	Agree. Amend as requested.
226.	Language clarification	Revise action 2.3.1 as follows, "Place a priority on investments that implement the CMP by addressing a modal gap or deficiency, or implement TSMO strategies ~~on an arterial~~ within a regional mobility corridor."	AORTA	11/15/07	Agree in part. Amend as follows, "…addressing a gap or deficiency, or implement TSMO strategies ~~on an arterial~~ within a regional mobility corridor."
227.	Language clarification	Revise Objective 2.4 Freight Reliability, as follows, "Maintain ~~a~~ reasonable and reliable travel time and access between freight intermodal facilities and destinations in~~, within~~ and ~~through~~ beyond the region to promote the region's function as a gateway for commerce, consistent with the Regional Freight System Map."	AORTA	11/15/07	Agree. Amend as requested.
228.	Objectives	Revise Objective 2.5 Job Retention and Creation, as follows, "Sustainable Economy and Livability – Encourage retention and creation of jobs, especially within sustainable industries, and use transportation investments to protect regional livability, one of our region's prime economic assets ~~Foster the growth of~~	AORTA	11/15/07	No change recommended.

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		~~new businesses and retain those that are already located in the region~~."			
229.	Language clarification	Revise action 2.5.1 as follows, "Place a priority on transportation investments that support state and local government efforts to attract new businesses ~~industries~~ to Oregon or that keeps and encourages expansion of existing businesses ~~industries~~."	AORTA	11/15/07	Retain industries and add "businesses" as proposed.
230.	Action	Add actions to objective 2.5 as follows, "2.5.2. Support retention and creation of family wage jobs. 2.5.3. Support the retention and creation of sustainable businesses. 2.5.4. Support the retention of agriculture within and adjacent to the region."	AORTA	11/15/07	Agree. Amend as requested.
231.	Objective	Revise objective 3.1 as follows, "- ~~Make progress toward~~ Achieve Non-SOV modal targets…"	AORTA	11/15/07	Agree. Amend as requested.
232.	Language clarification	Revise action 3.1.1 as follows, "Place a priority on investments that ~~complete~~ address a system gap or deficiency to improve bicycle, pedestrian or transit access, and connect two or more modes of travel."	AORTA	11/15/07	Agree. Amend as requested.
233.	Language clarification	Revise action 4.1.1 as follows, "Place a priority on investments that use the Transportation System Management and Operations (TSMO) Concept to improve mobility, reliability and safety on an element of the regional mobility corridor system, consistent with ~~the Transportation System Management and Operations (TSMO) Concept~~.	AORTA	11/15/07	Agree. Amend as requested.

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234.	Language clarification	Revise action 4.2.1 as follows, "Place a priority on investments that use the Transportation System Management and Operations (TSMO) Concept to increase awareness of travel options ~~include~~ by means of services, incentives, and supportive infrastructure ~~to increase awareness of travel options, consistent the Demand Management Concept~~.	AORTA	11/15/07	Agree. Amend as requested.
235.	Language clarification	Revise action 5.1.1 as follows, "Place a priority on investments that address recurring safety-related deficiencies on an element of the regional mobility corridor system and on completing gaps in the regional bicycle and pedestrian systems." and delete action 5.1.2.	AORTA	11/15/07	Agree. Amend as requested.
236.	Language clarification	Revise action 7.1.1 as follows, "Place a priority on investments that increase opportunities for physical activity, both as an end in itself in the course of traveling to meet daily needs and accessing services." to clarify that the focus is not only promotion of opportunities for physical activity for its own sake, but as part of daily travel.	AORTA	11/15/07	No change recommended. This is addressed in the objective statement.
237.	Language clarification	Revise objective 7.1 as follows, "Provide safe and convenient transportation options that support active living and physical activity to meet daily needs and access services."	AORTA	11/15/07	Agree. Amend as requested.
238.	Language clarification	Revise action 8.1.2 as follows, "Evaluate benefits and impacts ~~of~~ on	AORTA	11/115/07	See comment #162.

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		all areas affected by recommended investments, ~~on~~ especially for environmental justice target areas.			
239.	Action	Add new action to objective 9.2 as follows, "Assure that expenditures of transportation resources for projects that also have non-transportation objectives produce clear transportation benefits commensurate with the level of investment." Several streetcar projects have been proposed as a way to leverage desirable land use patterns. Such projects would produce not only transportation benefits, but urban renewal and economic benefits. The recognition that federal, state and local funding sources are quite limited and prudent fiscal stewardship dictate that a significant portion of the funding for such projects should come from non-transportation sources.	AORTA	11/15/07	No change recommended. This comment will be addressed during the state component of the RTP update as part of the funding responsibility discussion.
240.	Financially constrained system	Concerned about the following projects that we don't appear consistent with RTP policies: • 10875 OR 217: Braid OR 217 ramps between Beaverton-Hillsdale Hwy. and Allen Blvd. in both directions. $79,600,000 • 10846 TV Hwy – Expand to 7 lanes with bike/sidewalks. $42,000,000 • 10873 US 26W: Widen highway to 6 lanes $36,119,034 • 10596 Washington Co. Scholls Ferry Rd. – Widen to seven lanes with bike lanes and sidewalks.	AORTA	11/15/07	This comment has been forwarded to ODOT, TriMet, Washington County, Hillsboro and Clackamas County for consideration. The financially constrained system represents investment priorities for each respective nominating agency. The ODOT throughway projects identified fall within the Chapter 3 sizing guidelines for 6-lane throughways. The 7-lane arterial guidelines exceed the sizing guidelines called for in Chapter 3, and have been identified to address current standards for defining motor vehicle performance deficiencies. All 7-lane arterial projects will be further evaluated during the state component of the RTP update to ensure consistency with RTP goals, objectives and performance

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		\$19,749,000 • 10894 Sunrise Hwy. Phase 1 PE: I-205 to SE 122nd Ave \$15,000,000 • 10872 Add lane: SB I-205 to SB I-5 interchange ramp and extend acceleration lane and add auxiliary lane on SB I-5 to Stafford Road. \$9,700,000 • 10835 185th Ave. – Widen to 7 lanes. \$4,896,000 Self-ratings of these seven projects are in error. Widening an arterial to seven lanes should be a clear sign that there are insufficient alternative transportation options and/or a serious deficiency in street connectivity. Compact land use and transit, bicycle and pedestrian travel are significantly discouraged by such massive road facilities. Recommend the following projects be added in lieu of projects identified in comment # • 10231 Renovate Union Station to meet seismic and functional requirements. \$30,000,000 • 10900 TriMet, P&W RR / Washington County Commuter Rail improvements – Beaverton to Wilsonville service upgrade (frequency and times of day). Will require capital improvements including DMUs. \$167,610,000			measures that will be developed during the state component of the process. Opportunities to increase arterial connectivity and implement other strategies will be examined to address identified deficiencies. In addition, Metro staff will review all self-rating in more detail as part of the state component of the RTP update and work with project nominating agencies to refine them.

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		• 10902* Extension of MAX Yellow line to Hayden Island This is reflects part of the full Project 10902, which would have continued to Vancouver. $80,000,000			
241.	Policy	Designate I-205 as our primary north/south freight corridor through Portland. This will permit and facilitate new opportunities to upgrade and expand the I-205 corridor. The I-205 corridor needs to be upgraded and expanded to a minimum of 4-lanes for its full circumference. Currently too much through north/south interstate freight traffic is channeled into and through Portland and this does not have to happen. Any traffic that can be redirected to the I-205 corridor will help relieve the congestion and environmental problems found in the I-5 corridor particularly when we talk about reducing the impact of trucks.	Paul Edgar	10/31/07	This comment will be addressed during the state component of the RTP update and the regional freight and goods movement planning effort.
242.	Technical correction	Reflect projects in 2008-2011 STIP and MTIP on RTP financially constrained list and show as "committed projects."	ODOT and local agencies	10/15/07 – 11/15/07	Agree. Amend as requested.
243.	Technical correction	Update project costs, descriptions and timings per various emails and letters by ODOT, Port of Portland and local agencies that are included in public comment summary report.	ODOT, Port of Portland and local agencies	10/15/07 – 11/15/07	Agree. Amend as requested.
244.	Technical correction	Add findings and recommendations from I-5/I-405 loop study in Chapter 7	Peter Finley Fry	11/14/07	Agree. Amend as requested.
245.	Technical correction	Page 6-7 (map of proposed financially constrained projects): Sherwood's	City of Sherwood	11/15/07	Agree. Amend as requested.

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		project 10674 (Oregon Tonquin Roundabout), 10677 (Adams Ave North), 10702 (2040 Corridor), and 10703 are not labeled on the map. Intersection projects also do not show up on the map (i.e. 10674).			
246.	Technical correction	The map shows 99W at the north end of Sherwood as a Highway and then there is a large gap before it picks up as a Regional Street in Tualatin. It is unclear why the design classification through Sherwood would not be similar to that of Tualatin and Tigard as it is serving employment areas, corridors, 2040 centers, etc.	City of Sherwood	11/15/07	Agree. Amend as requested and to designate the area outside of the UGB between Sherwood and Tualatin as a "highway" design designation.
247.	Technical correction	Sherwood's future community streets do not show up on this map as dashed lines (i.e. Adams Ave North).	City of Sherwood	11/15/07	Agree. Amend as requested.
248.	Technical correction	Page 4-10: Sherwood is not labeled on the system map	City of Sherwood	11/15/07	Agree. Amend as requested.
249.	Technical correction	Page 7-46 – Discussion indicates that no capacity projects are proposed on 99W south of Greenburg, however the RTP project lists indicates RTP project number 10770 would widen 99W to 7 lanes through to Beef Bend.	City of Sherwood	11/15/07	No change recommended. All 7-lane arterial projects will be further evaluated during the state component of the RTP update to ensure consistency with RTP goals, objectives and performance measures that will be developed during the state component of the process.
250.	Process	Sherwood is in the process of developing the Brookman Road concept plan and initial traffic modeling indicates that, even at a no-build scenario, Pacific Highway may need to be widened to 7 lanes to accommodate anticipated traffic. While this is not in the current Sherwood TSP, it is anticipated that in	City of Sherwood	11/15/07	No change recommended. This comment will be addressed as part of the state component of the RTP update. See also comment #240 and 249.

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		implementing the Brookman Road concept plan, amendments to the TSP would be necessary. The City would like confirmation on how to "reserve" the right to make anticipated near term adjustments to the RTP to reflect necessary changes identified through the concept planning process.			
251.	Projects	Recommend adding Project #10283 and #10285 to the financially constrained plan to complete the Barbur Streetscape Plan developed in partnership with ODOT Region 1 and promised by a city and state several years ago. Multi-modal improvements (transit, bike and pedestrian) are urgently needed along this corridor in order to encourage use of alternative modes and improve safety.	Hillsdale Neighborhood Association Southwest Neighborhoods Inc.	11/14/07 11/15/07	This comment has been forwarded to the City of Portland and ODOT to consider. Projects included in the plan were required to come from adopted plans or studies developed through a previous public process. Unlike other jurisdictions in the region, the City of Portland did not bring forward projects owned and operated by other agencies such as ODOT. These projects did not meet the additional criteria that the City of Portland used to create the financially constrained list. The following criteria were used to identify Portland projects for the federally constrained list: • Projects in Transportation System Plan (TSP) that were also on the Regional Transportation Plan (RTP) • Projects in current Office of Transportation Capital Improvement Plan (CIP) • Projects that received or requested MTIP funds • Projects that received or requested state Transportation Enhancement (TE) funds • Projects that received or requested state ODOT Grant Funds • Projects identified in the Final Systems Development Charge (SDC) project list • Included in a Modal Plan • Projects identified in completed TSP studies ODOT focused prioritized their limited revenue sources on operations and maintenance of the existing system,

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					targeted capacity projects on the interstate system and project development (engineering and right-of-way acquisition) for the interstate system. This project, and others, will be included in additional analysis to be completed during state component of the RTP update. Refinements to the financially constrained system will likely be identified based on that analysis and discussions about funding responsibility.
252.	Projects	Recommend the Garden Home Road Project #10191 be deleted from the financially constrained list.	Hillsdale Neighborhood Association Southwest Neighborhoods Inc. Terry Moore Ashcreek Neighborhood Association	11/14/07 11/15/07 11/15/07 11/15/07	This comment has been forward to the City of Portland for consideration. Recommendation under comment #124 calls for dividing Project 10191: into two projects, make changes to descriptions, then delete Project 1 from the financially constrained system and add project #2 to the financially constrained system to improve and signalize the intersection at SW Garden Home and SW Multnomah boulevard.
253.	Projects	Capitol Highway projects #10272, 10273, 10282 and #10189 are high priority for multi-modal improvements in Southwest Portland and the Hillsdale Neighborhood Association and must be placed in the financially constrained list.	Hillsdale Neighborhood Association Southwest Neighborhoods Inc. Michelle Becker	11/14/07 11/15/07 11/15/07	This comment has been forward to the City of Portland for consideration. This project did not meet the additional criteria that the City of Portland used to create the financially constrained list. See comment #251.

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254.	Projects	Recommend the reduction or elimination of the SW Hamilton Project #10226 which we see as important but not as important as addressing the needs of our key arterials, Barbur and Capitol Highway.	Hillsdale Neighborhood Association Southwest Neighborhoods Inc.	11/14/07 11/15/07	This comment has been forward to the City of Portland for consideration.
255.	Projects	Project 10171 Burnside Couplet and Streetcar is too expensive. Other lower cost solutions should be pursued.	Michelle Becker	11/15/07	This comment has been forward to the City of Portland for consideration.
256.	Projects	Project 10235 – do not close Ross Island Bridge ramps from Barbur Boulevard	Michelle Becker	11/15/07	This comment has been forwarded to the City of Portland and ODOT for consideration.
257.	Process	Metro and the City of Portland needs to involve local neighborhoods in selecting and designing projects for inclusion in the Regional Transportation Plan and Metropolitan Transportation Improvement Program before the Portland's list is forwarded to Metro. Historically neighborhood input into the project lists PDOT put forward for regional funding was achieved via the "Neighborhood Needs" program. The Portland "Neighborhood Needs" program has not been utilized by PDOT for more than six years. It is for this reason that our neighborhood and many others feel left out of this process and are communicating our disagreement with the proposed RTP project listings at this time.	Hillsdale Neighborhood Association Southwest Neighborhoods Inc. Ashcreek Neighborhood Association	11/14/07 11/15/07 11/15/07	This comment has been forward to the City of Portland for consideration. In June 2007, agencies submitted projects and programs that came from local and regional plans or studies that had been previously adopted through a previous 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 last spring. 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 mobility corridor investments. The result of this effort was the development of the 2035 RTP Investment Pool. In addition, the three County Coordinating Committees and Metro's Transportation Policy Alternatives Committee (TPAC) discussed projects to bring forward into the RTP financially constrained system as part of public meetings.
258.	Projects	Recommend eliminating or redesigning the Highway 99W Project #10770	Southwest Neighborhoods	11/15/07	No change recommended. All 7-lane arterial projects will be further evaluated during the state component of the

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		because it would add vehicle capacity and increase trips through our coalition area without enhancing access to alternative modes along the corridor. The project is inconsistent with the needs described in the RTP (page 7-46) as it adds several additional vehicle lanes without addressing growth-related problems along the corridor.	Inc.		RTP update to ensure consistency with RTP goals, objectives and performance measures that will be developed during the state component of the process.
259.	Projects	The Taylors Ferry Road Extension (Project #10545) should not be built if the financially constrained list does not also include improvements to the rest of Taylors Ferry Road (Project #10282, 10284) consistent with the Taylors Ferry Road Plan. Project #10545 would provide connectivity in Washington County without considering the impact of additional regional traffic in our community on an arterial that lacks shoulders, sidewalks, and bike paths.	Southwest Neighborhoods Inc. Ashcreek Neighborhood Association	11/15/07 11/15/07	This comment has been forward to the City of Portland for consideration. See comment #251.
260.	Projects	Include Project #10184 bike path from Foster Road at Powell Boulevard to 90th Avenue in financially constrained system.	Michelle Roach Gregory Ewer Linda Goertz Kathleen Clarkson	11/12/07 11/14/07 11/15/07 11/15/07	This comment has been forward to the City of Portland for consideration. See comment #251.
261.	Projects	Include Project 10305 bikeway on Holgate from 52nd Avenue to I-205 in financially constrained system.	Michelle Roach Gregory Ewer	11/12/07 11/14/07	This comment has been forward to the City of Portland for consideration. See comment #252.

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			Linda Goertz Kathleen Clarkson	11/15/07 11/15/07	
262.	Projects	Include Project 10291 on 82nd avenue from Schiller to Clatsop	Michelle Roach Linda Goertz Kathleen Clarkson	11/12/07 11/15/07 11/15/07	This comment has been forward to the City of Portland and ODOT for consideration. See comment #.252.
263.	Projects	Include sidewalks and bike lanes on Vermont Street between 30th and 37th avenues.	Ken Meyer	11/6/07	This comment has been forward to the City of Portland for consideration. See comment #251.
264.	Projects	Remove project 10371 and 10362 from financially constrained system. These projects are not consistent with city goals and policies for addressing global warming and increasing bicycling.	Levin Nock	11/11/07	This comment has been forwarded to the Port of Portland for consideration.
265.	Projects	Include Tryon Creek Culvert Alternatives Analysis Study in RTP	City of Lake Oswego	11/13/07	This comment will be addressed during the state component of the RTP update.
266.	Project	Update refinement planning description for I-5/99W connector to reflect project steering committee recommendations. Also add reference to Tualatin-Sherwood Road not meeting LOS policy in Chapter 3.	Dave Volz	11/15/07	This comment will be addressed during the state component of the RTP update.
267.	Prioritization	The RTP update needs to prioritize transportation corridors that are critical to the movement of freight so funding can be directed to these areas rather than spreading limited dollars too thinly across the region.	Ann Gardner, Portland Freight Committee	11/15/07	Agree. This work will be completed during the state component of the RTP update in coordination with the regional freight and goods movement plan effort. Performance measures for the regional mobility system will be developed and additional analysis of mobility corridors will be conducted. Priorities for investment will be refined based on that analysis.

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268.	Projects	Culvert replacement for Kellogg Creek/Mt. Scott Creek should be a priority. Metro's acquisition funding should be used to leverage/match of funding of transportation investments in this area.	Pat Russell North Clackamas CPO	10/25/07 11/15/07	This comment has been forwarded to the Metro Council, City of Milwaukie and Clackamas County for consideration.
269.	Projects	Milwaukie Expressway investments should be a priority over Sunrise Corridor and more connectivity is needed in the Clackamas Industrial area to help address congestion in the area.	Pat Russell North Clackamas CPO	10/25/07 11/15/07	This comment has been forwarded to ODOT and Clackamas County for consideration. This comment will be addressed as part of the state component of the RTP update. Performance measures for the regional mobility system will be developed and additional analysis of mobility corridors will be conducted. Priorities for investment will be refined based on that analysis.
270.	Projects	Strawberry Lane pedestrian improvements and other east/west connections should be priority investments. Recent work on the Strawberry Lane overcrossing by ODOT did not address this need.	Pat Russell North Clackamas CPO	10/25/07 11/15/07	This comment has been forwarded to ODOT and Clackamas County for consideration. Funding responsibility for important overcrossing connections such as this one will be further addressed during the state component of the RTP.
271.	Projects	Focus investments in the existing urban growth boundary before addressing areas at the edge of the UGB.	Pat Russell North Clackamas CPO	10/25/07 11/15/07	This comment has been forwarded to Clackamas County and the cities in Clackamas County for consideration. Additional discussions of this issue will occur as part of the state component of the RTP update.
272.	Projects	Investments in freight mobility should be concentrated on the rail system, not the truck routes	Pat Russell	10/25/07	Additional work on freight mobility will be completed during the state component of the RTP update in coordination with the regional freight and goods movement plan effort. Performance measures for the regional mobility system will be developed and additional analysis of mobility corridors will be conducted. Priorities for investment will be refined based on that analysis.
273.	Projects	Extend LRT to Oregon City	Pat Russell	10/25/07	The draft plan includes bus rapid transit connection from Milwaukie to Oregon city via the McLoughlin Corridor in the financially constrained system. The Regional High Capacity Transit (HCT) Study will further evaluate this in

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					coordination with the state component of the RTP update in 2008. The evaluation will consider other HCT modes and potential alignments along I-205 and McLoughlin Boulevard.
274.	Actions	Add new action to include employers and transportation management associations in project development processes.	Westside Transportation Alliance	11/15/07	Agree. Amend as requested.
275.	Measures	Add a potential measure to assess the cost benefit to people using transit, walking and bicycling as a corollary to the cost of congestion measure that has been used in previous studies.	Westside Transportation Alliance	11/15/07	Agree. Amend as requested. Development of a final set of performance measures will occur as part of the state component of the RTP update.
276.	Projects	Sandy Boulevard multi-modal improvements, Killingsworth pedestrian improvements, Hollywood pedestrian district improvements, east/west bikeways on NE Skidmore/Prescott and Klickitat/Siskiyou streets and 82nd avenue streetscape and pedestrian improvements should be placed in the financially constrained list.	Central Northeast Neighbors, Inc.	11/15/07	This comment has been forward to the City of Portland for consideration. These projects did not meet the additional criteria that the City of Portland used to create the financially constrained list. See comment #251.
277.	Projects	Gateway Regional Center projects (#10326, 10327, 10328) should be included on the financially constrained list.	Metro Councilor Robert Liberty	11/15/07	This comment has been forward to the City of Portland for consideration. These projects did not meet the additional criteria that the City of Portland used to create the financially constrained list. See comment #251.
278.	Peak oil	Add language to direct additional evaluation of the effects of oil prices and emerging energy technologies on travel behavior in the region.	Sorin Garber	11/30/07	Agree. Amend as follows, "Action 6.4.3 Evaluate the effect of unstable energy sources and potential emerging energy technologies on long-term travel behavior in the region, including the development of new analytical tools needed to complete this evaluation, and whether RTP policies are adequate to adapt to changing energy conditions."
279.	Language	Update congestion management	ODOT	11/30/07	Agree. Amend as requested.

