

**A G E N D A**

600 NORTHEAST GRAND AVENUE PORTLAND, OREGON 97232-2736



**METRO**

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

**MEETING: TRANSPORTATION POLICY ALTERNATIVES COMMITTEE**

**DATE: April 25, 2008**

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

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

9:30 AM	1.	Call to Order and Declaration of a Quorum	Andy Cotugno
9:30 AM	2.	Citizen Communications to TPAC on Non-Agenda Items	
9:35 AM	3. *	Approval of TPAC Minutes for March 28, 2008	Andy Cotugno
9:40 AM	4.	Future Agenda Items <ul style="list-style-type: none"><li>• PSU Bike Study</li><li>• ODOT Safety, Preservation &amp; Bridge Programs</li></ul>	Andy Cotugno
	5.	<b><u>ACTION ITEMS</u></b>	
9:45 AM	5.1 *	Metropolitan Transportation Improvement Program (MTIP) – Step 1: Recommendation – <u>RECOMMENDATION TO JPACT REQUESTED</u>	Andy Cotugno
10:15 AM	5.2 *	Metropolitan Transportation Improvement Program (MTIP) Step 2: Local Distribution Ranking Criteria – <u>RECOMMENDATION TO JPACT REQUESTED</u>	Ted Leybold
10:45 AM	5.3 *	Draft STIP Modernization Recommendation – <u>RECOMMENDATION TO JPACT REQUESTED</u>	Rian Windsheimer
	6.	<b><u>INFORMATION/ DISCUSSION ITEMS</u></b>	
10:55 AM	6.1 *	SB 566 Recommendations: Information for Special TPAC meeting on May 2 <sup>nd</sup> – <u>INFORMATION</u>	Rian Windsheimer
11:10 AM	6.2 #	Performance-based Growth Management Concept and Project Work Schedule – <u>INFORMATION</u>	Christina Deffebach Ted Reid
11:30 AM	7.0	ADJOURN	Andy Cotugno

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Upcoming TPAC Meetings: Fri., May 2, 2008, from 10-12:00 p.m. at the Metro Council Chambers (NEW MTG)  
Fri., May 30, 2008 from 9:30 – 12:00 p.m. at Metro Room 370A/B

\* Material available electronically.

Please call 503-797-1916 for a paper copy

\*\* Material to be emailed at a later date.

# Material provided at meeting.

All materials will be available at the meeting.



**METRO**

**TRANSPORTATION POLICY ALTERNATIVES COMMITTEE**

March 28, 2008

Metro Regional Center, 370A/B

**MEMBERS PRESENT**

Sorin Garber  
Elissa Gertler  
Nancy Kraushaar  
Keith Liden  
Mike McKillip  
Dave Nordberg  
Louis A. Ornelas  
Ron Papsdorf  
John Reinhold  
Karen Schilling  
Phil Selinger  
April Siebenaler  
Paul Smith  
Rian Windsheimer

**AFFILIATION**

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

**MEMBERS ABSENT**

Jack Burkman  
Bret Curtis  
John Hoefs  
Susie Lahsene  
Dean Lookingbill  
Satvinder Sandhu  
Sreya Sarkar

**AFFILIATION**

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

**ALTERNATES PRESENT**

Clark Berry  
Lynda David  
Robin McCaffrey

**AFFILIATION**

Washington County  
SW Washington RTC  
Port of Portland

**GUESTS PRESENT**

Jonathan David  
Kate Dreyfus  
Mike McCarthy

**AFFILIATION**

City of Gresham  
City of Gresham  
City of Tigard

Margaret Middleton  
Lawrence Odell  
Mark Ottenad  
Lidwien Rahman  
Collin Roughton  
Ron Weinman  
Terry Whisler

City of Beaverton  
Washington County  
City of Wilsonville  
ODOT Region 1  
Coalition for a Livable Future  
Clackamas County  
City of Cornelius

### **STAFF**

Andy Cotugno, Tom Kloster, Kim Ellis, Josh Naramore, Andy Shaw, Ted Leybold, Caleb Winter, John Mermin, Anthony Butzek, Ted Reid, Dan Kaempff, Leila Aman, Brian Harper, Pamela Blackhorse

### **1. CALL TO ORDER AND DECLARATION OF A QUORUM**

Chair Andy Cotugno declared a quorum and called the meeting to order at 9:35 a.m.

He introduced and welcomed Mr. Keith Liden as the new community representative on TPAC.

### **2. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS**

The committee thanked Mr. Phil Selinger for his service on TPAC.

### **3. APPROVAL OF TPAC MINUTES FOR FEBRUARY 22, 2008**

Mr. Clark Berry and Ms. Robin McCaffrey requested that the meeting minutes be corrected to remove "Andy Back and Robin McCaffrey" from the alternates present, as they did not attend the February 22<sup>nd</sup> meeting.

MOTION: Ms. Karen Schilling moved, Mr. Selinger seconded, to approve the February 22, 2008 meeting minutes with the attendance corrections.

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

### **4. FUTURE AGENDA ITEMS**

Future agenda items were not discussed.

## 5. **ACTION ITEMS**

### 5.1 **Resolution No. 08-3928, For the Purpose of Certifying that the Portland Metropolitan Area is in Compliance with Federal Transportation Planning Requirements**

Chair Cotugno briefly overviewed Resolution No. 08-3928 which would certify that the Portland Metropolitan Area is in compliance with the federal transportation planning requirements. Requirements satisfied include compliance with the 2035 Regional Transportation Plan (RTP), environmental justice and public involvement.

MOTION: Mr. Louis Ornelas moved, Mr. Dave Nordberg seconded, to approve Resolution No. 08-3928.

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

### 5.2 **Resolution No. 08-3929, For the Purpose of Adopting the Federal Fiscal Year 2009 Unified Planning Work Program (UPWP)**

Chair Cotugno briefly overviewed Resolution No. 08-3929 which would approve the federal fiscal year 2009 Unified Planning Work Program (UPWP). He highlighted two additions/changes to the UPWP:

- The language, "Ensure impacts to other modes of transportation in the corridor are addressed," be added under the objectives section of the *Portland Streetcar Loop Project* (Pg. 59).
- The *Next Corridor* section be corrected to read, "The corridor planning priorities will be identified by the state portion of the RTP in ~~Fall 2008-Spring 2009~~. Work will commence on the highest priority corridor, as identified in the RTP, in ~~Winter 2008/09~~ Spring 2009" (Pg. 61).

MOTION: Mr. Rian Windsheimer moved, Mr. Mike McKillip seconded, to approve Resolution No. 08-3929.

*Discussion*: Committee members emphasized maintaining consistency with project and program acronyms throughout the UPWP.

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

### 5.3 **Resolution No. 08-3934 For the Purposes of Amending the 2035 Regional Transportation Plan (RTP) and 2010-13 Metropolitan Improvement Program (MTIP) to Add a Safe Routes to Schools Pedestrian Project**

Mr. Ted Leybold of Metro briefly overviewed Resolution No. 08-3934, which would amend the 2035 RTP and the 2010-13 MTIP to include the Portland Safe Routes to School Pedestrian safety

projects. The City of Portland's federal Safe Routes to Schools grant will provide approximately \$500,000 in funding. In addition, Mr. Leybold noted that the project is exempt from the air quality determination consultation process and that additional documentation (Exhibit) will be added to both the 2035 RTP and 2010-13 MTIP outlining the new program.

MOTION: Mr. Paul Smith moved, Mr. Selinger seconded, to approve Resolution No. 08-3934.

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

## **6. INFORMATION / DISCUSSION ITEMS**

### **6.1 Oregon Transportation Commission (OTC) Federal Earmark Policy**

Mr. Travis Brouwer of ODOT briefly overviewed the OTC's proposed federal earmark policy for the 2009 reauthorization. The OTC will provide an opportunity for local and state boards and regional advisory groups to prioritize state highway projects for the region. JPACT will have an opportunity to review these submittals and provide a recommendation to the OTC on which projects should be selected for the OTC's priority list. He indicated that \$327 million dollars in project-specific highway earmarks are available for Oregon projects. In addition, Mr. Brower noted state highway projects not submitted to the congressional delegation by the OTC would not receive advanced commitment to be fully funded by ODOT. All comments on the draft policy must be submitted to ODOT no later than April 4<sup>th</sup>.

Committee discussion included earmark project requirements (e.g. project funding and readiness), the OTC's draft two-part policy and process, local agencies' ability to leverage funds and the Columbia River Crossing (CRC) project.