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	clarification	process, program and strategy references throughout the to be consistent and more precise.			
280.	Technical correction	1. Amend description of project #10866 to reflect PE and ROW for the CRC as originally intended. 2. Amend description of project #10869 to reflect construction improvements in the Sunrise Corridor consistent with the EIS, rather than full construction of a new connector from I-205 to 122nd and reduce the project cost from $200 million to $116 million. 3. Amend description of project #10894 to reflect the addition of $10 million to the project and extend PE from 122nd to 172nd. 4. Amend description of project #10890 to reflect the addition of $74m to the project and extend ROW acquisition to the full length of the proposed facility. 5. Amend description of project #10863 to correct time period. 6. Amend description of project #10884 to correct time period. The project refinements in #2, #3, and #4 reflect more appropriate funding allocation for the stage at which the Sunrise project is at this time. After completion of the planning phase for these projects, RTP assumptions may need to be refined,	ODOT	11/30/07	Agree. Amend as requested.

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281.	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. **JPACT November 8 discussion:** JPACT members provided additional direction on this item. The committee generally agreed with the staff recommendation with some refinements. Commission Rogers recommended adding a preamble to the discussion and LOS table (Table 3.16) that provides more context for the public and recognizes the RTP is not planning for failure. **MPAC November 14 discussion:** MPAC members provided additional	Oregon Department of Transportation (ODOT) JPACT	11/2/07 11/8/07	Agree. Amend Chapter 3, Section 3.5 to add Tables 1.2 and 1.3 from the 2004 RTP and the following explanatory text: "The motor vehicle performance measures in Table 3.16 represent the minimum performance level desired for transportation facilities and services within the region. Originally adopted in 2000, and amended into the Oregon Highway Plan in 2002, the performance measures reflect a level of performance the region and the Oregon Transportation Commission deemed ~~acceptable~~ tolerable at the time of their adoption, but also recognized as an incremental step toward a more comprehensive set of measures. The 2000 RTP analysis considered overall system performance as well as financial, environmental and community impacts.[7] The measures in Table 3.16 describe operational conditions that are used to evaluate the quality of service of the transportation system, using the ratio of traffic volume to planned capacity (volume/capacity ratio) of a given facility. The measures are used to identify deficient transportation facilities and services in the plan and diagnose the extent of congestion during the two-hour evening rush hour and mid-day off-peak period. This evaluation helps the region develop strategies to address congestion in a more strategic manner given limited transportation funding and potential environmental and community impacts. The system analysis described in Chapter 4 and Chapter 6 demonstrate the region cannot achieve the measures listed in this table within current funding levels or with the mix of investments included in

[7] See Appendix 1.8 for supporting analysis of the 2000 RTP motor vehicle performance measures.

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		direction on this item. The committee "reluctantly" agreed with the staff recommendation with some refinements. Members recognized the measures are interim and that additional work is needed to develop a broader set of measures to evaluate performance and identify needs. Members also felt VMT/capita reduction be more prominently emphasized as a key objective of the plan. Members recommended that the word "acceptable" in Table 3.16 be replaced with another word that better conveys the region is not planning for failure or congestion. Congestion is not desirable, but cannot be solved in every corridor. It is important to convey the region has determined these standards represent a level of service that is "tolerable."			the analysis. 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 an aggregate set of performance measures to make this determination, evaluate system performance, and also consider a broader set of potential benefits and negative impacts. 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 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 serve as the basis for meeting state and federal requirements, evaluating system performance, prioritizing investments and monitoring plan implementation."

Table 3.16 (formally Table 1.2)

Regional Motor Vehicle Performance Measures

Deficiency Thresholds and Operating Standards[1]

Location	Mid-Day One-Hour Peak			A.M./P.M. Two-Hour Peak					
	Preferred Operating Standard	Tolerable ~~Acceptable~~ Operating Standard	Exceeds Deficiency Threshold	Preferred Operating Standard		Tolerable ~~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

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 developed. 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 • Corridors • Passenger Intermodal Facilities	45-55%
• Industrial areas • Freight Intermodal facilities • Employment areas • Inner neighborhoods • Outer neighborhoods	40-45%

In addition, per the MPAC discussion on vehicle miles traveled per capita, add a new objective under Goal 3 as follows, "Objective 3.2, Reduce vehicle miles traveled per capita."

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282.	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 well-being." **JPACT November 8 discussion:** JPACT members provided additional direction on this item on November 8. The committee generally agreed with the staff recommendation with refinements, noting that the desired outcome is for the overall transportation system to be balanced to support a land use and economic strategy that sustains the region. The committee felt that individual investments do not necessarily need to address all goals or objectives in order to be priorities, and that one goal should not have more weight than another goal. JPACT recommended that "overall wellbeing" be revised to "land use and economic	Oregon Department of Transportation (ODOT) Regional Freight Task Force Subcommittee Ann Gardner, Portland Freight Committee	11/2/07 11/9/07 11/15/07	Amend as recommended by JPACT as follows, "Potential Actions 9.2.1, "Place the highest priority on those investments that achieve multiple objectives and those investments that make the greatest contribution to the regions' ~~overall well-being~~ economic and land use strategies as envisioned in the 2040 Growth Concept." 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. 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. The state component of the RTP update will define how the RTP should balance the various objectives and prioritize investments in the system. This work will be informed by the performance measures work (see Item #1) and funding responsibility discussions (see Item #4).

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		strategy." In addition, JPACT members recognized additional work is needed to define how best to balance and prioritize investments in the system. The draft plan expands responsibilities and expectations and the plan needs to ensure this can be delivered. **MPAC November 14 discussion:** The committee agreed with the staff recommendation as refined to reflect the JPACT discussion.			
283.	Investment priorities	The RTP needs to establish criteria and a process for prioritizing investments based on the Goals identified in Chapter 3 of the plan. The draft plan includes 29 investments priorities that are all weighted equally. More direction is needed	Oregon Department of Transportation (ODOT) Regional Freight Task Force Subcommittee Ann Gardner, Portland Freight Committee Port of Portland TPAC workshop	11/2/07 11/9/07 11/15/07 11/15/07 11/19/07	Agree. The process for prioritization of investments will be addressed during the state component of the RTP update. Application of performance measures developed during the state component as well as policy direction provided by JPACT, MPAC and the Metro Council will inform this prioritization process. In the interim, staff recommends the draft be revised to be neutral on priorities until this work is completed. Therefore, replace "place a priority on" with "Implement" as follows, " *1.1.1. ~~Place a priority on~~ Implement multi-modal transportation investments that address a system gap or deficiency to reinforce growth in and improve multi-modal access to or within the primary 2040 target areas.* *1.2.1. ~~Place a priority on~~ Implement investments that reduce the need for land dedicated to vehicle parking.* *2.1.1. ~~Place a priority on~~ Implement investments that address ~~multi-modal~~ system gaps to improve reliability and multi-modal access (1) from labor markets and trade areas to the primary 2040 Target Area, or (2) within 2040 Target areas.* *2.2.1. ~~Place a priority on~~ Implement investments that benefit*

CONSENT ITEMS FOR JPACT CONSIDERATION

#	Category	Comment	Source	Date	TPAC Recommendation to JPACT
					intercity public transportation or connect such transportation with other ~~two or more passenger~~ modes. *2.3.1. ~~Place a priority on~~ Implement investments that implement the CMP by addressing a gap or deficiency, or implement TSMO strategies ~~on an arterial~~ within a regional mobility corridor.* *2.4.1. ~~Place a priority on~~ Implement transportation investments that maintain travel time reliability on the regional freight system and provide freight access to industrial areas and freight intermodal facilities.* *2.5.1 ~~Place a priority on~~ Implement transportation investments that support state and local government efforts to attract new businesses and industries to Oregon or that keeps and encourages expansion of existing businesses and industries.* *3.1.1. ~~Place a priority on~~ Implement investments that ~~complete~~ address a system gap or deficiency to improve bicycle, pedestrian or transit access, and connect two or more modes of travel.* *3.2.1. ~~Place a priority on~~ Implement investments that remove barriers that prevent access to all modes of the transportation system for underserved populations.* *3.3.1 ~~Place a priority on~~ Implement investments that benefit or connect two or more freight modes.* *4.1.1. ~~Place a priority on~~ Implement investments that use the Transportation System Management and Operations (TSMO) Concept to improve mobility, reliability and safety on an element of the regional mobility corridor system~~, consistent with the Transportation System Management and Operations (TSMO) Concept~~.* *4.2.1. ~~Place a priority on~~ Implement investments that use the Demand Management Concept to increase awareness of travel options ~~include~~ by means of services, incentives, and supportive infrastructure ~~to increase awareness of travel options, consistent the Demand Management Concept~~.*

CONSENT ITEMS FOR JPACT CONSIDERATION

#	Category	Comment	Source	Date	TPAC Recommendation to JPACT
					~~*4.3.1. Place a priority on investments that include value pricing.*~~ *5.1.1. ~~Place a priority on~~ Implement investments that address recurring safety-related deficiencies on an element of the regional mobility corridor system and completing gaps in the regional bicycle and pedestrian systems.* *5.2.1. ~~Place a priority on~~ Implement investments that increase system monitoring for operations, management and security of the regional mobility corridor system.* *5.3.1. ~~Place a priority on~~ Implement investments that increase system monitoring for operations, management and security of the regional mobility corridor system.* *6.1.1. ~~Place a priority on~~ Implement investments that improve fish or wildlife habitat or remove a blockage or barrier limiting fish or wildlife passage in a habitat conservation area and/or wildlife corridor.* *6.2.1. ~~Place a priority on~~ Implement investments that reduce transportation-related vehicle emissions.* *6.3.1. ~~Place a priority on~~ Implement investments that reduce impervious surface coverage and stormwater run-off.* *6.4.1. ~~Place a priority on~~ Implement investments that increase efficiency of the transportation network (e.g., reduce idling and corresponding fuel consumption) or supports efficient trip-making decisions in the region.* *7.1.1. ~~Place a priority on~~ Implement investments that increase opportunities for ~~physical activity~~ active forms of transportation, including walking, bicycling and transit.* *7.2.1. ~~Place a priority on~~ Implement investments that reduce or minimize transportation-related pollution.* *8.1.1. ~~Place a priority on~~ Implement investments that benefit environmental justice communities ~~target areas~~ or remove barriers to accessing the transportation system.* *8.2.1. ~~Place a priority on~~ Implement investments that remove barriers to ~~benefit special access needs~~ provide a range of high quality transportation options for people of all ages and abilities,*

CONSENT ITEMS FOR JPACT CONSIDERATION					
#	**Category**	**Comment**	**Source**	**Date**	**TPAC Recommendation to JPACT**
					~~*8.2.2. Provide an appropriate level, quality and range of transportation options to serve special access needs of individuals in this region,*~~ *including people with low-income, children, elders and people with disabilities.* *9.1.1.* ~~*Place a priority on*~~ *Implement investments that cost-effectively maintain and preserve the function and physical characteristics of existing transportation infrastructure and services.* *9.2.1.* ~~*Place the highest priority on*~~*Implement cost-effective investments that achieve multiple objectives and those investments that make the greatest contribution to the region's* ~~*overall well being*~~ *economic and land use strategies as envisioned in the 2040 Growth Concept.* *9.3.1.* ~~*Place a priority on*~~ *Implement investments that leverage other investment from governments or private business.* 10.3.1. ~~*Place a priority on*~~ *Implement investments that increase coordination and cooperation of transportation providers.*
284.	New urban areas	Consider a new category of "emerging corridor" to the RTP to recognize corridors that facilitate one or more centers in an UGB expansion area. There are critical transportation projects that provide access to these areas and are necessary to support efficient land development consistent with the 2040 Growth Concept, but that are disadvantaged when compared to existing urban areas. The concept should be assessed during the state component of the RTP and could be defined as follows, "An emerging corridor could be	City of Gresham	11/15/07	Agree. Amend page 7-56 to add new unresolved issue as defined in the comment, as follows: **7.8.13 Emerging Communities** Emerging communities are areas that have been brought into the urban growth boundary since 1998, that have 2040 land use designations, and that lack transportation and transit infrastructure of areas with similar designations that have been within the urban growth boundary for longer periods of time. Additional work is needed to better define the needs of emerging communities and strategies needed to facilitate development in these areas, consistent with the 2040 Growth Concept. In addition, add new action under Objective 1.1. as follows, "Recognize the importance of developing emerging communities. Emerging communities are areas that have been brought into the UGB since 1998, that includes lands with primary or secondary land use designations, and that lack transportation and transit infrastructure of areas with similar designations that have been

CONSENT ITEMS FOR JPACT CONSIDERATION

#	Category	Comment	Source	Date	TPAC Recommendation to JPACT
		defined as follows: An emerging corridor facilitates access to one or more centers in an UGB expansion area but lacks basic urban facilities such as sidewalks, bicycle lanes, or capacity for transit service that will accommodate efficient urban development and implementation of an adopted Plan. An emerging corridor has land use designations in place that will permit increased densities and a range of urban land uses. An emerging corridor may extend more than one mile from the nearest center; however, some portion of the corridor must be located within one mile of a center" and new action under Objective 1.1 as follows, "potential action under Objective 1.1 of Goal 1: Revisit the 2040 Growth Concept as defined in the Regional Framework Plan and make any necessary amendments to that Plan to facilitate development of areas recently brought within the UGB."			within the UGB for longer periods of time. Revisit the 2040 Growth Concept as defined in the Regional Framework Plan and make any necessary amendments to that plan to facilitate development of emerging communities." In addition, this comment will be forwarded to the New Look planning process and the state component of the RTP update for consideration. The City of Portland Primary Transit Network (PTN) Study refined a TriMet methodology for evaluating the transit ridership potential and cost-effectiveness of transit that could be useful to the discussion.

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, PENDING AIR QUALITY CONFORMITY ANALYSIS

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.

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;
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. In addition, the Bi-State Coordination Committee advises the Metro Council and JPACT on issues of significance to both Oregon and Washington. The Regional Travel Options Subcommittee to TPAC and the Regional Trails Working Group were also coordinated with throughout the update process.

This broad spectrum of stakeholders was the primary focus of the public participation plan. Methods for engaging public agencies and targeted public and private sector stakeholder groups included regional public forums; mayors'/chair's forums; stakeholder, task force, and advisory committee workshops; and meetings with County Coordinating committees. County Coordinating Committees are a forum for staff and elected officials from the counties to coordinate work with their counterparts from the cities within their boundaries in a public setting.

Community and stakeholder engagement

In Fall 2006, Metro held nine stakeholder workshops to help update the 2035 RTP policy framework. The workshops engaged 127 individuals and 50 different community organizations and government entities. Four of the workshops were held with Metro's existing advisory committees. The other five workshops were held with business and community groups that represented specific public interests, public responsibilities, or groups historically underrepresented in the Portland metropolitan region's transportation planning and decision-making processes.[1]

In Fall 2006, Metro staff also conducted workshops on regional trends, current research, system barriers and policy gaps with the Regional Trails working group, local bicycle and pedestrian planners, advisory groups, and community-based advocates.

Public input was sought throughout that fall via informal paper-and web-based surveys of public priorities and transportation needs. In January 2007, Moore Information conducted a scientific public opinion survey to complement and supplement information from prior public input and engagement activities.[2]

A Metro Council-appointed task force on Regional Freight and Goods Movement, composed of multi-modal public-and private-sector freight interests, developed a *Regional Freight and Goods Movement Plan* for the RTP update. A Regional Freight Technical Advisory Committee (TAC), composed of staff from local, regional, and state agencies operating within Metro's jurisdictional boundaries, reviewed technical work products and provided recommendations to the task force.

Finally, SAFETEA-LU provisions for additional consultation with state and federal resource agencies, and tribal groups that were not already part of Metro's existing committee structure were met through a consultation meeting held on October 16, 2007 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.

[1] *2035 Regional Transportation Plan Update Stakeholder Engagement Report* from the Metropolitan Group available through the 2035 RTP Update Publications page: www.metro-region.org/index.cfm/go/by.web/id=25036

[2]

Public information presentation and distribution

Information on RTP developments was provided throughout the update process in media briefings of reporters and editorial boards, press releases, media packets, civic journalism, electronic newsletters, and fact sheets available through the Metro website and distributed at meetings and events.

Metro staff and Councilors made presentations to community groups, business organizations, local governments, the TriMet Board, the Oregon Transportation Commission, the Land Conservation and Development Commission, the Bi-State Coordination Committee and other interested advisory committees in the region.

The RTP project website also posted information about the update process, with a timeline indicating key decision points and public comment opportunities. A transportation information telephone line presented information about key decision points and directed callers to sources of more information.

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.

Public comment period notification and comment opportunities

On October 15, 2007, the review draft of the 2035 RTP was posted on Metro's website for viewing or downloading. Printed copies were sent to all regional jurisdictions and agencies, Metro advisory committee members, and to the general public on request. This marked the start of a formal 30-day public comment period, scheduled to end on November 15, 2007.

Forty-five days prior to the October 15 opening of the public comment period, electronic notices were posted on the Metro website and distributed to all neighborhood associations, citizen participation organizations (CPOs) and interested parties who had asked to be included in Metro's RTP notification list. The notices included information on how to access the review draft online, where to call to request a hard copy, how to submit comments—by email, through an online web comment form, by US post, or in person at any of four open houses and public hearings. This information was also distributed via Metro's information telephone line, in articles included in a transportation planning e-newsletter and in each Metro Councilor's monthly newsletter.

Four public open houses and public hearings were held during the comment period: October 25 in Oregon City, Clackamas county; November 1 in Portland, Multnomah County; November 8 in Hillsboro, Washington County; and November 15 in Portland, Multnomah county. The open houses and hearings were held in conjunction with regular Metro Council meetings. Two of the open houses and hearings were scheduled to start in the early afternoon, and two in the early evening.

Thirty days before the first open house, a news advisory was sent to all major and community newspapers in the region. The advisory included information about the open houses, public hearings and comment period. The week before each open house, a newspaper advertisement was placed n the major, ethnic and community newspapers that serve the part of the region in which the open house was being held. Attachment 1 to this staff report includes a public comment report documenting all comments received during the comment period.

Finally, the RTP and its attendant Air Quality Conformity Analysis will be made available for a formal 30-day public review period before final adoption in February 2008.

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

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

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

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

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

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

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

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

3. **Oregon Transportation Planning Rule (TPR) implications for land use**
   Background: Recent amendments to the TPR may affect the region's ability to manage growth consistent with the 2040 Growth Concept.