### **6.2 RTP Investment Scenarios**

Ms. Kim Ellis of Metro outlined the recommended approach for analyzing the 2035 Regional Transportation Plan (RTP) "cause and effect" transportation investment scenarios. The analysis will evaluate the effects of distinct transportation policy choices for the future of the Portland metropolitan region. The analysis will be conducted simultaneously with other *Making the Greatest Place* "Cause and Effect" land use scenarios and will be reported using the RTP Outcomes-Based Evaluation Framework currently under development. Information learned from the analysis will be used to guide the System Development Phase of the RTP Process.

Ms. Ellis highlighted the four transportation concepts to be tested in the analysis: Concept A – focus on multi-modal system connectivity, Concept C – focus on transit (HCT and regional), Concept D – focus on throughways and Concept D – focus on system management.

The committee supported the RTP investment scenario process. Discussion included prioritizing scenarios for MetroScope analysis, collaboration with other scenario efforts (e.g. RTC HCT and Metro HCT plans) and incorporating factors that measure economic and land use impacts. In

addition, staff will schedule a special MTAC/TPAC workshop that focuses on a review of MetroScope and the regional travel demand model to help members better understand each of the models.

### **6.3 Review of MTIP Allocation and Regional Programs**

Mr. Ted Leybold of Metro (with assistance from programmatic staff) appeared before the committee and provided a presentation on the 2010-13 Regional Flexible Funds step one program allocation proposals. (Presentation, program applications and all additional handouts included in the meeting record.) The presentation included information on:

- Summary of the process (Ted Leybold)
- Step One: Regional Program Applications
  - High Capacity Transit (HCT) Implementation (Phil Selinger & Ross Roberts)
  - Metro Planning (Andy Cotugno)
  - Regional Travel Options (RTO) (Caleb Winter)
  - Transit Oriented Development (TOD) (Phil Whitmore)
  - Transportation System Management and Operations Program (TSMO) (Tom Kloster)
  - Willamette River Bridges (Karen Schilling)
  - Pedestrian and Bicycle (Anthony Butzek)

Staff anticipated approximately \$67.8 million would be available for the 2012-13 MTIP cycle. Mr. Smith outlined a proposal of a base allocation for the five TriMet and Metro regionally administered program, a step two reserve for local projects, as well as additive program requests. He highlighted the gap in available MTIP funds and the affect the first step allocation process will have on available funding for local projects. Under this proposal, approximately \$8.5 million would be available to increase funding above the base for regional programs.

Staff provided information on different federal funding sources and their allocation process/criteria for regional and state bridges. Despite the amount of federal funding received, Multnomah County is still faced with a funding gap for the Sellwood Bridge. Committee members discussed allocating funds to programs (e.g. Regional Bridges) verses projects (e.g. Sellwood Bridge). Members requested proposals for a Regional Bridge and Willamette River Bridges be submitted for comparison purposes.

The committee was divided on whether a regional bike and pedestrian program should be established in the first step of the allocation process. Some members interpreted JPACT's action on a regional bike and pedestrian program as reserving a minimum funding allocation (based on historical amounts/figures) to be divided among projects during the local allocation process verses establishing a specific program in step one. In addition, members emphasized this "program" should utilize existing resources and should be a local and/or Metro responsibility.

A TPAC workshop has been scheduled for April 17<sup>th</sup> and will focus on the local project funding allocation (step two) and simplifying the local allocation process. JPACT is scheduled to adopt a list of programs and funding program in May 2008.

## 7. ADJOURN

As there was no further business, Chair Cotugno adjourned the meeting at 12:25 p.m.