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

4. **Transportation finance**
   Background: The region's funding gap is so significant, the region must use every tool at our disposal to address current and future transportation needs in support of the Region 2040 Growth Concept. The region needs a strategy that effective 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.

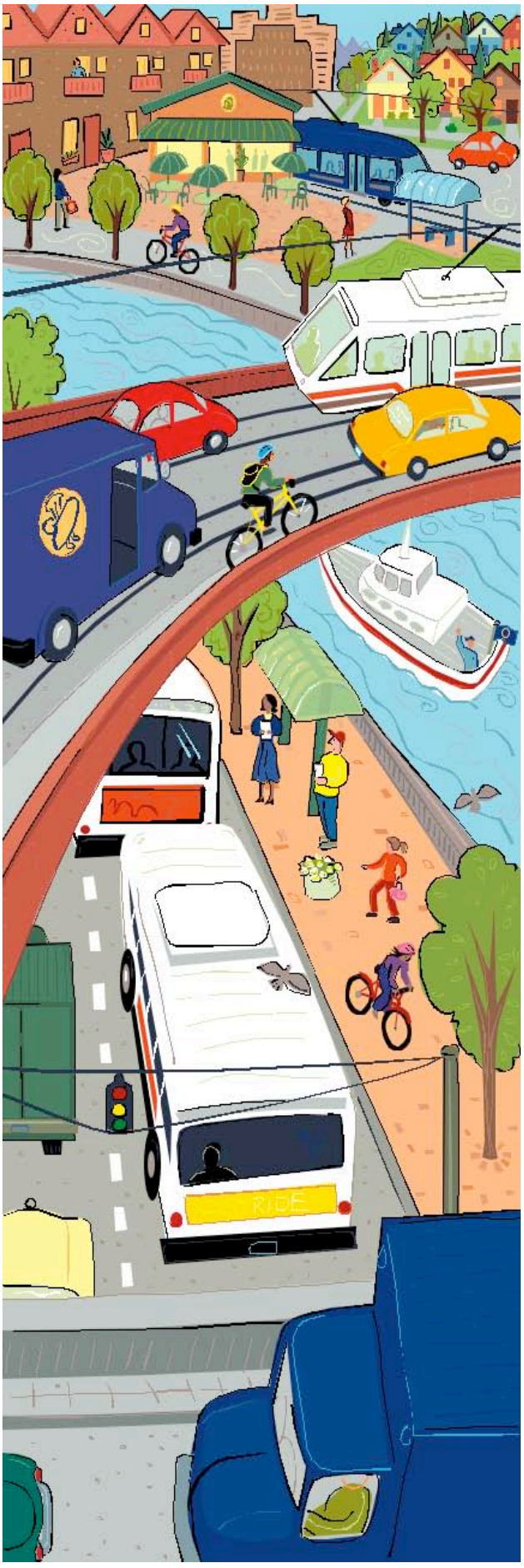
   Metro legislation includes:
   - Resolution 05-3610A (For the Purpose of Issuing a Request for Proposals to Develop a Work Scope for an Expanded 2005-08 Regional Transportation Plan Update that Incorporates the "Budgeting for Outcomes" Approach to Establishing Regional Transportation Priorities)
   - 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:
   - consolidate all three exhibits into a single document for submittal to FHWA and FTA for review,
   - proceed with the federally-required air quality conformity analysis and development of federal findings of compliance; and
   - initiate the state component of the RTP update, which will result in amendments to Exhibit "A", as amended by Exhibits "B" and "C", to meet state planning requirements.

4. Budget Impacts: There is no financial impact to approval of this resolution.

RECOMMENDED ACTION

Approve Resolution No. 07-3831A.



New Look
The Regional Transportation Plan

Public Comment Report

Summary of comments received between October 15, 2007 – November 15, 2007

2035 Regional Transportation Plan
Federal Component

November 16, 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; Carlotta Collette, District 2; Carl Hosticka, District 3; Kathryn Harrington, District 4; Rex Burkholder, District 5; Robert Liberty, District 6.
Auditor – Suzanne Flynn

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

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

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

NONDISCRIMINATION NOTICE TO THE PUBLIC

Metro hereby gives public notice that it is the policy of the Metro Council to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, sex, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which Metro receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title Vi has a right to file a formal complaint with Metro. Any such complaint must be in writing and filed the Metro's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, see the web site at www.metro-region.org or call (503) 797-1536.*

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METRO

DATE: November 30, 2007

TO: JPACT and Interested Parties

FROM: Kim Ellis, Principal Transportation Planner

SUBJECT: 2035 Regional Transportation Plan Goals, Objectives and Actions - Informational

****

The draft 2035 Regional Transportation Plan (RTP) was released for public comment from October 15 to November 15, 2007. Proposed amendments to the draft document are identified in Exhibits "B" and "C" to Resolution No. 07-3831A.

TPAC recommended amendments to the RTP Goals, Objectives and Actions are attached for your information. An updated document that incorporates all recommended amendments approved by JPACT and the Metro Council will be prepared and released on January 18, 2007.

Action Requested

- No action is requested. This is for informational purposes.

TABLE 3.4 GOAL 1— FOSTER VIBRANT COMMUNITIES AND EFFICIENT URBAN FORM

Goal Statement	Objectives
Goal 1: Foster Vibrant Communities and Efficient Urban Form Land use and transportation infrastructure decisions are linked to promote an efficient and compact urban form that fosters vibrant, healthy communities; optimizes public investments; and supports active transportation options, jobs, schools, shopping, services, recreational opportunities and housing proximity.	**Objective 1.1 Compact Urban Form and Design** - ~~Leverage Region 2040 land uses~~ Use transportation investments to reinforce growth in, and multi-modal access to 2040 Target Areas and ensure that development in 2040 Target Areas is consistent with and supports the transportation investments. Potential Actions: *1.1.1. ~~Place a priority on multi-modal transportation~~Implement investments that address a system gap or deficiency to reinforce growth in and improve multi-modal access to or within the primary 2040 target areas.* *1.1.2. Coordinate land use and transportation decisions to ensure the identified function, design and capacity of transportation facilities are consistent with applicable regional system concepts and support adjacent land use patterns.* *1.1.3. Locate housing, jobs, schools, parks and other destinations within ½ mile of each other.* *1.1.4. Support the development of tools aimed at reducing vehicle miles traveled per person, including transit-oriented development, car sharing, location efficient mortgage.* *1.1.5. Create incentives for development projects in 2040 target areas and promote transit-supportive design and infrastructure in 2040 target areas and along designated transit corridors.* *1.1.6. Provide landscaping, pedestrian-scale lighting, benches and shelters and other infrastructure to serve pedestrians and transit users in 2040 centers, station communities and main streets.* *1.1.7. Work with the private development community to coordinate transportation spending and land development investment decisions for projects in 2040 target areas and designated corridors.* *1.1.8. Design the transportation system with adequate capacity to keep regional traffic on regional system, reduce regional traffic on local streets and in residential neighborhoods and support non-auto travel.* *1.1.9. Recognize the importance of developing emerging communities. Emerging communities are areas that have been brought into the UGB since 1998, that includes lands with primary or secondary land use designations, and that lack transportation and transit infrastructure of areas with similar designations that have been within the UGB for longer periods of time. Revisit the 2040 Growth Concept as defined in the Regional Framework Plan and make any necessary amendments to that plan to facilitate development of emerging communities.*
	Objective 1.2 Parking Management – Minimize the amount of land dedicated to vehicle parking. Potential Actions: *1.2.1. ~~Place a priority on~~Implement investments that reduce the need for land dedicated to vehicle parking.* *1.2.2. Promote the use of shared parking for commercial and retail land uses.* *1.2.3. Establish maximum parking ratios for off-street parking spaces.* *1.2.4. Manage and optimize the efficient use of public and commercial parking in 2040 target areas.*
	Objective 1.3 Affordable Housing – Support the preservation and production of affordable housing in the region. Potential Actions: ***1.3.1.** Integrate affordable housing concepts, issues and actions into policy making and funding allocations.*

TABLE 3.5 GOAL 2— SUSTAIN ECONOMIC COMPETITIVENESS AND PROSPERITY

Goal Statement	Objectives
Goal 2: Sustain Economic Competitiveness and Prosperity Multi-modal transportation infrastructure and services support the region's well-being and a diverse, innovative, sustainable and growing regional and state economy through the reliable and efficient movement of people, freight, goods, services and information within the region and to destinations outside the region.	**Objective 2.1 Reliable and Efficient Travel and Market Area Access -** Provide for reliable and efficient multi-modal local, regional, interstate and intrastate travel and market area access through a seamless and well-connected system of throughways, arterial streets, freight services, transit services and bicycle and pedestrian facilities, consistent with Regional System Concepts. Potential Actions: *2.1.1. ~~Place a priority on~~Implement investments that address ~~multi-modal~~ system gaps to improve reliability and multi-modal access (1) from labor markets and trade areas to the primary 2040 Target Areas or (2) with 2040 Target Areas.* *2.1.2. Provide a network of limited-access throughways to primarily serve interstate, intercity and inter-regional people and goods movement, consistent with Regional Streets and Throughways System Map.* *2.1.3. Provide a network of arterial streets at one-mile spacing, with regional transit service on most regional arterial streets, consistent with Regional Streets and Throughways System Map.* *2.1.4. Provide an interconnected multi-modal freight transportation system that includes air cargo, pipeline, trucking, rail, and marine services and connects freight transportation corridors to the region's freight intermodal facilities and industrial sanctuaries, consistent with the Regional Freight System Map.* *2.1.5. Provide a network of high capacity transit service that connects the Central City, Regional Centers and passenger intermodal facilities, consistent with Regional Transit System Map.* *2.1.6. Provide a complementary network of community bus and streetcar service connections that serve 2040 Target Areas and provide access to regional transit on arterial streets and the regional high capacity transit network, consistent with Regional Transit System Map.* *2.1.7. Provide a network of local and collector street systems to reduce dependence on regional arterial streets and throughways for local circulation, consistent with Local Street System Concept.* *2.1.8. Provide a continuous network of safe, convenient and attractive bikeways and pedestrian facilities on all arterial streets and improve access to transit facilities, consistent with Regional Bike and Pedestrian Systems Maps.* *2.1.9. Provide a continuous network of regional multi-use trails that connect ~~priority~~ 2040 Target Areas~~land uses~~, on-street bikeways, pedestrian and transit facilities, consistent with the Regional Greenspaces Master Plan.* *2.1.10. Assist jurisdictions in developing local strategies that provide adequate freight loading and parking strategies in the central city, regional centers, town centers and main streets.* *2.1.11. Develop measures that address the economic value of freight and goods movement, 2040 centers and other priority land uses and bike tourism and other recreational uses.* **Objective 2.2 Regional Passenger Connectivity** – Ensure reliable and efficient connections between passenger intermodal facilities and destinations in, and beyond ~~and through~~ the region to improve non-auto access to and from ~~outside~~ the region and promote the region's function as a gateway for tourism. Potential Actions: *2.2.1. ~~Place a priority on~~Implement investments that benefit intercity public transportation or connect such transportation with other ~~two or more passenger~~ modes.* *2.2.2. Identify and evaluate possible passenger rail service corridors to neighboring cities, such as the Milwaukie-Lake Oswego-Tualatin-Sherwood-McMinnville service or an extension of Westside Commuter Rail to Salem.*
	Objective 2.3 Regional Mobility -Maintain sufficient total person-trip and freight capacity among the various modes operating in the Regional Mobility Corridors to

TABLE 3.5 GOAL 2— SUSTAIN ECONOMIC COMPETITIVENESS AND PROSPERITY

Goal Statement	Objectives
	allow reasonable and reliable travel times through those corridors. Potential Actions: *2.3.1. ~~Place a priority on~~Implement investments that implement the CMP by addressing a gap or deficiency, or implement TSMO strategies ~~on an arterial~~ within a regional mobility corridor.* *2.3.2. Implement a regional congestion management program, including coordinated regional bus service, traffic operations improvements, transit, ridesharing, telecommuting incentives, and pricing strategies.* *2.3.3. Consider a full range of options for meeting this objective, including different modal options, and policies for making more efficient use of existing capacity as well as small and larger scale multi-modal capacity investments, consistent with Section 7.6.3.* *2.3.4. Develop interchange area management plans (IAMPs) for all throughway interchange access points that are approved by state, regional and local agencies.* *2.3.5. Establish performance goals and benchmarks for mobility corridors and 2040 centers reflecting regional policy to increase proportional travel by transit, high-occupancy vehicle, and non-motorized travel modes to achieve reduced dependence on single-occupant vehicle travel* *2.3.6. Monitor performance of the regional transportation system in subareas and along regional mobility corridors throughout the region consistent with the CMP.*
	Objective 2.4 Freight Reliability –Maintain a reasonable and reliable travel time and access through the region as well as between freight intermodal facilities and destinations ~~in,~~ within and ~~through~~ beyond the region to promote the region's function as a gateway for commerce, consistent with the Regional Freight System Map. Potential Actions: *2.4.1. ~~Place a priority on transportation~~Implement investments that maintain travel time reliability on the regional freight system and provide freight access to industrial areas and freight intermodal facilities.* *2.4.2. Consider the movement of freight when conducting transportation studies.* *2.4.3. Identify regional freight routes that ensure direct and convenient access from industrial and employment areas to the throughway network.* *2.4.4. Identify and correct existing safety deficiencies on regional freight routes relating to:* • *roadway geometry and traffic controls,* • *bridges and overpasses,* • *at-grade railroad crossings,* • *truck infiltration in neighborhoods,* • *congestion on interchanges, braided ramps, merge lanes and hill climbs* *2.4.5. Consider improvements that are dedicated to freight travel only.* *2.4.6. Work with the private transportation industry, Oregon Economic Development Department, Portland Development Commission, Port of Portland and others to identify and realize investment opportunities that enhance freight mobility and support the state and regional economy.* *2.4.7. Expand development and use of TSMO strategies that increase ~~person trip~~ freight and goods movement capacity on congested freight corridors, including traveler information tools and other management strategies to increase system reliability.* *2.4.8. Improve freight-related data collection and develop measures that address the economic value of freight and goods movement.*
	Objective 2.5 – Job Retention and Creation – Foster the growth of new businesses and retain those that are already located in the region. Potential Action: *2.5.1. ~~Place a priority on transportation~~Implement investments that support state and local government efforts to attract new businesses and industries to*

TABLE 3.5 GOAL 2— SUSTAIN ECONOMIC COMPETITIVENESS AND PROSPERITY

Goal Statement	Objectives
	Oregon or that keeps and encourages expansion of existing businesses and industries. 2.5.2. *Support retention and creation of family wage jobs.* *2.5.3. Support the retention and creation of sustainable businesses.* *2.5.4. Support the retention of agriculture within and adjacent to the region.*

TABLE 3.6 GOAL 3—EXPAND TRANSPORTATION CHOICES

Goal Statement	Objectives
Goal 3: Expand Transportation Choices Multi-modal transportation infrastructure and services provide all residents of the region with affordable and equitable options for accessing housing, jobs, services, shopping, educational, cultural and recreational opportunities, and facilitate competitive choices for goods movement for all businesses in the region.	**Objective 3.1 Travel Choices** - ~~Make progress toward~~Achieve Non-SOV modal targets for increased walking, bicycling, use of transit and shared ride and reduced reliance on the automobile and drive alone trips. Potential Actions: *3.1.1. ~~Place a priority on~~Implement investments that ~~complete~~ address a system gap or deficiency to improve bicycle, pedestrian or transit access, and connect two or more modes of travel.* *3.1.2. Consider land use and demand management strategies and bicycle, pedestrian and transit needs when conducting transportation studies.* *3.1.3. Research user preferences and behavioral responses on bikeways on low and high traffic streets.* *3.1.4. Consider bicycle boulevards part of the regional system when arterial right-of-way is constrained or when the regional street system does not meet arterial spacing standards or when comfortable, safe, attractive facilities cannot be created because of high motor vehicle volumes or speeds.* *3.1.5. Develop travel-demand forecasting for bicycle use and integrate with regional transportation planning efforts.* *3.1.6. Coordinate with TriMet and large public and private facilities to improve pedestrian and bicycle access and secure bicycle long and short-term parking at existing and future regional activity centers, light rail stations, transit centers and park-and-ride lots, educational institutions and employer campuses.* *3.1.7. Form public/private partnerships such as Transportation Management Associations to increase education about transportation choices and support meeting non-SOV targets by land use type.* *3.1.8. Increase development and use of traveler information tools to inform choices.* *3.1.9. Incorporate car sharing into settings where the strategy is likely to reduce net vehicle miles traveled and provide an alternative to private car ownership.* *3.1.10. Identify and analyze possible passenger rail service corridors to neighboring cities, such as the Milwaukie-Lake Oswego-Tualatin-Sherwood-McMinnville service or an extension of Westside Commuter Rail to Salem.* *3.1.11. Design and implement a transportation system with street designs necessary to encourage and support non-auto travel.* *3.1.12. Provide transit service that is fast, reliable and has competitive travel times compared to the automobile.* *3.1.13. Coordinate with regional trail planners to encourage role of trails as part of the transportation network.* *3.1.14. Analyze a three-mile radius from 2040 centers and work with local jurisdictions to develop bicycle and pedestrian networks that use a variety of facility types.* *3.1.15. Expand bicycle and pedestrian count and safety data collection efforts throughout the region.* *3.1.16. Periodically update the regional bicycle and pedestrian system inventories in coordination with TriMet, SMART, ODOT and local agencies.* *3.1.17. Research successful elements of bicycle-friendly cities around the world.*

TABLE 3.6 GOAL 3—EXPAND TRANSPORTATION CHOICES

Goal Statement	Objectives
	Objective 3.2 Vehicle Miles of Travel - Reduce vehicle miles traveled per capita.
	Objective 3.~~2~~ 3 Equitable Access and Barrier Free Transportation - Provide affordable and equitable access to travel choices and serve the needs of all people and businesses, including people with low income, children, elders and people with disabilities, to connect with jobs, educational, services, recreation, social and cultural activities. Potential Actions: *~~3.2.1.~~3.3.1. ~~Place a priority on~~Implement investments that remove barriers that prevent access to all modes of the transportation system for underserved populations.* *~~3.2.2.~~3.3.2. Provide transit service that is accessible to people with disabilities and provide para-transit to eligible disabled individuals~~the portions of the region without adequate fixed route service~~ in compliance with the Americans with Disabilities Act of 1990.* *~~3.2.3.~~3.3.3. Provide land use and economic incentives to locate affordable housing, ~~transit connections between low-income residential areas and~~ employment areas and related social services in close proximity to regional transit service.* *~~3.2.4.~~3.3.4. Provide ADA compliant pedestrian facilities, including ramps on regional facilities.* *~~3.2.5.~~3.3.5. Provide for audible signals, curb cut tactile strips and appropriately timed signalized crosswalks at major retail centers, near bus stops on arterial streets, high volume neighborhood circulators or other major arterial streets near elderly or disabled facilities or in neighborhoods with significant elderly or disabled populations.* *~~3.2.6.~~3.3.6. Complete gaps in the bicycle and pedestrian networks.* *~~3.2.7.~~3.3.7. Provide short and direct pedestrian crossings at transit stops and marked crossings at regional transit stops.* *~~3.2.8.~~3.3.8. Provide crossings and continuous sidewalks along both sides of all arterial streets with sidewalks and crossings that connect to side streets, adjacent sidewalks, buildings and transit stops.* *~~3.2.9.~~3.3.9. Provide innovative, flexible, attractive and cost-effective alternatives to standard fixed route buses, rail and paratransit services to increase available options to elders and people with disabilities.* *~~3.2.10.~~3.3.10. Expand outreach and education on how to use multi-modal transportation services.* *3.3.11. Maintain and periodically update regional pedestrian and bicycle system inventories in coordination with TriMet, ODOT and local agencies.* *3.3.12. Coordinate transportation and land uses to reduce barriers to non-motorized travel by reducing travel lengths from residential to worksites, schools, food and services.*
	Objective 3.~~3~~ 4 Shipping Choices – Support multi-modal~~an intermodal~~ freight transportation system that includes air cargo, pipeline, trucking, rail, and marine services to facilitate competitive choices for goods movement for all businesses of the region. Potential Action~~s~~: **3.4.1.** *~~Place a priority on~~Implement investments that benefit or connect two or more freight modes.*