Respectfully submitted,

Kelsey Newell and Pamela Blackhorse  
Recording Secretary

### ATTACHMENTS TO THE PUBLIC RECORD FOR MARCH 28, 2008

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

ITEM	TOPIC	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
6.1	Handout	N/A	Draft JPACT Reauthorization Earmark Proposal submitted by ODOT	032808t-01
6.3	Memo	3/27/08	To: TPAC and Interested Parties From: Andy Cotugno RE: Policy Issues for the Step 1 allocation of regional flexible funds	032808t-02
6.3	Chart	3/27/08	Chart entitled "Regional Flexible Fund MTIP Allocation Regional High Capacity Transit Program Funding History" distributed by TriMet	032808t-03
6.3	Handout	N/A	"20 Yr Willamette River Bridge Program" and "Willamette River Bridges Project Funding Since 2000" handouts distributed by Multnomah County	032808t-04
6.3	Table	3/28/08	Table of MTIP funding for FY 2010-11 and FY 2012-13 submitted by PDOT	032808t-05
6.3	Handout	N/A	Information on the Federal Bridge Program administered funds	032808t-06
6.3	PowerPoint	3/28/08	Regional Flexible Funds 2010-13 Step 1: Regional Program Applications	032808t-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



DATE: April 17, 2008  
 TO: TPAC and Interested Parties  
 FROM: Ted Leybold: MTIP Manager  
 SUBJECT: Regional Program applications for Regional Flexible Funds

\* \* \* \* \*

JPACT has reviewed the regional program requests and directed technical staff to bring forward funding option packages for their consideration. Based on the comments made at the JPACT meeting regarding the regional program applications, Metro staff is proposing the following action items for TPAC to consider recommending to JPACT.

**Action item 1: Recommend Base allocation**

**Recommended Base Allocation**

Revenue Source or Program	Revenues	Potential Allocation
<b>Forecast of Funding Available</b>	<b>\$67.800</b>	
Existing HCT Bond Payment		\$18.600
Additional HCT bonding; Milwaukie LRT and Commuter rail		\$7.400
Metro Planning - Base		\$2.116
RTO Base		\$4.407
TOD Base		\$5.000
TSMO Base		\$3.000
Regional travel behavior survey		\$0.350
Next Corridor		\$0.500
Local project funding reserve for Step 2 (previous allocation plus inflation offset)		\$25.650
Remaining balance	<b>\$0.777</b>	



**Action item 2: Allocate \$0.777 million remaining balance to:**

- a. TOD supplemental
- b. RTO supplemental
- c. Step 2 allocation process

**Action item 3: Act on Pedestrian/Bicycle program:**

- a. Recommend not funding a Pedestrian/Bicycle set-aside; allow local applications in Step 2.

-OR-

- b. Set-aside \$6.8 M (or \$7.2 M with inflation offset) for regional Pedestrian/Bicycle program – provide program administration proposal for public comment period.

**Action item 4: Act on Lake Oswego to Portland HCT Project Development:**

- a. Allocate \$4.0 M to project development for the Lake Oswego to Portland HCT Corridor and reduce local distribution accordingly;

-OR-

- b. Allow application in Step 2.

**Action item 5: Act on Regional Bridge Program:**

- a. Allocate \$8.0 M to a regional bridge program and reduce local distribution accordingly;

-OR-

- b. Recommend not funding a bridge program, allow individual bridge applications in Step 2.

**Action item 6: Provide direction on participation in Step 2.**

Recommend allowing or not allowing application as part of Step 2 for:

- a. On-street transit (bus stop access),
- b. Diesel retrofit projects,
- c. TOD Supplemental
- d. RTO Supplemental

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ALLOCATING ) RESOLUTION NO. 08-3942  
REGIONAL FLEXIBLE FUNDING TO )  
REGIONAL TRANSPORTATION PROGRAMS ) Introduced by Councilor Rex Burkholder  
FOR THE YEARS 2012 AND 2013, PENDING )  
AIR QUALITY CONFORMITY )  
DETERMINATION AND TO COMMIT \$144.8 )  
MILLION OF REGIONAL FLEXIBLE FUNDING )  
TO BOND PAYMENTS FOR CONTRIBUTIONS )  
TO THE MILWAUKIE LIGHT RAIL TRANSIT )  
AND WILSONVILLE TO BEAVERTON )  
COMMUTER RAIL PROJECTS )

WHEREAS, approximately \$67.8 million is forecast to be appropriated to the Metro region through the federal Surface Transportation Program (STP) and Congestion Mitigation – Air Quality (CMAQ) transportation grant programs; and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) are designated by federal legislation as authorized to allocate these funds to projects and programs in the metropolitan region through the Regional Flexible Fund allocation process; and