TABLE 3.7 GOAL 4—EMPHASIZE EFFECTIVE AND EFFICIENT MANAGEMENT OF THE TRANSPORTATION SYSTEM

Goal Statement	Objectives
Goal 4: Emphasize Effective and Efficient Management of the Transportation System Multi-modal transportation infrastructure and services are well-managed and optimized to improve travel conditions and operations, and maximize the total person-trip capacity and operating performance of existing and future transportation infrastructure and services.	**Objective 4.1 System Management** – Implement strategies that optimize the regional transportation system to enhance mobility, reliability and safety, consistent with the Transportation System Management and Operations Concept. Potential Actions: *4.1.1. ~~Place a priority on~~Implement investments that use the Transportation System Management and Operations (TSMO) Concept to improve mobility, reliability and safety on an element of the regional mobility corridor system~~, consistent with the Transportation System Management and Operations (TSMO) Concept~~.* *4.1.2. Integrate TSMO strategies in transportation studies.* *4.1.3. Partner with PSU, ODOT, TriMet and SMART to implement a regional advanced traffic management system (ATMS) program to monitor 100 percent of the region's urban freeways and on-ramps, regional mobility corridor arterial streets and regional transit routes through use of automated data collection systems.* *4.1.4. Deploy technologically advanced systems to monitor and manage traffic, and to control and coordinate traffic control devices, such as traffic signals, including providing priority to transit vehicles where appropriate.* *4.1.5. Partner with O~~R~~TREC to conduct research and evaluate effectiveness of pilot TSMO projects and programs to increase awareness of and support for activities such as ramp metering, signalization improvements and transit priority treatments to maximize efficiency of the current system.* *4.1.6. Limit access to and minimize urban development pressure on rural land uses and resource lands by maintaining appropriate levels of access to support rural activities, while discouraging urban traffic.* *4.1.7. Manage the existing transportation system to protect throughway, street and transit capacity, optimize operating efficiency, enhance safety and manage congestion through the application of Intelligent Transportation Systems (ITS), incident response, access management, value pricing, high-occupancy vehicle lanes, and other system management and demand management strategies.* *4.1.8. Implement a congestion management program (CMP) and develop regional mobility corridor strategy plans as a primary tool of the CMP to identify and implement mobility solutions such as operational and small-scale physical improvements and demand management strategies for designated regional mobility corridors with long-term level-of-service deficiencies.* *4.1.9. Update the Throughway, Street, and Boulevard design concepts to strengthen the policy guidance on appropriate access management approaches for each street design type.* **Objective 4.2 Demand Management** – Implement services, incentives, supportive infrastructure and increase awareness of travel options to reduce drive alone trips and protect reliability, consistent with Transportation System Management and Operations Concept. Potential Actions: *4.2.1. ~~Place a priority on~~Implement investments that use the Transportation System Management and Operations (TSMO) Concept to increase awareness of travel options ~~include~~ by means of services, incentives, and supportive infrastructure ~~to increase awareness of travel options, consistent the Demand Management Concept~~.* *4.2.2. Promote private and public sector programs and services that encourage*

TABLE 3.7 GOAL 4—EMPHASIZE EFFECTIVE AND EFFICIENT MANAGEMENT OF THE TRANSPORTATION SYSTEM

Goal Statement	Objectives
	employees to use non-SOV modes or change commuting patterns, such as telecommuting, flexible work hours and/or compressed work weeks. *4.2.3. Launch public-private partnerships in 2040 centers and corridors to encourage residents, employees and others to use non-SOV modes to foster increased economic activity in these areas.* *4.2.4. Continue rideshare tools and incentives from areas or at hours of the day under-served by transit.* *4.2.5. Consider vanpool strategy to incubate new transit service.* *4.2.6. Further study of market-based strategies, such as parking pricing, employer-based parking-cash outs and restructuring parking rates.* *4.2.7. Support ridesharing programs, park-and-ride programs, telecommuting programs, and transit benefit programs to increase peak-period travel options and reduce the rate of growth of vehicle miles traveled.* *4.2.8. Support transit-oriented development to encourage transit use.* *4.2.9. Include employers and transportation management associations in project development processes.* **Objective 4.3 Value Pricing** - ~~Consider value pricing as a feasible option when major, new throughway capacity is being added to the regional throughway system, using the criteria used in Working Paper 9 of the Traffic Relief Options study.~~Consider a broader application of value pricing as a potential management tool. Potential Actions: *4.3.1. ~~Place a priority on investments that include value pricing.~~Develop a set of potential policy objectives and value pricing applications for public review.* *4.3.2. Identify several potential pricing applications for analysis of anticipated costs and benefits to the region's economy and land use objectives, consistent with state policies and procedures.* *~~4.3.2.~~4.3.3. Identify a specific project for which value pricing is appropriate to serve as a pilot, demonstration project.* *~~4.3.3.~~4.3.4. Pursue Value Pricing Pilot Program funds from FHWA for development of detailed implementation plans and/or administration of pilot projects.*

TABLE 3.8 GOAL 5—ENHANCE SAFETY AND SECURITY

Goal Statement	Objectives
Goal 5: Enhance Safety and Security Multi-modal transportation infrastructure and services are safe and secure for the public and for goods movement.	**Objective 5.1 Operational and Public Safety** - Reduce fatalities, serious injuries and crashes per capita for all modes of travel through investments that address safety-related deficiencies. Potential Actions: *5.1.1. ~~Place a priority on~~Implement investments that address recurring safety-related deficiencies on an element of the regional mobility corridor system and completing gaps in the regional bicycle and pedestrian systems.* *~~5.1.1.Place a priority on completing gaps in the regional bicycle and pedestrian systems.~~* *~~5.1.3.~~5.1.2. Promote safety in the planning, design, construction, ~~and~~ operation and maintenance of the transportation system.* *~~5.1.4.~~5.1.3. Minimize construction-related safety impacts.* *~~5.1.5.~~5.1.4. Promote safe use of the transportation system by motorists, bicyclists and pedestrians through a public awareness program and safety education programs* *~~5.1.6.~~5.1.5. Work with local jurisdictions, ODOT and other public agencies to collect and analyze data to identify high-frequency bicycle- and pedestrian-related crash locations and conditions and improvements to address safety-related deficiencies in these locations and under these conditions.* *5.1.6. Work with ODOT to improve collection, integration and comprehensibility of multi-modal safety data and to support analysis, effective response to safety issues and identification of projects and management strategies.* *5.1.7. Establish performance measures and benchmarks for evaluating and monitoring safety in the region.* *5.1.8. Promote transportation infrastructure that supports safe and secure walking and bicycling routes for people of all ages and abilities.*
	Objective 5.2 Crime - Reduce vulnerability of the public, goods movement and critical transportation infrastructure to crime. Potential Actions: *5.2.1. ~~Place a priority on~~Implement investments that increase system monitoring for operations, management and security of the regional mobility corridor system.* *5.2.2. Use security cameras and other means for monitoring regional transportation infrastructure and services.*
	Objective 5.3 Terrorism, Natural Disasters and Hazardous Material Incidents - Reduce vulnerability of the public, goods movement and critical transportation infrastructure to acts of terrorism, natural disasters, hazardous material spills or other hazardous incidents. Potential Actions: *5.3.1. ~~Place a priority on~~Implement investments that increase system monitoring for operations, management and security of the regional mobility corridor system.* *5.3.2. Work with local, state and regional agencies to identify critical infrastructure in the region and assess security vulnerabilities and threats.* *5.3.3. Work with local, state and regional agencies to create redundancies where applicable in all modes and develop coordinated regional emergency response and evacuation plans.* *5.3.4. Use security cameras and other means for monitoring regional transportation infrastructure and services.* *5.3.5. Minimize security risks at airports, water ports, rail stations, rest areas, roadways, bikeways, trails, and public transportation facilities*

TABLE 3.8 GOAL 5—ENHANCE SAFETY AND SECURITY

Goal Statement	Objectives
	5.3.6. Improve the ability of transportation infrastructure to withstand natural disasters such as floods, earthquakes, land slides and windstorms. *5.3.7. Continue to improve disaster, emergency, and incident response preparedness and recovery.*

TABLE 3.9 GOAL 6—PROMOTE ENVIRONMENTAL STEWARDSHIP

Goal Statement	Objectives
Goal 6: Promote Environmental Stewardship Promote responsible stewardship of the region's natural, community, and cultural resources during planning, design, construction and management of multi-modal transportation infrastructure and services.	**Objective 6.1 Natural Environment** – Avoid or minimize undesirable impacts on fish and wildlife habitat conservation areas, wildlife corridors, significant flora and open spaces. Potential Actions: *6.1.1. ~~Place a priority on~~Implement investments that improve fish or wildlife habitat or remove a blockage or barrier limiting fish or wildlife passage in a habitat conservation area and/or wildlife corridor.* *6.1.2. Consider avoiding, minimizing or mitigating negative ~~protecting the natural environment in all aspects of the transportation planning process to reduce the~~ environmental impacts associated with transportation system and facility design, construction and maintenance activities in accordance with federal and state law.* *6.1.3. Locate new transportation and related utility projects to avoid fragmentation and degradation of components of regionally significant parks, habitat, wildlife corridors, natural areas, open spaces, trails and greenways.* *6.1.4. Implement a coordinated strategy to remove or retrofit culverts on the regional transportation system that block or restrict fish passage.* *6.1.5. Incorporate green street designs and green development practices into community design and infrastructure plans.* *6.1.6. Support the implementation of Green Streets practices through pilot projects and funding incentives.* *6.1.7. Design transportation facilities with consideration for wildlife movement where wildlife corridors cannot be avoided.* *6.1.8. Encourage green street designs and operational practices that improve existing conditions and reduce transportation-related storm water run-off, effective impervious surface, and other impacts~~s~~ of the transportation system during project planning, design, construction, maintenance and operations activities.*
	Objective 6.2 Clean Air – Reduce transportation-related vehicle emissions to improve air quality so that as growth occurs, the view of the Cascades and the Coast Range from within the region are maintained and greenhouse gas emissions are reduced. Potential Actions: *6.2.1. ~~Place a priority on~~Implement investments that reduce transportation-related vehicle emissions.* *6.2.2. Encourage use of all low- or zero-emission modes of travel (e.g., transit, telecommuting, zero-emissions vehicles, carpooling, vanpooling, bicycles and walking).* *6.2.3. Work with the state to include and implement strategies for planning and managing air quality in the regional airshed in the State Implementation Plan (SIP) for the Portland-Vancouver air quality maintenance areas (AQMA) as required by the federal Clean Air Act Amendments.* *6.2.4. Ensure timely implementation and adequate funding for transportation control measures, as identified in the SIP.* *6.2.5. Monitor air quality, greenhouse gas emissions and air toxics within the regional airshed.* *6.2.6. Adopt targets to reduce greenhouse gas emissions to 10 percent below 1990 levels by 2020 and 75 percent below 1990 levels by 2050.* *6.2.7. Adopt offsetting land use actions and investments in transit and other modes that contribute to meeting greenhouse gas emissions targets.*

TABLE 3.9 GOAL 6—PROMOTE ENVIRONMENTAL STEWARDSHIP

Goal Statement	Objectives
	Objective 6.3 Water Quality and Quantity – Protect the region's water quality and ~~quantity~~natural stream flows. Potential Actions: *6.3.1. ~~Place a priority on~~Implement investments that reduce impervious surface coverage and stormwater run-off.* *6.3.2. Incorporate green street designs and green development practices into community design and infrastructure plans.* *6.3.3. Encourage green street designs, operational practices and other strategies during the project planning, design, construction, operation and maintenance activities.*
	Objective 6.4 Energy and Land Consumption - Reduce transportation-related energy and land consumption and the region's dependence on unstable energy sources. Potential Actions: *6.4.1. ~~Place a priority on~~Implement investments that increase efficiency of the transportation network (e.g., reduce idling and corresponding fuel consumption) or supports efficient trip-making decisions in the region.* *6.4.2. Promote and implement strategies to increase use of alternative energy vehicles and non-SOV travel modes.* *6.4.3. Evaluate the effect of unstable energy sources and potential emerging energy technologies on long-term travel behavior in the region, including the development of new analytical tools needed to complete this evaluation, and whether RTP policies are adequate to adapt to changing energy conditions.*

TABLE 3.10 GOAL 7—ENHANCE HUMAN HEALTH

Goal Statement	Objectives
Goal 7: Enhance Human Health Multi-modal transportation infrastructure and services enhance quality of human health by providing safe, comfortable and convenient options that support active living and physical activity, and minimize transportation-related pollution that negatively impacts human health.	**Objective 7.1 Active Living** – Provide safe, comfortable and convenient transportation options that support active living and physical activity to meet daily needs and access services. Potential Actions: *7.1.1. ~~Place a priority on~~Implement investments that increase opportunities for ~~physical activity~~active forms of transportation including walking, bicycling and transit.* *7.1.2. Locate housing, jobs, schools, parks and other destinations within ¼-mile walking distance or 1 mile convenient bicycling distance of each other when possible.* *7.1.3. Provide a continuous network of safe, convenient and attractive bikeways and pedestrian facilities.* *7.1.4. Remove barriers and reinforce compact development patterns to encourage walking and bicycling to basic services and nearby activities as a way to integrate exercise into daily activity.* *~~7.1.1.~~Design and manage the transportation system to minimize pedestrian, bicyclist and vehicular deaths and injuries.* *7.1.5. Coordinate with public health professionals to conduct health impact assessments to judge potential impact of transportation infrastructure on human health.* *7.1.6. Coordinate with regional trail planners to encourage role of trails as part of the transportation network.* *7.1.7. Coordinate with transit providers to provide safe walking routes to transit stops.*
	Objective 7.2 Pollution Impacts – Minimize noise, impervious surface and other transportation-related pollution impacts on residents in the region to reduce negative health effects. Potential Actions: *7.2.1. ~~Place a priority on~~Implement investments that reduce or minimize transportation-related pollution.* *7.2.2. Design transportation system to minimize water and noise impacts through pavement techniques, traffic calming and other design features.* *7.2.3. Design transportations systems and implement strategies to encourage use of rail to move regional freight in order to reduce heavy vehicle traffic and the air and noise pollution associated with it.*

TABLE 3.11 GOAL 8—ENSURE EQUITY

Goal Statement	Objectives
Goal 8: Ensure Equity Regional transportation planning, programs and investment decisions ensure the benefits and adverse impacts of investments and programs are equitably distributed among population demographics and geography, considering different parts of the region and census block groups with different incomes, races and ethnicities.	**Objective 8.1 Environmental Justice** – Ensure benefits and impacts of investments are equitably distributed by population demographics and geography. Potential Actions: *8.1.1. ~~Place a priority on~~Implement investments that benefit environmental justice ~~target areas~~communities or remove barriers to accessing the transportation system.* *8.1.2. Evaluate benefits and impacts of recommended investments on environmental justice ~~target areas~~communities.* *8.1.3. When a major disparity exists, ~~expand~~ modify a project to include commensurate benefits for those significantly burdened by project.* **Objective 8.2 Coordinated Human Services Transportation Needs** - Ensure investments in the transportation system provide a full range of affordable options for people with low-income, elders and people with disabilities consistent with the Tri-County Coordinated Human Services Transportation Plan (CHSTP). Potential Actions: *~~8.2.2~~8.2.1. ~~Place a priority on~~Implement investments that remove barriers to ~~P~~provide ~~an appropriate level, quality and~~a range of high-quality transportation options to serve people of all ages and abilities ~~special access needs of individuals~~ in this region, including people with low-income, children, elders and people with disabilities.* *~~8.2.3~~8.2.2. Periodically update the Tri-County Coordinated Human Services Transportation Plan.* *~~8.2.4~~8.2.3. Encourage the location of elderly and disabled facilities in areas with existing transportation services and pedestrian amenities.* *~~8.2.5~~8.2.4. Continue to work with TriMet, SMART, private non-profit providers, social services staff, and local jurisdictions to provide a customer information system that improves community familiarity with, access to and understanding of the elderly and disabled transportation network.* *~~8.2.6~~8.2.5. Employ technology to create a seamless, coordinated and single point of entry system for the user's ease that maximizes efficiency of operation, planning and administrative functions.* *~~8.2.7~~8.2.6. Encourage new and existing development to create and enhance pedestrian facilities near low-income, elderly and disabled developments, including sidewalks, crosswalks, audible signals, etc. and provide incentives for the future pedestrian orientation in areas serving low,incom, elderly and disabled individuals.* *~~8.2.8~~8.2.7. Provide land use and economic incentives to ~~i~~ncorporate ~~elderly and disabled~~ housing for people of low-income, elders and people with disabilities into mixed use developments that includes public facilities such as senior centers, libraries and other public services as well as commercial and retail services such as stores, medical offices and other retail services, and economic and employment opportunities.* *~~8.2.9~~8.2.8. Provide for audible signals, curb cut tactile strips and appropriately timed signalized crosswalks at major retail centers or near bus stops for arterial street, high volume neighborhood circulators or other arterial streets near elderly or disabled facilities or in neighborhoods with significant elderly or disabled populations.* *~~8.2.10~~8.2.9. Coordinate transit services and expand outreach programs to encourage and support fixed-route ridership by people with low-income, children, elders and people with disabilities.* *~~8.2.11~~8.2.10. Improve the accountability of the special needs transportation network by enhancing customer input and feedback opportunities.*

TABLE 3.11 GOAL 8—ENSURE EQUITY

Goal Statement	Objectives
	8.2.11. Work with TriMet, SMART, public, private and non-profit providers and social services staff, employers, to increase awareness of travel options and demand management strategies to reduce trips and shift trips to non-peak hours. *8.2.12.* Work with nonprofit and for profit affordable housing developers to encourage the location of public transportation near affordable housing.

TABLE 3.12 GOAL 9: ENSURE ~~SUSTAINABILITY~~FISCAL STEWARDSHIP

Goal Statement	Objectives
Goal 9: Ensure ~~Sustainability~~Fiscal Stewardship Regional transportation planning and investment decisions ~~promote responsible fiscal, social and environmental stewardship by maximizing~~ensure the best ~~the~~ return on public investments in infrastructure and programs~~and placing the highest priority on investments that reinforce Region 2040 and achieve multiple goals~~.	**Objective 9.1 Asset Management**– Provide for the continuing operation, maintenance and preservation ~~and maintenance~~ needs of transportation facilities and services as needed to preserve their function, maintain their useful life, and eliminate maintenance backlogs. Potential Actions: *9.1.1. ~~Place a priority on~~Implement investments that cost-effectively maintain and preserve the function and physical characteristics of existing transportation infrastructure and services.* *9.1.2. Coordinate land use and transportation decisions to ensure the identified function, design and capacity of transportation facilities are consistent with applicable regional system concepts and support adjacent land use patterns.* *9.1.3. Develop cost-effective operation, maintenance and preservation strategies to extend life of existing roads, bridges, railroad crossings, public transportation facilities, and other transportation equipment and assets.* *~~9.1.3.~~9.1.4. Focus on extending the life of existing transportation infrastructure if this is more cost-effective than expanding or building new facilities.* *~~9.1.4.~~9.1.5. Develop ~~methods to consider~~measures of cost-effectiveness, least-cost solutions and life-cycle cost of facilities and programs to be used in the project evaluation and selection ~~in the evaluation~~ process.*
	Objective 9.2 Maximize Return on Public Investment - Make transportation investment decisions that use public resources effectively and efficiently, using performance-based planning. Potential Actions: *9.2.1. ~~Place the highest priority on~~Implement cost-effective investments that achieve multiple objectives and those investments that make the greatest contribution to the region's ~~overall well being~~economic and land use strategies as envisioned in the 2040 Growth Concept.* *9.2.2. Update the Metropolitan Transportation Improvement Program (MTIP) policies and procedures to implement the policy direction of the RTP.* *9.2.3. Ensure that land use decisions protect public investments in infrastructure and encourage compact development patterns to reduce transportation infrastructure costs of serving development.* *9.2.4. Implement access management and other strategies to preserve the function of transportation facilities.* *9.2.5. Develop agreements between transit service providers and local jurisdictions on the provision of transit service and the build-out of priority 2040 land-use areas and related street infrastructure.* *9.2.6. Develop measures to evaluate the contribution of transportation investments and management strategies to ~~the economic competitiveness of the region and the state~~achieving the regional transportation goals.* *9.2.7. Identify, protect, and/or acquire future right-of-way as early as possible to minimize negative impacts on communities and the natural environment.*

	Objective 9.3 Stable and Innovative Funding – Stabilize existing transportation revenue while securing new and innovative long-term sources of funding adequate to build, operate and maintain the regional transportation system for all modes of travel at the federal, state, regional and local level. Potential Actions: *9.3.1. Implement investments that leverage other investment from governments or private business.* *9.3.2. Develop innovative public and private partnerships to advance long-term Region 2040 vision and establish appropriate revenue sources and financing mechanisms.* *9.3.3. Develop regional finance strategy and seek opportunities at the state and federal levels to secure adequate and stable funding.* ***9.3.4.** Define roles and responsibilities for financing different components of the regional transportation system.* ***9.3.5.** Develop broad public support for needed investments in transportation infrastructure and resources for continuing operations, maintenance and preservation of transportation facilities.*	

TABLE 3.13 GOAL 10—DELIVER ACCOUNTABILITY

Goal Statement	Objectives
Goal 10: Deliver Accountability The region's government, business, institutional and community leaders work together in an open and transparent manner so the public has meaningful opportunities for input in transportation decisions and experiences an integrated, comprehensive system of transportation facilities and services that bridge governance, institutional and fiscal barriers.	**Objective 10.1 Meaningful Input Opportunities** - Provide meaningful input opportunities for interested and affected stakeholders, including people who have traditionally been underrepresented, resource agencies, business, institutional and community stakeholders, and local, regional and state jurisdictions that own and operate the region's transportation system in plan development and review. Potential Actions: *10.1.1. Develop a detailed public involvement work plan consistent with the regional public involvement policy for each transportation plan, program or project that includes timelines, key decision points and opportunities for meaningful input throughout the decision-making process consistent with Metro's adopted public involvement policy for transportation planning.* *10.1.2. Ensure that all materials created for the public are easily understood and reasonable opportunities for public input is provided through a variety of methods.* *10.1.3. Create a record of formal public input on draft transportation plans and ensure input is fully responded to in a way that can provide direct feedback to submitters and the decision-makers.* *10.1.4. Ensure that stakeholder groups are equitably represented on advisory panels.* *10.1.5. Ensure transparency in decision-making by making all major decisions on the basis of substantiated findings that are grounded in meaningful involvement of the public.* *10.1.6. Monitor and report transportation system investment and performance to the public.*
	~~**Objective 10.2 Stable and Innovative Funding** – Stabilize existing transportation revenue while securing new and innovative long-term sources of funding adequate to build, operate and maintain the regional transportation system for all modes of travel at the federal, state, regional and local level.~~ ~~Potential Actions:~~ ~~*9.3.1.Place a priority on investments that leverage other investment from governments or private business.*~~ ~~*9.3.1.Develop innovative public and private partnerships to advance long-term Region 2040 vision and establish appropriate revenue sources and financing mechanisms.*~~ ~~*9.3.1.Develop regional finance strategy and seek opportunities at the state and federal levels to secure adequate and stable funding.*~~ ~~*9.3.1.Define roles and responsibilities for financing different components of the regional transportation system.*~~ ~~*10.2.5.9.3.5. Develop broad public support for needed investments in transportation infrastructure and resources for continuing operations, maintenance and preservation of transportation facilities.*~~

	Objective 10.3 Coordination and Cooperation - Ensure representation in regional transportation decision-making is equitable from among all affected jurisdictions and stakeholders and improve coordination and cooperation among the public and private owners and operators the region's transportation system so the system can function in a coordinated manner and better provide for state and regional transportation needs. Potential Actions: *10.3.1. ~~Place a priority on~~Implement investments that increase coordination and cooperation of transportation providers.* *10.3.2. Expand on current system and demand management coordination efforts at regional level.* *10.3.3. Explore possibility of a regional approach for managing and operating bridges of regional significance.* *10.3.4. Develop a regionally accepted document that clearly defines which agency is primarily responsible and principally accountable for planning, funding and managing different components of the transportation system. Different governments will be responsible for different components.*

Columbia River CROSSING

CRC Project Update

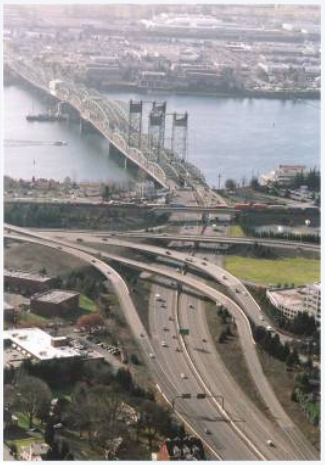
Joint Policy Advisory Committee on Transportation

December 13, 2007

What is the Columbia River Crossing?

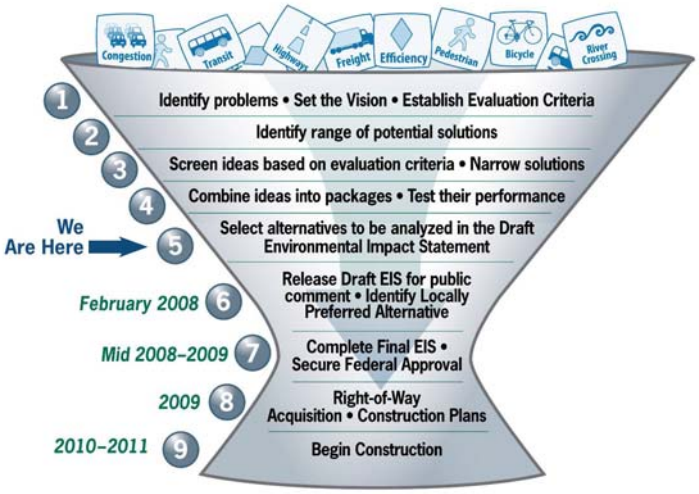
A bridge, transit, and highway project aimed at improving travel efficiency and safety on I-5 for...

- Cars
- Trucks
- Public transit
- Bicyclists and pedestrians



Columbia River CROSSING

Major Milestones



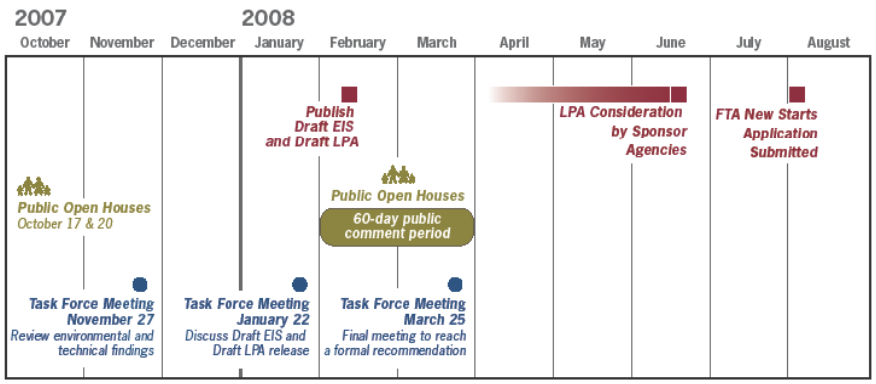
Columbia River CROSSING

Alternatives Advanced for Analysis in Draft EIS

- Alternative 1: No build
- Alternative 2: Replacement bridge with bus rapid transit
  - Vehicles, bicyclists and pedestrians on new bridge
  - Efficient transit service
  - I-5 toll
- Alternative 3: Replacement bridge with light rail
  - Vehicles, bicyclists and pedestrians on new bridge
  - Efficient transit service
  - I-5 toll
- Alternative 4: Supplemental bridge with bus rapid transit
  - Southbound vehicles and transit on new structure; northbound vehicles, bicyclists and pedestrians on existing bridge
  - Higher I-5 toll
  - Increased transit service (above alternatives 2 and 3)
- Alternative 5: Supplemental bridge with light rail
  - Southbound vehicles and transit on new structure; northbound vehicles, bicyclists and pedestrians on existing bridge
  - Higher I-5 toll
  - Increased transit service (above alternatives 2 and 3)

Columbia River CROSSING

Project Development Schedule



Columbia River CROSSING

LPA Choices

Three key choices will be made in the upcoming months:

Bridge

- Supplement Interstate Bridge with an additional structure, or
- Replace Interstate Bridge

Transit Mode

- Bus Rapid Transit with express bus service, or
- Light Rail with express bus service

Transit Alignment

- Near I-5, or
- Offset from I-5, on local streets

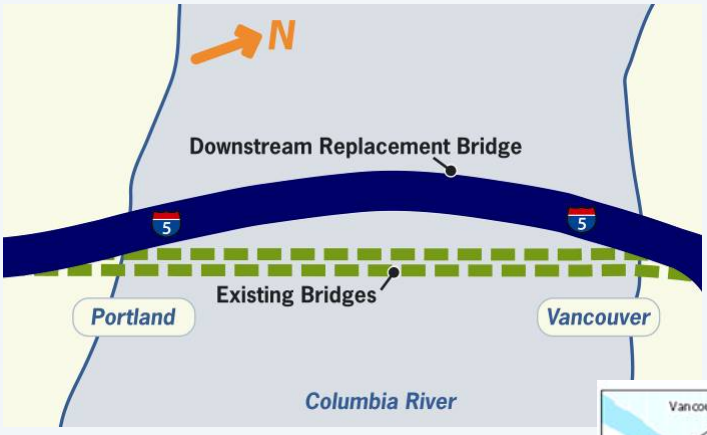
Columbia River CROSSING

Columbia River CROSSING

Bridge and Highway

Alternatives

Replacement Bridge



Columbia River CROSSING

Replacement Bridge Draft Rendering
Bus Rapid Transit or Light Rail Alongside I-5 Bridge

Looking south from downtown Vancouver

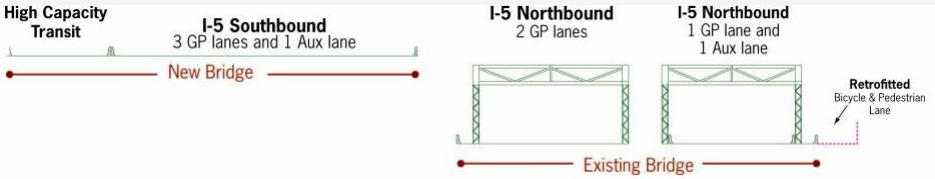
Columbia River CROSSING

Replacement Bridge Draft Rendering
Bus Rapid Transit or Light Rail Inside Southbound Bridge ("Transit in a Box")

Looking south from downtown Vancouver

Columbia River CROSSING

Bridge Choice
Supplemental Bridge



Supplemental Bridge Draft Rendering
SR 14 Interchange

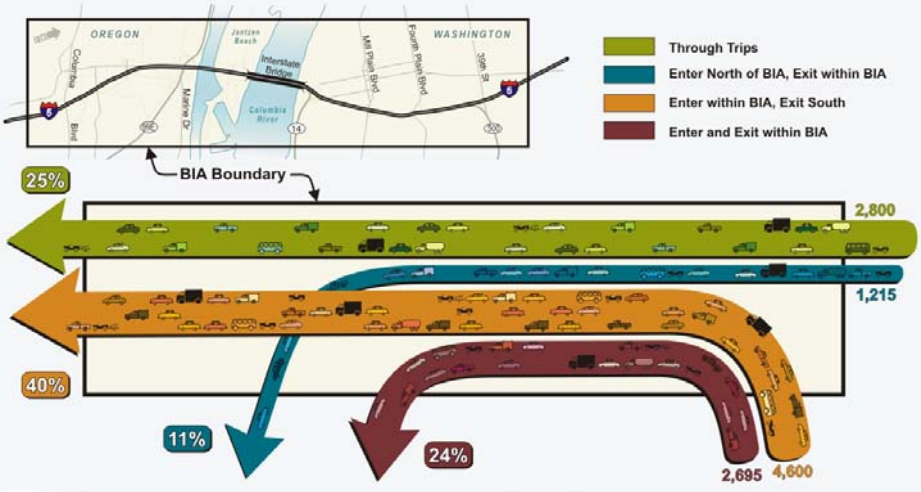
Looking south from downtown Vancouver

Columbia River CROSSING

Columbia River CROSSING

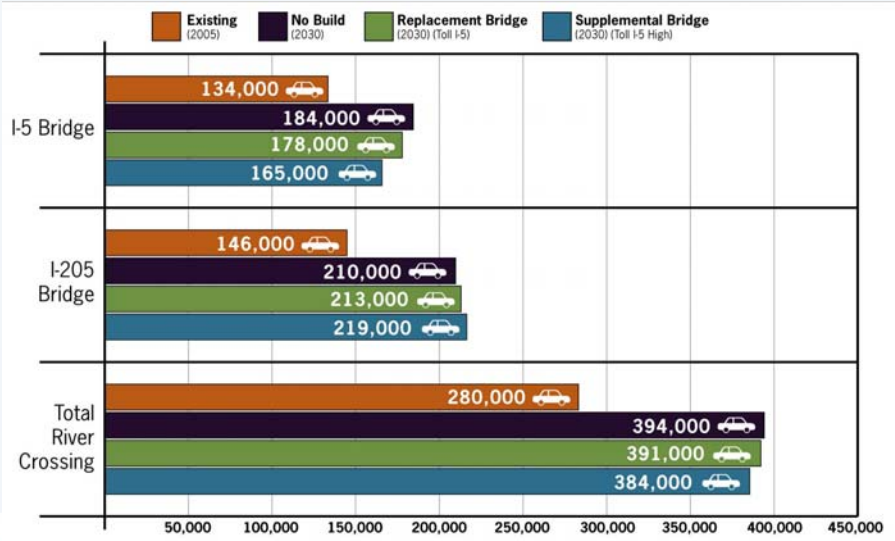
Traffic

Southbound A.M. Vehicle Trips within I-5 BIA (2005)



Columbia River CROSSING

Columbia River Crossing Vehicle-Trip Comparison



Columbia River CROSSING

CRC Project Will Improve Mobility

Daily Northbound Congestion

Scenario	Hours of Congestion at the I-5 Bridge	People Crossing
Existing		
No Build (2030)		
Replacement Bridge (2030)		
Supplemental Bridge (2030)		

*Hours of congestion projected to be 0–2 hours.

Daily Southbound Congestion

Scenario	Hours of Congestion at the I-5 Bridge	People Crossing
Existing		
No Build (2030)		
Replacement Bridge (2030)		
Supplemental Bridge (2030)		

1 hour of congestion · 2,500 person trips in autos · 2,500 person trips on transit

Columbia River CROSSING

Key Findings

- A Replacement river crossing performs better than a Supplemental river crossing on most of the values
  - Improved transportation performance
  - Safer traffic design features
  - Lower seismic risk
  - Less impact to Hayden Island
  - Reduces local street traffic
  - Safer and more direct navigation route
  - Better accommodates Vancouver's central city vision
- Supplemental performs better in two areas: less impact on historic resources and about 10 - 15 percent less expensive

Columbia River CROSSING

Columbia River CROSSING

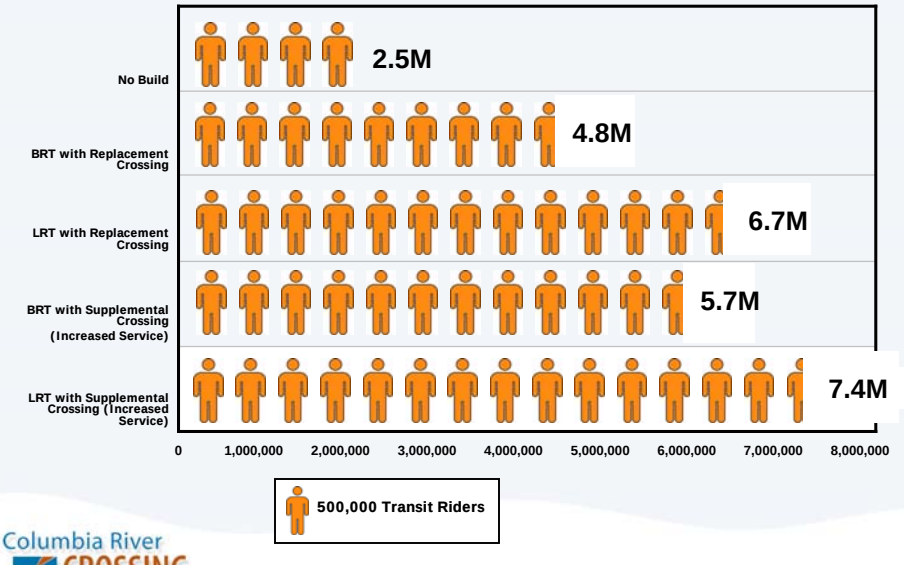
Transit

Transit Mode Key Findings

- Demand for HCT service across Columbia River is high
- BRT and LRT can serve current and future transit markets
- Some key differences
  - BRT has lower capital and higher operating costs
  - LRT has higher capital and lower operating costs
  - LRT has lower annualized operating costs per rider
- LRT is projected to have 30% higher annual ridership across I-5

Columbia River CROSSING

Annual Transit River Crossings



Columbia River CROSSING

Columbia River CROSSING

Community Livability

Community Livability Factors

- **Air Quality** – Reduced transportation emissions
- **Climate Change** – Increased transit share, lower auto VMT and decreased idling will reduce CO2 emissions compared to No-Build
- **Noise** – Mitigation will reduce noise impacts along I-5
- **Land Use** – HCT will support planned densities, pedestrian oriented development
- **Biking and Walking** - Safer bike/ped pathway, better bike/ped connections, and transit oriented development will promote walking and cycling

Columbia River CROSSING

Columbia River CROSSING

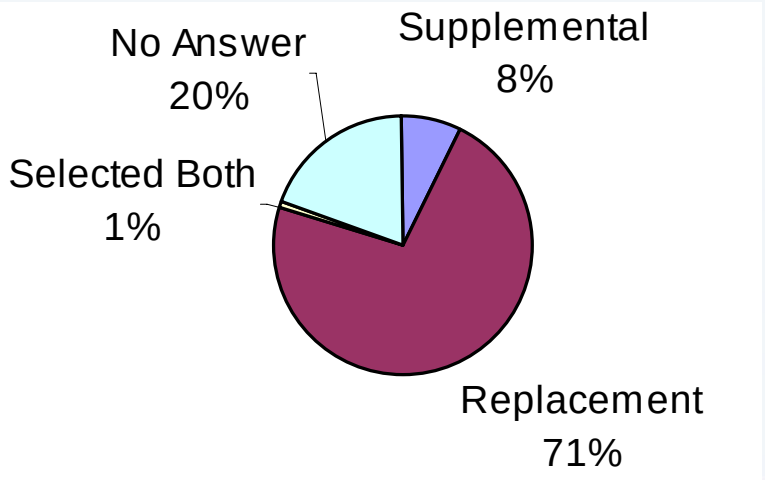
Public Involvement

Report on Public Involvement

- June – November public involvement highlights
- Advisory group activities
- Transit roundtable
- October open houses

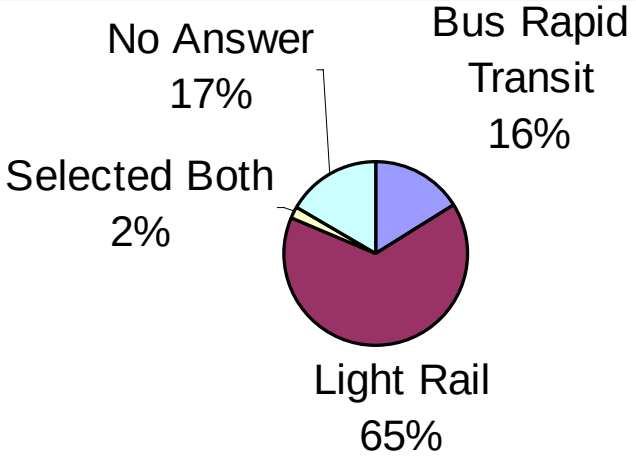
Columbia River CROSSING

Open House Comments – Bridge Choice



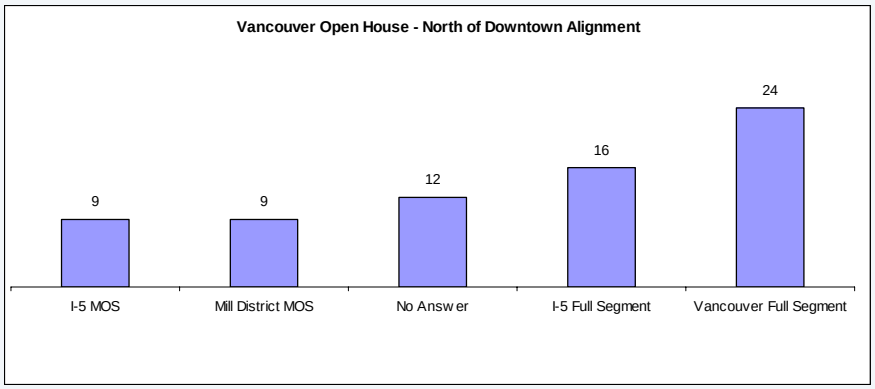
Columbia River CROSSING

Open House Comments – Transit Mode Choice



Columbia River CROSSING

Open House Comments – Transit Alignment Choice



Columbia River CROSSING

Columbia River CROSSING

Cost Evaluation

Draft EIS Cost Risk Assessment Results

PRELIMINARY COST ESTIMATE	**$3.1 – 4.2 billion** (year of expenditure dollars)*

Cost Breakdown by Component

- **Total I-5 Highway Related Costs**

Replacement	$2.67 to $3.09 billion
Supplemental	$2.51 to $2.88 billion

- **High Capacity Transit**

Bus Rapid Transit	$0.46 to $0.99 billion
Light Rail	$0.53 to $1.17 billion

- **Columbia River Crossing Bridge Only**

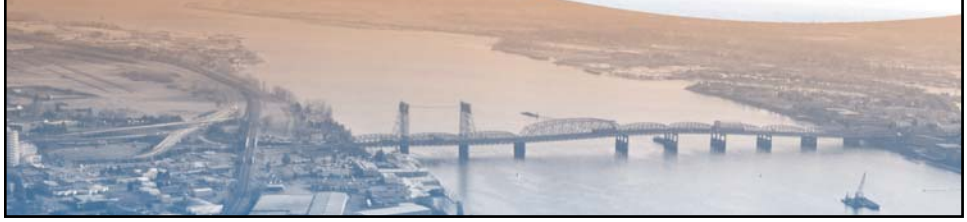
Replacement bridge	$1.24 to $1.59 billion
Supplemental bridge	$1.02 to $1.43 billion

Columbia River CROSSING

*Year of expenditure assumes construction would take place between 2010 and 2017.