WHEREAS, the Metro Council and JPACT have provided policy guidance to Metro staff and the Transportation Policy Alternatives Committee (TPAC) on the type and balance of projects and programs that are a priority for these funds through Metro Resolution No. 08-3921, For the purpose of adopting the policy direction and program objectives for the 2009 Regional Flexible Funding allocation process and Metropolitan Transportation Improvement Program (MTIP), adopted March 20th, 2008; and

WHEREAS, the policy guidance report called for the creation of a two-step allocation process with the first step to consider funding for regionally administered programs and a second step to consider funding for local project applications; and

WHEREAS, TPAC and JPACT have considered funding options of four existing programs administered by Metro, high capacity transit implementation funding, and two potential new programs for regional bridges and pedestrian & bicycle implementation; and

WHEREAS, TPAC has provided recommendations to JPACT and the Metro Council on funding of these programs, as shown in Exhibit A, to allocate funding in response to policy direction, technical evaluation, qualitative factors, and public comments; and

WHEREAS, a proposal has been submitted for a supplemental commitment of regional flexible fund contribution to the Milwaukie light rail transit and Beaverton to Wilsonville Commuter rail projects as demonstrated in Exhibit B; and

WHEREAS, the supplemental funding would add \$3.7 million per year to the existing high capacity transit implementation bond payment between 2012 and 2015 and then extend the \$13 million per year commitment from 2016 through 2025; and

WHEREAS, the \$144.8 million of supplemental funding would contribute \$72.5 million net present value contribution to the Milwaukie light rail transit project and \$13.3 million net present value contribution to the Beaverton to Wilsonville Commuter rail project; and

WHEREAS, additional information will be developed and considered for legislation adopting the preferred alternative and finance plan of the Milwaukie light rail project and for the inter-governmental agreement to define the terms and conditions of the supplemental bond agreement; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on the allocation of regional flexible funds to regional transportation programs as shown in Exhibit A; and

BE IT FURTHER RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on the multi-year commitment of regional flexible funds to the supplemental bond funding of high capacity transit implementation as shown in Exhibit B.

ADOPTED by the Metro Council this \_\_\_\_ day of May 2008.

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David Bragdon, Council President

Approved as to Form:

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Daniel B. Cooper, Metro Attorney

# Exhibit A

## Regional Flexible Fund Step 1

Revenue Source or Program	Revenues	Potential Allocation
<b>Forecast of Funding Available</b>	<b>\$67.800</b>	
Remaining balance	<b>TBD</b>	

**This table will be completed to reflect the TPAC recommendation.**

# Exhibit B

## Exhibit B to Resolution 08-3942 Supplemental Multi-Year Commitment of MTIP Funds

- Metro hereby supplements the multi-year commitment of Metropolitan Transportation Improvement Program (MTIP) Funds for the region's high capacity transit program that was last approved by Resolution No. 04-3468 and amends MTIP as follows:

Fiscal Year [a]	Current Multi-Year MTIP Commitment Under Resolution No. 04-3468	Proposed Supplemental Multi-Year MTIP Commitment	Total Multi-Year MTIP Commitment
2008	\$9,300,000		\$9,300,000
2009	\$9,300,000		\$9,300,000
2010	\$9,300,000		\$9,300,000
2011	\$9,300,000		\$9,300,000
2012	\$9,300,000	\$3,700,000	\$13,000,000
2013	\$9,300,000	\$3,700,000	\$13,000,000
2014	\$9,300,000	\$3,700,000	\$13,000,000
2015	\$9,300,000	\$3,700,000	\$13,000,000
2016		\$13,000,000	\$13,000,000
2017		\$13,000,000	\$13,000,000
2018		\$13,000,000	\$13,000,000
2019		\$13,000,000	\$13,000,000
2020		\$13,000,000	\$13,000,000
2021		\$13,000,000	\$13,000,000
2022		\$13,000,000	\$13,000,000
2023		\$13,000,000	\$13,000,000
2024		\$13,000,000	\$13,000,000
2025		\$13,000,000	\$13,000,000
	\$74,400,000	\$144,800,000	\$219,200,000

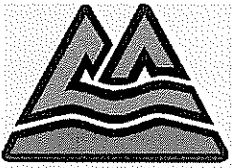
[a] Initial multi-year commitment began in FY 1999

As used in this resolution, the term MTIP Funds includes urban Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) funds, or any successor or replacement federal funding programs, allocated by formula or agreement to the Portland metropolitan region. These MTIP Funds will be programmed for use by TriMet.