Columbia River CROSSING

Questions?



Materials following this page were distributed at the meeting.

TRIMET

Memo

Date: December 13, 2007

To: JPACT

From: Fred Hansen, General Manager

Subject: Proposed Amendment to Exhibit C to Resolution No. 07-3831A Approving the Federal Component of the 2035 Regional Transportation Plan Update

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As a friendly amendment to the Federal Component of the 2035 Regional Transportation Plan and to Exhibit C to Resolution No. 07-3831A, TriMet proposes the following additional changes to the language of objectives under *Goal 3: Expand Transportation Choices* and *Goal 8: Ensure Equity*. The changes are identified as follows with new language underlined:

- Objective 3.3.3: TriMet suggests the following wording: “Provide land use and economic incentives to locate affordable, senior and accessible housing, employment areas and related social services in close proximity to regional transit service."

- Objective 8.2.12:TriMet suggests the following wording: " Work with nonprofit and for profit affordable, senior and accessible housing developers to encourage the location of public transportation near this housing."

These suggested changes are grounded in TriMet’s 2006 “Elderly and Disabled Transportation and Land Use Study”, funded by the Oregon’s Department of Transportation’s Special Transportation Discretionary Project Program, that identified the significant barriers to housing opportunities near transit for these populations that often face mobility challenges.

Thank you for this consideration.

CLICK HERE FOR BINDER MATERIALS

Columbia River CROSSING

Joint Policy Advisory Committee on Transportation

December 13, 2007

Oregon Department of Transportation

Washington State Department of Transportation

DRAFT

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING PORTLAND REGIONAL FEDERAL TRANSPORTATION PRIORITIES FOR FEDERAL FISCAL YEAR 2009 APPROPRIATIONS	))))	RESOLUTION NO. 08-3891 Introduced by Councilor Rex Burkholder

WHEREAS, the Portland metropolitan region relies heavily on various federal funding sources to adequately plan for and develop the region's transportation infrastructure; and

WHEREAS, Metro must comply with a wide variety of federal requirements related to transportation planning and project funding; and

WHEREAS, the Metro region's Congressional delegation has advised the region's transportation agencies to develop a coordinated request for legislation related to the annual federal transportation appropriations bill; and

WHEREAS, Metro's Joint Policy Advisory Committee on Transportation (JPACT) has approved Exhibit A to this resolution, entitled, "Metro Area FY 09 Federal Transportation Appropriations Request List"; now therefore,

BE IT RESOLVED, that the Metro Council hereby approves Exhibit A of this resolution, entitled "Metro Area FY 09 Federal Transportation Appropriations Request List" and directs the Chief Operating Officer to submit this resolution to the Oregon Congressional delegation.

ADOPTED by the Metro Council this __ day of February 2008.

David Bragdon, Council President

APPROVED AS TO FORM:

Daniel B. Cooper, Metro Attorney

FY 09 Federal Transportation Appropriations Request List

Project Type/Name	Appropriation Request ($million)	Source	Purpose
Regional Highway Earmark Priorities			
Columbia River Crossing (ODOT)	$ 5.00	Interstate Maintenance Discretionary	Final Design
Columbia River Crossing (WsDOT)	$ 5.00	Interstate Maintenance Discretionary	Final Design
Total	**$ 10.00**		
Regional Transit Earmark Priorities			
South Corridor I-205/Portland Mall LRT Project (T/M)	$ 80.00	FTA 5309 New Starts	Construction
Portland - Streetcar Loop Project	$ 40.00	FTA Small Starts	Construction
TriMet Bus Replacement	$ 8.00	FTA 5309 Bus & Bus Replacement	Replacement
Lake Oswego to Portland Transit Project DEIS	$ 4.00	FTA Section 5339 Funds	Draft EIS
SMART Bus - Wilsonville	$ 2.00		
Total	**$ 134.00**		
Regional Support for Local/Agency Priorities			
ODOT: 82nd Avenue Safety Improvements	$ 3.10	TCSP	
ODOT:I-5/I205 Interchange	$ 2.00	Interstate Maintenance Discretionary	
Port of Portland: Airport Way/I-205 Northbound Access	$ 2.00	Interstate Maintenance Discretionary	
Port of Portland: I-84/257th Ave. Troutdale Interchange	$ 2.00	Interstate Maintenance Discretionary	
Metro: Pacific University TOD Project	$ 1.50	STP, TCSP Funds	Construction
Metro: Trails	$ 1.50	TCSP	Construction/Planning
Portland: NE Cully Blvd. Street Improvement	$ 1.60	Surface Transportation Projects	Construction
Portland: Eastside Burnside/Couch Couplet	$ 2.50	Surface Transportation Projects	Construction
Gresham: Springwater/US 26 Industrial Access	$ 5.00	TCSP; STP	Construction
Milwaukie: Kellogg Creek Bridge Replacement	$ 1.50	TCSP	Replacement
Wilsonville: Kinsman Road	$ 2.00	STP	Construction
Washington County: I-5/Highway 99W Connector	$ 10.00	STP	Right-of-Way
Washington County: Hwy 217 Beaverton-Hillsdale Hwy to Allen Blvd. Interchange	$ 0.75	NHS	PE/DEIS
Total	**$ 35.45**		
Non-Transportation Appropriations Bills			
Port of Portland: Columbia River Channel Deepening	$ 29.00	Energy & Water	Construction
Multnomah County: Beavertcreek Culverts	$ 5.00	Energy & Water	Construction
Total	**$ 34.00**		
Regional support for OTA Transit Priorities			
South Clackamas: Bus Replacement	$0.50	FTA 5309 Bus	Replacement
City of Sandy: Bus Replacement & Facility	$ 1.00	FTA 5309 Bus	Replacement/Facility
City of Canby: Bus and Bus Facility	$0.95	FTA 5309 Bus	Replacement/Facility
Total	**$2.45**		
Regional support for Washington/Clark County Priorities			
Total			
Grand Total - Transportation Appropriations	**$215.90**		

DRAFT

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 08-3891, FOR THE PURPOSE OF APPROVING PORTLAND REGIONAL FEDERAL TRANSPORTATION PRIORITIES FOR FEDERAL FISCAL YEAR 2009 APPROPRIATIONS

Date: December 11, 2007 Prepared by: Andy Cotugno

BACKGROUND

The region annually produces a position paper that outlines the views of the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT), a regional body that consists of local elected and appointed officials, on issues concerning transportation funding that are likely to be considered by Congress during the coming year. This year priorities are limited to the FY '09 appropriations bill. Next year, the focus will be on the new six-year authorization bill.

The Portland region is pursuing an aggressive agenda to implement a high-capacity transit system. This effort involves implementing two projects concurrently within the next three to five years: opening the Wilsonville to Beaverton commuter rail and completing construction of the I-205/Downtown LRT. Project development is also underway for the next LRT corridor to Milwaukie and streetcar to the Eastside and Lake Oswego. Additionally, there are several complementary projects for which the region is requesting funding: bus and bus facility purchases regionwide, Wilsonville Park and Ride, highway projects and others. All of these projects have a strong economic development emphasis.

Oregon and Washington continue developing a cooperative strategy to address the transportation needs in the Columbia River Crossing Corridor. The paper outlines the Federal funding needs and sources for continuing this project development work and requests support for obtaining these funds. The intent is to have a preferred alternative defined through the NEPA process in 2008 to allow the region to seek designation in the next authorization bill as a "Project of National and Regional Significance." Other interstate issues addressed in the paper include Columbia River channel deepening.

This FY '09 appropriations request for earmarked funding from SAFTEA-LU represents the consolidated regional request. Additional independent requests should not be submitted by any member jurisdiction or agency represented by JPACT (with exception of ODOT outside the metro region). Each member jurisdiction has limited heir requests to two priorities each. Included in the list are two priorities from Metro: A TOD project in Hillsboro by the Planning Department and trail projects by the Parks and Greenspaces Department.

ANALYSIS/INFORMATION

1. **Known Opposition** None known.

2. **Legal Antecedents** Projects within the region earmarked for federal funding must be consistent with the Regional Transportation Plan, adopted by Metro Resolution No. 07-3831A, Approving the Federal Component of the 2035 Regional Transportation Plan.

3. **Anticipated Effects** Resolution would provide the US Congress and the Oregon Congressional delegation specifically with the region's priorities for transportation funding for use in the federal transportation appropriation process.

4. **Budget Impacts** Metro is involved in planning related to several of the projects included in the priorities paper and must approve many of the requested funding allocations. Failure to obtain funding for one or more of the projects could affect the FY 09-10 Planning Department budget.

However, most of the funding requests deal with implementation projects sponsored by jurisdictions other than Metro.

RECOMMENDED ACTION

Approve Resolution 08-3891 for submission to the Oregon Congressional delegation for consideration in the Federal Fiscal Year '09 Appropriations Bill.

OTREC
OREGON TRANSPORTATION RESEARCH AND EDUCATION CONSORTIUM

OTREC NEWS
Volume 1, Issue 2
Fall 2007

www.otrec.us

INSIDE THIS ISSUE:

OTREC is a National University Transportation Center, and is a partnership between Portland State University, the University of Oregon, Oregon State University and the Oregon Institute of Technology

OTREC Projects Underway

The fall term at Oregon universities is well underway, and OTREC research, education and technology transfer projects at our partner universities are in full swing. Twenty-two projects selected in the spring have made exciting progress, and we are looking forward to final reports. Thirty-six new projects announced in September are just getting started. Forty-five faculty and approximately eighty students (undergraduate and graduate) across our four campuses are involved in OTREC projects. There are exciting collaborations across departments and campuses, and even several projects with faculty partners in other parts of the country.

A variety of work that relates to our theme and supports national transportation initiatives is in progress at PSU, UO, OSU and OIT. Research topics cross disciplines and involve many transportation topics including truck travel, freeway traffic and incidents, at-risk drivers, bridges, travel time, land use and planning, society and communities, bicycles, pedestrians and fish passage through culverts. Projects recently selected have added topics to the repertoire of issues being studied and include bus transit, weigh-in-motion devices, user fees, freight, travel forecasting, food delivery, asphalt pavements, travel demand, traffic safety, ITS and access management. Education and technology transfer projects are providing a city design lecture series, experiential learning (a mix of academic and practical experience) and new transportation courses.

OTREC is supporting transportation student groups and a summer young scholars program with a focus on transportation. A unique new traffic lab in rural Oregon is under development, and we are looking forward to a distinctive project that will document the history of Oregon's land use planning and transportation linkage. Several of these projects are featured in this newsletter, and our annual report (available in early December) will include more details on our progress.

A study to investigate travel time estimation errors (see page 4) is one of many OTREC sponsored projects.

Spotlight on ODOT: Key Research Partner

OTREC is privileged to have a strong partnership with the Oregon Department of Transportation (ODOT). The synergy between ODOT and OTREC faculty is resulting in more and better connections between research and practice. From OTREC's inception, ODOT has been generous in its support. In 2005, **Dr. Barnie Jones**, ODOT's Research Manager, agreed to serve on OTREC's Executive Committee, and ODOT's research selection process has been synchronized with the OTREC peer-reviewed selection procedure. This has resulted in new relationships between ODOT staff and OTREC faculty. In fact, **45%** of our research projects include ODOT as a partner, which is critical for our matching fund requirements. Dr. Jones says that "ODOT research has benefited greatly through this collaboration with OTREC. By matching ODOT funds with OTREC funds, ODOT Research will be able to stretch its dollars further. This will enhance our ability to transfer research results toward improving our state's transportation system."

"Oregon's ability to address its transportation challenges is greatly enhanced by the Congressional investment in OTREC, enabling researchers to tackle and solve problems ranging from aging infrastructure to system operations and new funding methods."

Gail Achterman
Oregon Transportation Commission

OTREC is also pleased to welcome ODOT's Highway Division Deputy Director **Doug Tindall** and Transportation Modeling Program Manager **Bill Upton** to our Board of Advisors. OTREC looks forward to many years of successful collaboration with ODOT, and we thank them for their continued support!

Director's Corner

Welcome to the second edition of the OTREC Newsletter. Here in the Pacific Northwest we have returned to the academic year's rhythm with new students, faculty, courses, seminars and research projects. We're especially pleased to welcome new PSU faculty member Dr. Miguel Figliozzi, a specialist in freight and logistics. Thanks to the hard work of many, we have accomplished a great deal in the 11 months since beginning operation. As you will read in this newsletter, we have awarded 58 research, education and technology transfer projects (based on 429 peer reviews), with 22 external partners. A total of 45 faculty and approximately 80 students are now working on OTREC projects. My special thanks to Hau Hagedorn, Research Program Manager, for overseeing this rigorous process. From the beginning, we have emphasized the importance of collaboration, and it is gratifying to report that 13 of our projects involve faculty on more than one campus, and 28 projects involve multiple principal investigators. These cross-institution and cross-discipline partnerships are made possible by our four-campus consortium, and will leave a lasting mark.

Students are always a focus for our activities, and students at PSU are preparing to host the 5th Annual **TransNow Student Conference**, with more than 45 students from the Northwest coming to Portland for a one-day students-only event (see the website at http://its.pdx.edu/Transnow07). Students are leading the arrangements for this conference, and have planned poster sessions, invited a keynote speaker, and arranged a panel discussion featuring regional transportation professionals. Students will also participate in the ITE Traffic Bowl held the evening before the conference.

This summer we were saddened by the death of PSU Special Assistant to the President for Strategic Planning, Public Policy & Government Relations Deborah Murdock, who was instrumental in OTREC's establishment. Debbie was passionate about students, public service, PSU, and even transportation research. We will miss her energy, enthusiasm, passion, optimism, support, and friendship deeply. In recognition of Debbie's passion for students and their success, the PSU Foundation has established a Debbie Murdock Scholarship; please contact me if you would like more information.

This newsletter provides just a snapshot of our activities, and I hope it conveys some of the excellent collaborative spirit that exists within the OTREC community. Please visit our website at www.otrec.us and feel free to contact me directly at bertini@pdx.edu if you have questions, comments, ideas or want to get involved.

Robert Bertini

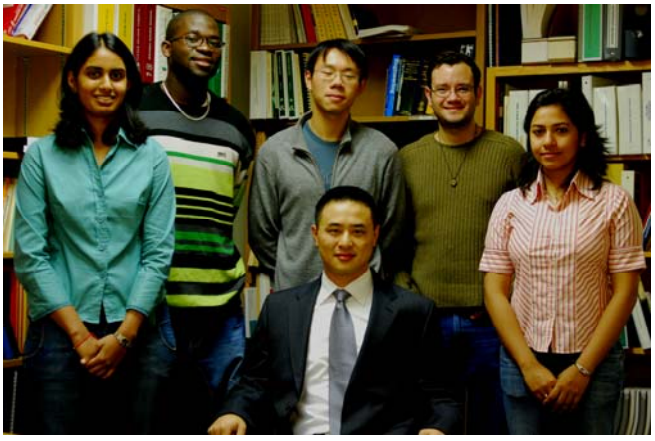
Robert L. Bertini, OTREC Director

OTREC Theme:
Advanced Technologies, Integration of Land Use and Transportation, Healthy Communities

Faculty Profile—Lei Zhang

Dr. Lei Zhang joined the School of Civil and Construction Engineering at OSU in January 2006, after earning two master's degrees (Civil Engineering, Applied Economics) and a Ph.D. in Civil Engineering from the University of Minnesota. Dr. Zhang conducts advanced and applied research on the dynamics of transportation and urban systems, as well as implications on management and policy decisions. He leads the Interdisciplinary Transportation Analysis and Modeling (*iTram*) research group at OSU. *iTram* employs and promotes interdisciplinary approaches to modeling the interdependencies between transportation, land use and natural resources, analyzing the full impact of planning and engineering decisions to ensure efficient resource allocation and sustainable development in the broad domain of transportation.

Dr. Zhang's current and previous research projects study freeway operations, traveler information systems, road pricing and distance-based charges, land use-transportation co-evolution, network growth, public and private transportation financing, urban growth scenarios and multimodal investment criteria. He has worked closely with OTREC, ODOT, and other state and local agencies in research project development and delivery. Dr. Zhang currently teaches four courses at OSU: Transportation Engineering, Transportation Systems Analysis and Planning, Advanced Transportation Supply-Demand Modeling and Land Use/Transportation Management and Policy. A new co-taught course on Multimodal Transportation is also under development. In his spare time, Dr. Zhang enjoys movies, soccer, and photography. More information on Dr. Zhang's research and teaching can be found at: http://web.engr.oregonstate.edu/~zhangle.
Contact Dr. Zhang at: lei.zhang@oregonstate.edu.



Dr. Lei Zhang (center) and graduate students at OSU.

2007-2008 OTREC Projects

On September 7, 2007, the OTREC Executive Committee selected the top 36 research, education and technology transfer projects for 2007-2008 funding. Over 80 proposals were received in May, and each proposal went through a rigorous peer review process. Peer-reviewers ranked the proposals on the basis of intellectual merit, broad impacts, relevance to OTREC's theme and the national transportation research agenda. Projects with ODOT as a co-sponsor are noted with *.

RESEARCH

*08-81 Socio-economic effect of vehicle mileage fees, phase 2; PIs: B. Starr McMullen, Lei Zhang, OSU

*08-91 Evaluation of the Oregon DMV at-risk driver program, phase 2; PI: James Strathman, PSU

08-93 Analysis of TriMet bus operator absence patterns; PI: James Strathman, PSU

08-98 Active transportation, neighborhood planning and participatory GIS, phase 2: PIs: Marc Schlossberg, Nico Larco, UO

08-102 Operational analysis of transit bus collisions; PI: James Strathman, PSU

08-108 Empirical observation of the impact of traffic oscillations of freeway safety; PIs: Chris Monsere, PSU, Sue Ahn, ASU

*08-115 Application of WIM data for improved modeling, design and rating; PIs: Chris Monsere, PSU, Christopher Higgins, OSU, Andrew Nichols, Marshall U.

08-116 Road user fee; PI: Anthony Rufolo, PSU

08-130 Value of reliability; PIs: Robert Bertini, PSU, David Levinson, Univ of MN

08-131 Oregon freight data mart; PIs: Miguel Figliozzi, Robert Bertini, PSU

08-133 Freight distribution problems in congested urban areas: fast and effective solution procedures to time-dependent vehicle routing problems; PI: Miguel Figliozzi, PSU

08-134 Practical approximations to quantify the impact of time windows and delivery sizes on freight VMT in urban areas; PI: Miguel Figliozzi, PSU

08-137 Dynamic activity-based travel forecasting system; PI: John Gliebe, PSU

*08-145 Assessment and refinement of real-time travel time algorithms for use in practice, phase 2; PIs: Kristin Tufte, PSU, Sue Ahn, ASU

*08-147 Influence of environmental effects on durability of CFRP for shear strengthening of RC girders, phase 2; PI: Christopher Higgins, OSU

*08-148 Seismic damage state models for Oregon bridges; PI: Peter Dusicka, PSU

08-152 Overlooked density: re-thinking transportation options in suburbia; PI: Nico Larco, UO

08-154 Food delivery footprint: addressing transportation, packaging and waste in the food supply chain; PIs: Madeleine Pullman, Darrell Brown, Scott Marshall, Wayne Wakeland, PSU

*08-155 Instrumentation for mechanistic design implementation; PI: Todd Scholz, OSU

*08-156 Development of an open source bridge management system; PI: Michael Scott, OSU

08-160 Long-term evaluation of individualized marketing programs for traval demand management; PIs: Jennifer Dill, Cynthia Mohr, PSU

08-161 Hurricane wave forces on highway bridge superstructure: repair and retrofit of existing bridges, phase 2; PIs: Daniel Cox, Solomon Yim, OSU

08-163 No more freeways: urban land use-transportation dynamics without freeway capacity expansion; PI: Lei Zhang, OSU

*08-176 Expanding Development of the Oregon traffic safety data archive; PI: Chris Monsere, PSU

08-184 Healthy communities, transportation-land use connection and children's travel; PIs: Yizhao Yang, Marc Schlossberg, UO

*08-190 Using archived ITS data to measure the operational benefits of a system-wide adaptive ramp metering system; PIs: Robert Bertini, PSU, Lei Zhang, OSU

*08-192 Evaluating the effectiveness of the Safety Investment Program (SIP) policies for Oregon; PIs: Chris Monsere, PSU, Karen Dixon, OSU

*08-195 Freight performance measures: approach analysis; PIs: Lei Zhang, OSU, Chris Monsere, PSU

*08-196 Access management best practices manual; PI: Karen Dixon, OSU

EDUCATION

08-97 Closing the gap: developing a transportation curriculum for the Oregon Young Scholars Program; PIs: Carla Gary, Bethany Johnson, UO

*08-126 IBPI: bicycle and pedestrian education program; PIs: Lynn Weigand, Jennifer Dill, PSU, Marc Schlossberg, UO, Karen Dixon, OSU

08-144 Traffic engineering training for rural communities; PI: Roger Lindgren, OIT

08-187 Distribution logistics course; PI: Miguel Figliozzi, PSU

TECHNOLOGY TRANSFER

08-138 Oregon transportation planning experience; PIs: Carl Abbott, Sam Lowry, PSU

08-173 Options for integrating urban land use and travel demand models; PI: John Gliebe, PSU

08-175 Increasing capacity in rural communities: planning for alternative transportation; PIs: Megan Smith, Keavy Cook, Bethany Johnson, UO

Travel Time Estimation Improvement Study

Congestion on urban freeways is a serious issue for the U.S. and is a federal research priority. One approach to reducing congestion is to carefully measure travel time and provide travelers with information about current and forecasted travel conditions through such methods as dynamic message signs (DMS), internet services, through 511 or via in-vehicle devices.

Dr. Kristin Tufte, PSU, is leading a collaborative and cross-disciplinary project to identify and understand the sources of errors for real-time travel time estimation in Portland, Oregon. Dr. Tufte and students, working in partnership with the Oregon Department of Transportation (ODOT), analyzed data collected during 544 probe vehicle runs using GPS devices. Data was collected during morning and afternoon peak periods on various days of the week. The large ground truth data set (approximately 160 driving hours) and data analysis calculations (travel time estimations and vehicle trajectories) are stored in PORTAL, the official transportation data archive for the Portland metropolitan region.

The data were analyzed using several travel time estimation algorithms, and the analysis helped understand the reliability and performance of the algorithms under various conditions (free-flow, congestion, incidents). The analysis revealed that accuracy of estimates was good with mean absolute percent error of 11.3% over all runs. In addition, 85% of the runs exhibited errors less than the FHWA-suggested threshold of 20% (see Figure 1).

The evaluation showed that one primary cause of error in travel time estimation in the Portland metropolitan area is transition traffic conditions. Transition conditions such as a change from congested to uncongested and vice versa cannot be captured by using instantaneous point speeds extrapolated for travel time estimation. Historical data or trends should be incorporated into the travel time estimation to improve accuracy during transition conditions.

Another cause of estimation error was shown to be detector spacing. A speed plot for a ground truth run on I-5 southbound, south of downtown Portland, identifies a problematic section as one where there is large detector spacing, resulting in missed data from changing traffic volumes at a merge (see Figure 2). Additional analysis shows that adding a detector in this location would significantly reduce the error. Higher detector density is critical in locations where bottlenecks occur.

A third primary cause of error is failure of detectors. The research team experienced this first hand during the course of the study, as detectors experienced a variety of outages due to construction, vehicle impact, and even theft! The need for portable detectors or methods to incorporate historical data from the detector or use gap filling techniques to account for the loss in data became clear.

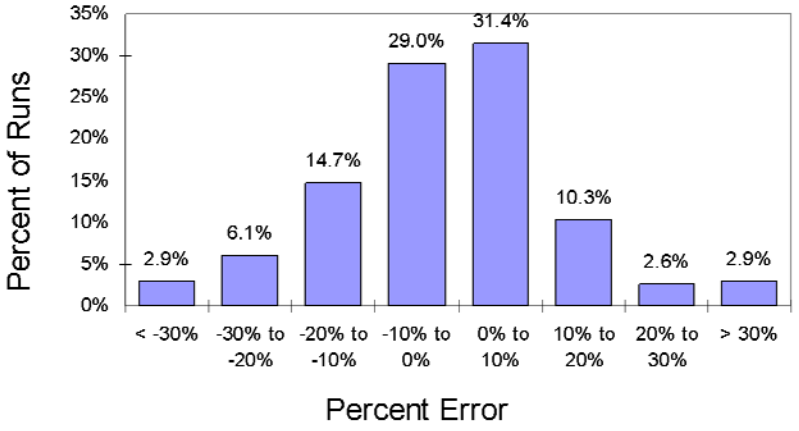


Figure 1. This figure shows that of the runs collected, 85% had absolute estimation error under the FHWA-suggested threshold of 20%.

The project team will continue this project with additional funding from OTREC. Issues such as conditions under which travel time estimations are inaccurate and additional influence area adjustments will be investigated.

Dr. Tufte notes that the success of this project was due to the true collaborative nature of the PSU and ODOT team that combined research at PSU with ODOT in-field expertise and feedback.

Dr. Kristin Tufte, Ph.D. student Sirisha Kothuri, and students Enas Fayed and Josh Crain were members of the PSU team. ODOT staff Galen McGill, Dennis Mitchell and Jack Marchant, along with former ODOT staff Hau Hagedorn, provided expertise in Intelligent Transportation Systems, data processing and real-world operations. A paper, "Toward Understanding and Reducing Errors in Real-Time Estimation of Travel Times (Kothuri, Tufte, Fayed and Bertini) has been accepted for presentation at the 87th Annual Meeting of the Transportation Research Board. Contact: Dr. Kristin Tufte, tufte@pdx.edu.

"The project wouldn't have happened without the great interactive group of people we worked with."

Kristin Tufte
Principal Investigator

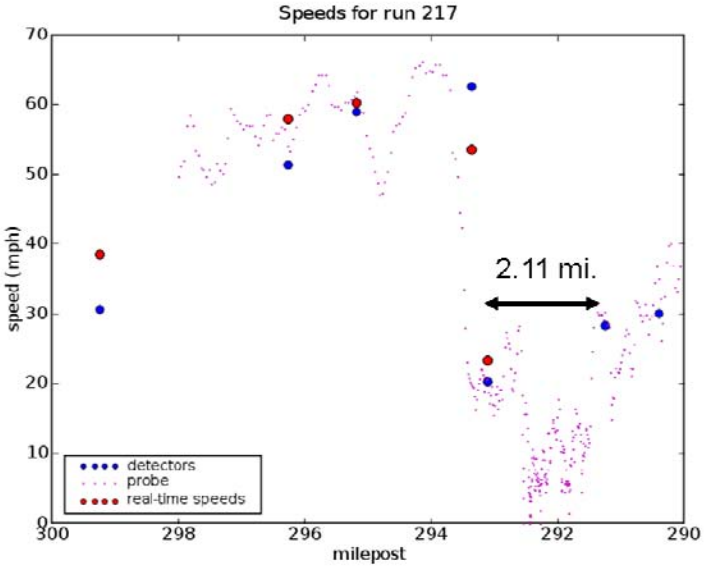


Figure 2. Graphical and statistical analysis show a speed plot for a ground truth run on Hwy I-5 southbound, south of downtown Portland.

Students and Professionals Team up for Multiway Boulevard Project

Tyler Nishitani and Jesse Golden

Multiway boulevards offer one possible alternative to congested arterials in metropolitan areas. These boulevards have several middle lanes of faster moving traffic separated by medians from side access and parking lanes (right). Since local traffic travels in the slower access lanes, these streets support a wider array of land uses than typical arterials. Ground level retail uses can take advantage of on-street parking in the access lanes, while residential uses like the park-like quality of the landscaped boulevards. These boulevards can reduce congestion, improve pedestrian and automobile safety, and support more unified land uses. An applied research project by Dr. Mark Gillem at UO brings together a diverse community to investigate the transportation and land use potential of replacing a typical urban arterial with multiway boulevards.

Prof. Gillem's project uses a case study approach that focuses on the Franklin Corridor in the Eugene-Springfield, OR area. Public workshops held earlier this year drew over 300 people from Springfield and Eugene, and over 30 undergraduate and graduate students have been involved in planning studios and research, including investigations on how other communities have addressed arterials that accommodate local and through traffic, pedestrians and bicycles. Students in architecture, landscape architecture and planning, along with local professionals and members of the general public, worked together to analyze existing conditions, develop planning objectives, prepare conceptual diagrams for development of the corridor, examine alternative right-of-way sections and calculate potential future development capacities in terms of densities and open space. The study corridor is under intense development pressure, and this project looks beyond individual development proposals to study the potential benefits for the corridor as a whole.

This exciting collaboration between university, community and cities helps bridge the gap between academia and practice. A primary sponsor or the project is the American Institute of Architects, and OTREC funding has helped support student studio work last spring and this fall. This project addresses USDOT strategic objectives of improved safety, enhanced mobility and investigation of minimizing environmental impacts of transportation. Contact: Dr. Mark Gillem, mark@uoregon.edu.

OIT Traffic Engineering Lab Development

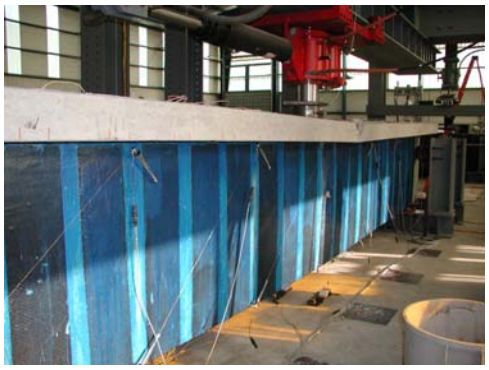
The OIT Traffic Engineering Laboratory in Cornett Hall formally started up in September 2007. This combination research and education space now occupies officially designated space. Previously, traffic simulation and other traffic engineering activities were accomplished in a mixed-use civil engineering student computer lab. The new lab consists of five new computer workstations equipped with state-of-the-practice traffic simulation and evaluation software. A "hardware in the loop" traffic simulator was purchased and will be commissioned in late 2007. Dr. Roger Lindgren received a grant from OTREC that will allow for the remainder of the computers/software/peripherals to be purchased for this rural community campus. Currently the primary users of the Traffic Lab are students enrolled in a senior elective traffic engineering course. The first research project to use the new facilities is the OIT-PSU Collaborative Project, "Evaluation of OR140 Ice Warning System" under an ITS Partnership agreement with ODOT. Contact: Dr. Roger Lindgren: roger.lindgren@oit.edu.

Right: Dr. Roger Lindgren (standing) and student Jared Lowther perform computer based traffic simulations using a "hardware in the loop" setup.

Concrete Bridge Girders Strengthened with CFRP

Dr. Christopher Higgins and his students in the Kiewit Center for Infrastructure and Transportation at OSU are very interested in the safety of existing bridges across the nation, as is the USDOT. Many reinforced concrete bridges in the national inventory are lightly reinforced for shear and are exhibiting diagonal cracking and distress. There is interest in trying to extend the service lives of these bridges by rehabilitating them. One of the most promising materials for strengthening these bridges is surface bonded carbon fiber-reinforced polymers (CFRP). Recent OSU research on fatigue response of full-size reinforced concrete deck girders (RCDG) repaired with CFRP indicates that the CFRP did not exhibit strength degradation under high-cycle fatigue. However, long-term environmental deterioration of the bonded CFRP remains uncertain.

Through an OTREC project co-sponsored by ODOT, Dr. Higgins and his research team are assessing the impact to shear of environmental exposure conditions on reinforced concrete bridge girders strengthened with CFRP, quantifying possible long-term durability issues. Also, they are investigating the behavior of reinforced concrete bridge girders strengthened with CFRP and exposed to *combined* accelerated environmental aging and fatigue to evaluate durability of CFRP repairs for shear. This research involves testing full-size girders strengthened with surface bonded CFRP in the new large-size environmental-structural loading chamber located in the Structural Engineering Research Laboratory at OSU. After environmental exposure, the specimens will be tested to destruction. Results will be compared with test specimens not subjected to environmental exposure and findings will be used to recommend design, analysis, and inspection methods.



Above: CFRP strengthened beam control specimen; approximately 500,000 pounds of applied force was used to fail the specimen.

Environmental testing system designs and construction are complete; specimens are designed and four are constructed. Two specimens have been pre-cracked and repaired with CFRP and are currently undergoing long-term immersion in a water bath. Additional specimens are now being pre-cracked and repaired in preparation of freeze-thaw exposure. Two master's and four undergraduate students are working on the project. Materials are being provided by BASF-MBrace, and Fyfe Company, LLC. Contact: Dr. Christopher Higgins, chris.higgins@orst.edu.

Modeling Data Gaps in Loop Detector Systems

Traffic-monitoring systems, such as those using loop detectors, are prone to failures for various reasons and for various time intervals, causing data "gaps." These coverage gaps adversely affect the accuracy of traveler information products, such as the TripCheck Speed Map for the Portland Metropolitan Region (see Figure 1) and travel time estimation. An applied research project led by Dr. David Maier in the Computer Science Department at PSU is exploring the use of models to fill gaps in live data feeds, with the additional challenge of doing so in near real time. Using historical data, Dr. Maier's research team seeks to improve the completeness of traffic monitoring data to provide better coverage and accuracy for travel information services.

The objective of this project is to fill in missing data in real-time. A key feature is that data imputation is being studied in the context of its effect on end-user applications as different applications have significantly different requirements with regard to data accuracy. Relationships between detectors are modeled under conditions when all detectors are operational and linear and non-linear regression is used to "learn" the relationships between the detectors. Once the relationships are understood, if a detector fails, the modeled relationships and available live data can be used to impute the missing data. To evaluate these techniques, data was gathered from PORTAL, the transportation data archive for the Portland metropolitan region. Selected highway segments were chosen for study based on highway geometry and traffic conditions. Off-line models were built for the segments under study and the accuracy of various imputation methods was examined using synthetic gaps of various lengths.

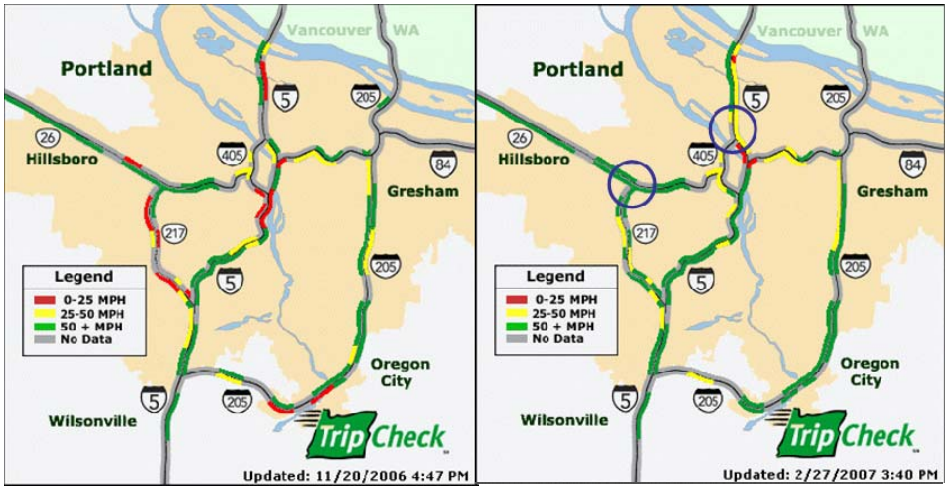


Figure 1. Screenshots of speed maps of the Portland Metropolitan Area Freeway System presented by TripCheck. Notice the difference in availability in the circled areas.

As shown in Figure 2 on the next page, the research so far indicates that non-linear regression is an effective technique for imputing data. Under conditions that exhibit relatively long gaps, non-linear regression over historical data appears to be superior to less complex imputation techniques such as roll-forward.

Continued on next page

Active Transportation and Low Income Children

Since the mid 1980s, the prevalence of obesity among children in the United States has increased dramatically. Currently 18% of children 6-19 years old are considered obese, compared with 6% in the late 1970s. Researchers are examining the degree to which community-level factors influence children's physical activity, particularly the level of active transportation to and from school. Past research has found that "walkability" factors such as the intersection density, street connectivity and presence of tree cover near schools are positive predictors of children walking to school. Other literature focuses on the influence of neighborhood safety on levels of physical activity.

Dr. Jessica Greene at UO is examining research questions related to this topic. Her OTREC research project uses survey data from an ethnically diverse group of low income children to ask 1) What is the relationship between children's active transportation and overall physical activity and obesity? 2) How do race and gender influence active transportation, overall physical activity and obesity? 3) What are the contributions of walkability measures and perceived neighborhood safety (traffic and crime-related) on active transportation?

Data from a cross sectional survey of 765 parents and guardians of children in Florida aged 5-18 who receive Medicaid were used to develop multivariate regression models to identify the independent influences of walkability and safety on active transportation. The models test whether walkability factors are equally important in communities that are perceived to be safe and those that are unsafe. They also examine the relationship between active transportation and overall physical activity and obesity for this low income population of children.

Preliminary data analysis has begun. Dr. Greene has found that there are racial and gender differences in active transportation and physical activity in the low income population studied. In this study, African American children were more likely to walk or bike to school than Caucasian children (37% vs. 21%), and Caucasian girls were less likely than Caucasian boys or African American children to walk frequently or engage in strenuous physical exercise, yet they have the lowest obesity rates. It was found that perceived neighborhood danger lowers the rate of some forms of physical activity for children. In areas of higher perceived danger, children are less likely to walk and participate in strenuous activity, but danger does not appear to influence active transportation to school.

Graduate student Lori Quillen has been working on this research and presented some early findings at the URISA GIS in Public Health Conference last spring in New Orleans. The Center for Health Care Strategies in Hamilton, NJ is a partner in this project. Contact: Dr. Jessica Greene, jessicag@uoregon.edu.