- TriMet will prepare and implement a financing program to use, through direct federal grants to projects and/or a borrowing strategy, the MTIP Funds committed in Section 1 to provide, net of borrowing costs, \$72.5 million in 2011 dollars to the Milwaukie LRT Project and \$13.3 million in 2008 dollars to the Wilsonville-Beaverton Commuter Rail Project.

## **Exhibit B**

3. TriMet will work with Metro to develop legislation adopting the preferred alternative and finance plan of the Milwaukie light rail project and for the inter-governmental agreement to define the terms and conditions of the supplemental bond agreement.
4. TriMet will enter or amend binding agreements with FTA and/or local governments committing TriMet to provide the amounts shown in Section 2 to the respective projects. To provide such amounts, TriMet will enter loan agreements relying on receipt of the annual amounts shown in Section 1 to help repay such obligations. Accordingly, the annual amounts shown in Section 1 are fully committed to TriMet; subject only to authorization and appropriation of MTIP Funds.
5. A mix corresponding to the needs of TriMet's financing program of Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) funds will be used to fulfill the multi-year commitment of MTIP funds. Representatives of Metro and TriMet will cooperatively determine the appropriate mix of CMAQ and STP funds to be used to fulfill the multi-year commitment of MTIP funds.



**Department of Community Services**  
**MULTNOMAH COUNTY OREGON**

**Land Use and Transportation Program**  
**1600 SE 190<sup>th</sup> Avenue**  
**Portland, Oregon 97233-5910**  
**(503) 988-3043**

Andy Cotugno,  
Metro, TPAC Chair  
600 NE Grand Ave  
Portland OR 97232  
(sent via email)

TPAC members,

Multnomah County would like to submit this scenario for consideration at the April 25, 2008 TPAC meeting regarding the MTIP allocation of funds in two tiers. The proposal for Tier 1 funding is predicated on essentially no increases for existing programs in order to allow for two new programs and an increase in the High Capacity Transit (HCT) that the region is strongly committed to. We are suggesting that the Household Survey be funded due to the value that the data provides to our regional planning efforts. The amount of funds allocated to Local Projects in Step 2 has been reduced to reflect the two programs that have historically been a part of the Local Projects: the Pedestrian and Bicycle Program and the Regional Bridge Program. The amount that was previously shown for local projects (\$24.2M) included bike and pedestrian projects as well as Willamette River Bridge projects.

The County is proposing that MTIP funds provide \$4M per year for 20 years to allow us to bond \$50M for the Sellwood Bridge. If we have not secured the remainder of the funding for the Sellwood Bridge by the end of the next transportation reauthorization bill (FY15), we would propose that the region reallocate the reserved funding to the Willamette River Bridges. Projects on the other Willamette River Bridges would be prioritized using the same criteria that are used by federal and state processes using structural and functional measures. See table on reverse side of this document.

Karen Schilling  
Planning Director



<b>Revenue Source or Program</b>	<b>Revenues</b>	<b>Potential Allocation</b>
<b>Forecast of Funding Available</b>	<b>\$67.80</b>	
Existing HCT Bond Payment		\$18.60
Metro Administered Programs		\$14.52
Regional Bridge Program (Sellwood Bridge)		\$8.00
Pedestrian and Bicycle Program		\$6.00
<b>Subtotal</b>		<b>\$47.12</b>
<b>Remaining balance</b>	<b>\$20.68</b>	
Additional HCT bonding		\$7.40
Lake Oswego — Portland Corridor HCT Development		\$4.00
Next Corridor Study		\$0.50
Household Survey		\$0.35
RTO — Safety Program		\$1.00
RTO — New Phase of Life		\$0.60
RTO — Expand Employer Outreach		\$0.70
TOD		\$1.00
Local Project inflation offset for Step 2		<u>\$1.45</u>
<b>Subtotal of Potential Allocations</b>		<b>\$7.75</b>
<b>Remaining Balance for Step 2</b>	<b>\$12.93</b>	



DATE: February 18, 2008  
TO: TPAC and Interested Parties  
FROM: Ted Leybold, MTIP Manager  
SUBJECT: Technical evaluation of Step 2 project applications

\* \* \* \* \*

As part of the adoption of the 2010-13 MTIP Policy report, technical staff were directed to update the technical evaluation of the process for the allocation of regional flexible funds. The report requested staff to propose a technical evaluation that reduced the number of solicitation categories and change from a modal-based evaluation to an outcomes-based evaluation.