Data Gaps continued

Future work will explore incorporating additional inputs for prediction, such as time-delayed measurements, in addition to exploring more choices of nonlinear regression. In addition, gap patterns in the historical PORTAL data will be studied and the performance of the gap-filling algorithms will be studied on those patterns. Through this study, it is conjectured that providing an estimated system state may be better than displaying incomplete or erroneous data.

Unique to this research is the emphasis on application-driven data imputation and the effective use of real-time or near-real-time traffic monitoring data to provide the best possible estimations for different end-user applications. This research supports national surface-transportation research priorities, including the Systems Management Information area (ITS Joint Program Office) within USDOT.

Research team members include Dr. David Maier, Dr. Kristin Tufte, Dr. Robert Bertini and computer science Ph.D. student Rafael J. Fernandez-Moctezuma. The team presented a paper at the 2007 IEEE Conference on Intelligent Transportation Systems. Contact: Dr. David Maier, maier@cs.pdx.edu.

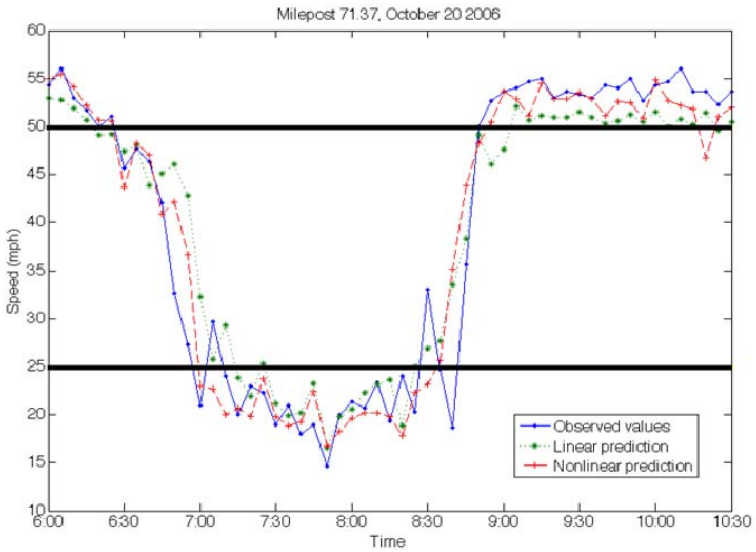


Figure 2. Experimental results. The predicted values of both models follow closely the observed values. The horizontal cutoffs correspond to the ODOT speed cut-offs used for speed maps. The predicted outputs are classified accordingly as they would be displayed in a speed map, with measured accuracy rates of 80% for the linear model and 89% for the nonlinear model.

CTS Transportation Seminar Series at PSU

The Center for Transportation Studies at Portland State University offers weekly transportation seminars on Fridays at noon. The seminar is broadcast live on the web, and is open to the public. Viewers may submit questions by email before or during the seminar. More than 145 seminars are archived in streaming video on the CTS website. The Spring and Fall 2007 seminars featured 20 guest speakers from a variety of universities, public agencies and organizations. In addition to students registered for credit, more than 330 professionals and guests also attended the seminars during the spring term. OTREC sponsored three speakers as part of our Visiting Scholar Program (below).

RSS Podcats Debut: Audio files (mp3) of the CTS Seminar Seminars are now available. The upcoming seminar schedule, as well as podcasts and archived streaming videos of past seminars is available on the web: http://www.cts.pdx.edu/seminars.htm.

OTREC Visiting Scholar Program

"Car-Free" John Pucher

Self-described "car-free" Professor John Pucher from the Bloustein School of Planning and Public Policy at Rutgers University was the first fall OTREC Visiting Scholar and CTS Seminar guest on September 28, 2007. His presentation, "Promoting Safe Walking and Cycling to Improve Public Health: Lessons from Europe," was standing room only, and the audience enjoyed his energetic presentation and photos of bike-friendly features in cities across Europe. Dr. Pucher examined a range of public health impacts of our urban transport systems and argued that the current car dependence of American cities is responsible for enormous environmental harm, social isolation, lack of physical activity, and traffic dangers. He described how improving the convenience, safety, and attractiveness of walking and cycling is crucial to overcoming these negative impacts. Many cities in Europe have been successful at greatly improving conditions for walking and cycling, while integrating them fully with high-quality public transit systems. Dr. Pucher discussed specific policies and programs and advocated their widespread adoption in American cities. A lively discussion with faculty, students and members of the Portland Bicycle Master Plan Committee followed the seminar.

Susan Handy on Bicycling in Davis, CA

In early May OTREC hosted a visit by Dr. Susan Handy from the Sustainable Transportation Center at the University of California Davis. Dr. Handy's research focuses on the connections between land use and transportation, and she is well known for her work on the impact of neighborhood design on travel behavior. Dr. Handy was the guest lecturer at the CTS Transportation Seminar Series, and presented "Bicycling in Davis, CA: A Critical Look at Policy and Behavior in the First Platinum Bicycle City in the U.S." Although Davis has long been held up as a model bicycling community where residents bike as a normal part of their daily lives, it has not been rigorously studied. Dr. Handy presented highlights from several studies underway at UC Davis that are helping to fill this gap, including an analysis of the history of bicycling policy, a behavioral study of factors contributing to high levels of bicycling in Davis, and an evaluation of a recent campaign to get kids to bicycle to soccer games. The seminar was followed by a luncheon discussion with faculty, students and members of the Portland Platinum Advisory Committee.

Peter Stopher, University of Sydney

Dr. Peter Stopher, Professor of Transport Planning at the University of Sydney, was the OTREC Visiting Scholar at the CTS Seminar on May 18, 2007. In his presentation, "Using a GPS Panel to Evaluate Travel Behavior Changes," Dr. Stopher outlined several projects that are using personal GPS devices to collect travel behavior data of individuals. He described survey procedures, and provided an overview of some of the results emerging from collection of data. Of particular interest is that the GPS surveys are being conducted in most cases by using a panel, with at least two waves of data collection, and that panel members carry the GPS devices for anywhere from one week to one month. Initial studies of the variability in daily travel, where there are no fatigue effects from recording multiple days in a diary, are showing some interesting patterns and leading to some important conclusions. Dr. Stopher has more than 40 years of experience as an educator and consultant in transport planning and has published many papers and books in transport-related topics. He teaches and researches in transport policy and planning, survey methods, travel demand modeling, and environmental analysis, and is pioneering the use of GPS devices in transport surveys. Dr. Stopher had lunch with faculty, students and members of the Oregon Modeling Steering Committee.

New Student Group at UO

Transportation & Livability

a multi-disciplinary student group at the University of Oregon

The Transportation and Livability Student Group at UO is a student organization that brings together undergraduate and graduate students in Planning Public Policy & Management (PPPM), Architecture, Landscape Architecture, Geography, Environmental Studies and other majors. Students focus on planning and design of transportation systems as they relate to community quality of life and livability. Group members are passionate in their mission to enhance the education of the group as well as communicate transportation and community livability issues across campus.

The fall term at UO finds students in the group involved in many activities in a variety of disciplines. Environmental studies student Aaron Michalson is working to locate a building to construct a biodiesel processor that could use university cafeteria cooking oils to sustainably power campus facilities vehicles. PPPM student Christo Brehm developed a mobile GIS tool to measure "complete streets" in cities around the country. The new tool can be used to advocate for street designs that accommodate all users (pedestrians, bicyclists, transit users, automobiles). A group of students in architecture and landscape architecture is working to redesign bike parking facilities at a neighborhood elementary school as part of the Design Bridge service learning program under Dr. Nico Larco. A team of planning students is exploring land use implications of alternative future bus routes in the West Eugene area, and is in dialogue with the neighborhood council, citizen's advocacy group and Lane Transit District. PPPM graduate students Tim Brass and Titus Tomlison are working on a research model to explore universal design (access for persons with disabilities) around transit, pedestrian, and bicycle facilities. In addition, two new group members from economics and business are working to promote the group on campus, secure funding and define the group's organizational structure. The Transportation and Livability Student Group offers a speaker series featuring transportation professionals and sends students to local and regional transportation conferences and workshops. OTREC is pleased to sponsor this active multi-disciplinary transportation group.

Walter H. Kramer Fellowship Established

Transportation research and education has had a long, rich history at PSU. In 1966, Dr. Walter H. Kramer founded the first transportation studies center in the Department of Marketing (now School of Business Administration). Focusing on transportation research and education, Dr. Kramer believed that "the actions of an individual, of a college, can determine the future of our cities, our society," and devoted himself toward bringing "the resources of the faculty to bear on the problems of the community."

Since Dr. Kramer's retirement in 1987, transportation research and education has grown in the PSU School of Business Administration (the Supply and Logistics program), the College of Urban and Public Affairs (the Center for Transportation Studies), the Maseeh College of Engineering and Computer Science (the Intelligent Transportation Systems Laboratory) as well as across campus and statewide (OTREC). Students in many graduate degree programs are engaged in multi-disciplinary, multi-modal research projects that are helping to "determine the future of our cities, our society" and assisting in developing new solutions to "the problems of the community."

Beginning with a donation by Dr. Kramer's daughter and husband, Mary Jo and Chris Chapman, a Walter H. Kramer Endowed Transportation Fellowship has been established. The fellowship is aimed at providing financial support to PSU graduate students enrolled in transportation-related graduate programs and working on multi-disciplinary, multi-modal research connected with making a difference in "our cities, our society," and "the community." If you would like to contribute to the Walter H. Kramer Endowed Transportation Fellowship, please contact OTREC at 503-725-4249 or otrec@pdx.edu.

Anderson Joins OTREC

Rie Anderson is the newest OTREC employee, hired in May as the Fiscal Operations Coordinator. Rie manages the fiscal aspects of OTREC activities by tracking grant and match expenditures, reviewing sub-award budgets, and communicating with department grant administrators and other universities on fiscal requirements. Rie is a Certified Public Accountant with eight years of experience in fiscal-related work in public and private sectors. She earned a B.A. in International Relations from Kobe City University of Foreign Studies and a Post-baccalaureate Certificate in Accounting from Portland State University. She is a lifetime member of Beta Gamma Sigma Business Honor Society.

RAC National Meeting

Hau Hagedorn, OTREC Research Project Manager, participated in AASHTO's Research Advisory Committee (RAC) meeting in Seattle, WA in August. RAC identifies research needs, defines research emphasis areas, utilizes research findings, maintains an overview of state related research activities and funding, and works to employ the National Cooperative Highway Research Program (NCHRP) effectively. Discussions were focused on the status of national transportation research programs and what is needed to prepare for the future of transportation and transportation research. Specific sessions covered research partnerships between departments of transportation and universities, research project management, and documenting the value of research. OTREC appreciates the opportunity to strengthen the ties between UTCs and AASHTO.

Upcoming Workshop: Building Future Transportation Leadership

OTREC, TriMet and David Evans and Associates are teaming up to host a unique workshop in January 2008. Transportation planners and professionals from local public agencies and firms will be invited to a special workshop designed to explore how rail transit and land use planning thrive in Portland. Transportation experts from the Portland area will lead the workshop, and will share their stories and lessons learned from Portland's success. The goal is to pass on knowledge to a new generation of transportation leaders. The workshop will be offered to a wider audience in the near future.

OTREC Light Rail Transit Series: Facilities Design

OTREC will offer Facilities Design, part of our Light Rail Transit workshop series in the spring of 2008. The course will provide an overview, practical applications and guidance with respect to modern U.S. light rail facilities design practice. Course instructors from TriMet and David Evans and Associates are actively involved in current light rail design, construction and operation. More information will be available soon on the OTREC education web page: http://otrec.us/education.php

OSU Traffic Safety Workshops

The Kiewit Center, in partnership with ODOT, offers a series of traffic safety workshops on the OSU campus in Corvallis. Upcoming workshops include:

Traffic Engineering Fundamentals
December 10-12, 2007
Uniform Traffic Control Devices
March 18-20, 2008
Road Safety Audit
April 10-11, 2008
Safety Improvement Identification, Analysis and Evaluation
April 21-23, 2008
Access Management Techniques
May 12-13, 2008
Lighting and Illumination
June 17-19, 2008

For more information, please visit:
http://kiewit.oregonstate.edu/workshops.html

Northwest Transportation Conference at OSU

The 2008 Northwest Transportation Conference, "Making the Most of What We Have; Innovations for the 21st Century" will be held at OSU on February 5-7, 2008. The theme addresses innovations that maintain and improve transportation system service levels with constrained funding and limited resources. Sessions will be held on transportation growth management, capacity of existing infrastructure, smart infrastructure investments and long life and recycled materials. Nationally recognized keynote speakers are on the schedule. More information: http://kiewit.oregonstate.edu/nwtc

IBPI Workshop—February 2008

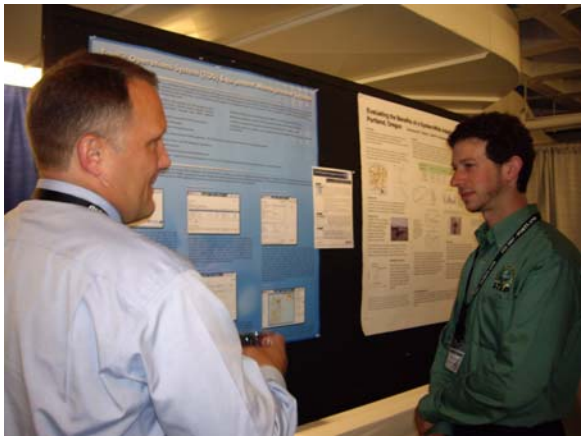
The Initiative for Bicycle and Pedestrian Innovation (IBPI) at PSU will offer a workshop entitled "Designing Pedestrian Facilities for Accessibility" in February 2008. This course, developed by the Federal Highway Administration (FHWA) and the Association of Pedestrian and Bicycle Professionals (APBP), teaches how to apply the guidelines and policies of the Americans with Disabilities Act (ADA) to public rights-of-way. The course will examine a range of pedestrian disabilities, how people with disabilities use pedestrian facilities, and how designs affect mobility and safety. For more information, visit: http://www.ibpi.usp.pdx.edu

Dixon Presentations Recognized

Presentations by OSU Associate Professor Karen Dixon and co-authors were ranked first and second at the Urban Street Symposium held in June in Seattle, WA. These top presentations were based on papers entitled *Benefits and Risks of Urban Roadside Landscape: Finding a Livable Balanced Response* and *Effect of Urban Street Design on Operating Speed*. Dixon, et. al, have been invited to present these papers at the "Best of the 3rd Urban Street Symposium" session at the upcoming TRB Annual Meeting in 2008.

ITE District 6 Annual Meeting Participation

Students and faculty from OTREC were very active at the Institute of Transportation Engineers (ITE) District 6 Annual Meeting in Portland, OR in July. Dr. Chris Monsere worked diligently as a member of the Local Arrangements Committee (LAC), and more than 10 PSU students participated in presentations and poster sessions. OTREC faculty and staff moderated sessions and presented posters, including Robert Bertini, Chris Monsere, Jennifer Dill, Karen Dixon and Hau Hagedorn. Josh Crain, PSU student, was on the winning team for the James Kell Student Competition; Dr. Chris Monsere won the Best Chapter/Section Website Award for the Oregon Section website, and Drs. Bertini and Tufte won paper awards. Special thanks to Peter Koonce, LAC Chair, of Kittelson & Associates, Inc., for making the conference so accessible to students.



Above: PSU students with faculty members Chris Monsere and Kristin Tufte at the ITED6 Meeting.
Left: student Oren Eshel (right) presents research poster.

OTREC Names Board of Advisors

OTREC's structure includes an external Board of Advisors (BOA) consisting of representatives from transportation-related organizations, primarily in Oregon. The role of the BOA is to help develop OTREC's foundation and provide guidance on OTREC's overall mission. We are pleased to announce the formation of the first Board, with the following outstanding transportation community members:

- **Scott Bricker**, Executive Director, Bicycle Transportation Alliance
- **Andy Cotugno**, Director of Planning, Metro
- **Phillip Ditzler**, Administrator, Oregon Division, Federal Highway Administration
- **Tomas Endicott**, Founder, Policy and Business Development, SeQuential Biofuels
- **Mike Flanigon**, Director, Office of Technology, Federal Transit Administration
- **Lavinia Gordon**, Director, City of Portland Office of Transportation, Bureau of Transportation System Management
- **Ruth Harshfield**, Executive Director, Oregon Alliance for Community Traffic Safety
- **Rob Innerfeld**, Transportation Planning Manager, City of Eugene
- **John Isbell**, Director of Corporate Delivery Logistics, Nike, Inc.
- **Susie Lahsene**, Corporate Planning Manager, Port of Portland
- **Jay Lyman**, Project Manager, Columbia River Crossing Project, David Evans & Associates
- **Randy McCourt**, Principal, DKS Associates
- **Neil McFarlane**, Executive Director of Capital Projects, TriMet
- **Dr. Nancy Nihan**, Director, Transportation Northwest (TransNow)
- **Hon. Lynn Peterson**, Clackamas County Commissioner
- **Tom Schwetz**, Director of Development Services, Lane Transit District
- **Doug Tindall**, Deputy Director, Highway Division, Oregon Department of Transportation
- **Bill Upton**, Oregon Modeling Steering Committee, Transp Modeling Program Manager, Oregon Department of Transportation

CUTC Meeting in Madison, WI

This past June, Prof. Robert Bertini, Hau Hagedorn and Jenny Kincaid spent a few days in Madison, WI to participate in the Council of University Transportation Centers (CUTC) annual meeting, hosted by the Midwest Regional UTC at the University of Wisconsin. Sessions were held on strategic planning, communication best practices, and RITA news/ guidelines. In addition, OTREC staff appreciated the opportunity to meet with other administrative managers from centers around the country and to enjoy the lovely UW terrace on Lake Mendota.

From Left: Robin Kline and Amy Stearns (RITA), Robert Bertini, Jenny Kincaid and Hau Hagedorn at the CUTC meeting.

Region X Participation

The Region X Consortium meets bi-annually and includes representatives from UTCs and state transportation departments in Oregon, Washington, Idaho and Alaska. Participants discuss regional collaboration for transportation research and education efforts. OTREC staff and partner university faculty attended the spring meeting in Moscow, ID, and the fall meeting in Seattle, WA. The agendas included development of a regional pooled-fund research project, whereby the Consortium will sponsor major research projects from a regional needs perspective. Education initiatives were also topics, including possible creation of a pilot distance education course that could be offered and coordinated between the Region X universities. The next meeting will be held at the University of Alaska in May 2008.

Region X Joint Reception Planned for TRB 2008

OTREC, AUTC (Alaska), TransNow (Washington) and NIATT (Idaho) will host a joint reception at the 87th Annual Meeting of the Transportation Research Board in January. We look forward to seeing our colleagues from around the region and across the nation at this event. The date and location will be announced on our web site and through e-mail in early January.

Advisory Board Profile: Neil McFarlane

OTREC is honored to welcome Neil McFarlane, TriMet's Executive Director for Capital Projects and Facilities Division, to our Board of Advisors. Mr. McFarlane is currently serving as the vice chair of PSU's Maseeh College of Engineering and Computer Science Advisory Board, and has worked diligently to support and develop the Urban Rail Transit short course series. Mr. McFarlane leads the development, design and construction of TriMet's capital facilities. Under Neil's direction, TriMet completed the Interstate MAX light rail extension to North Portland, which opened in May 2004. The project set new standards for environmentally friendly construction and disadvantaged business enterprise (DBE) participation. Neil also represented TriMet in the unique public-private partnership with Bechtel Enterprises, which developed and constructed the Airport MAX extension. This 5.5 mile project is the first train-to-plane transit service on the West Coast. Previously, Neil was Project Control Director for the 18 mile, $963 million Westside light rail project, which featured a 3 mile twin bore tunnel, 20 stations, 3,800 park and ride spaces and the nation's first low floor light rail vehicles. Neil also helped manage construction for the 500,000 square foot $90 million Oregon Convention Center. Neil earned an MA in Urban Planning from the University of California at Los Angeles in 1977 and a BS from California State Polytechnic University at Pomona in 1975. We appreciate the valuable multimodal perspectives and commitment to research and education that Neil brings to our external advisory board.

OTREC is a National University Transportation Center sponsored by the U.S. Department of Transportation's Research and Innovative Technology Administration

Web site: www.otrec.us ▪ E-mail: otrec@pdx.edu

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