JPACT requested to review the new solicitation categories and the weighted scoring of the associated measurement categories. A summary matrix of this information is attached for TPAC review and recommendation.

There are four solicitation categories: regional mobility corridors, mixed-use area implementation, industrial and employment area implementation, and environmental enhancement and mitigation replacing the thirteen modal categories of the previous allocation process. An application will be evaluated in one of these solicitation categories.

Technical measures have been developed and grouped into one of six measurement categories. Each measurement category is weighted differently between solicitation categories, relative to the purpose and objectives of the solicitation category. TPAC is requested to recommend this technical evaluation framework for approval by JPACT.

A supplemental mailing early next week will provide TPAC members with the specific draft technical measures proposed for use within this evaluation framework. The mailing will occur as soon as staff has the opportunity to update the technical measures with consideration of changes suggested at the April 17<sup>th</sup> TPAC workshop. Further comments on the technical measures are also welcome at the April 25<sup>th</sup> TPAC meeting.



**2010-13 RFF Solicitation Categories and Relative Weighting of Measurement Categories  
For TPAC Action**

<b>Measurement categories</b>	<b>Solicitation categories</b>			
	<b>Regional mobility corridors</b>	<b>Mixed-use area implementation</b>	<b>Industrial and employment area implementation</b>	<b>Environmental enhancement and mitigation</b>
<b>Compact urban form and economic opportunity</b>	<b>15%</b>	<b>55%</b>	<b>35%</b>	<b>N/A</b>
<b>System reliability</b>	<b>50%</b>	<b>10%</b>	<b>30%</b>	<b>N/A</b>
<b>Options for underserved populations</b>	<b>5%</b>	<b>5%</b>	<b>5%</b>	<b>N/A</b>
<b>Enhance Safety</b>	<b>20%</b>	<b>20%</b>	<b>20%</b>	<b>N/A</b>
<b>Environmental stewardship</b>	<b>5%</b>	<b>5%</b>	<b>5%</b>	<b>100%</b>
<b>Support project/program types with limited funding sources</b>	<b>5%</b>	<b>5%</b>	<b>5%</b>	<b>N/A</b>

**DATE:** April 17, 2008

**TO:** Transportation Policy Alternatives Committee

**FROM:** Rian Windsheimer, ODOT – Region 1  
Policy and Development Manager

**SUBJECT:** 2010-2013 State Transportation Improvement Program (STIP) Update

### **Background**

Every two years, ODOT coordinates a public involvement process to help the department determine how best to allocate funding for transportation projects statewide. Most STIP updates involve adding additional funding and two years of projects to the current four-year STIP. JPACT's role is to recommend specific projects to receive the added funding within Metro's boundary.

This update is different. Funding for the statewide modernization program is being reduced rather than increased. In Region 1, \$26 million has been cut from the current 2008-2011 STIP to offset a legislative mandate, rising costs and lower than expected gas tax receipts. In addition, less modernization funds will be available in 2010-2013 because debt payments begin on the OTIA bond program. The result is Region 1's Modernization Program has been cut \$26 million and only \$15 million, or \$7.5 million per year, of new modernization funds will be added to the STIP in 2012-2013.

### **Addressing the Reductions**

Most ACTs and MPOs around the state are recommending that their allocation of modernization funds in 2012-2013 be used to restore funding cut from project in the 2008-2011 STIP, which was just approved by the OTC in November and accepted by FHWA in January, rather than adding new projects. Region 1 is recommending JPACT and the Northwest ACT take the same approach.

In reviewing the projects JPACT recommended for cuts in February (see attachment), two are located within the MPO boundary; Delta Park Phase II and US 26: 185<sup>th</sup> to Cornell. At that time, JPACT recommended reducing construction funding for the *US 26:185<sup>th</sup> to Cornell* project by about \$15 million, but kept enough funding on the project to complete all environmental and preliminary engineering work with the expectation that funding would need to be restored through the 2010-2013 STIP to construct the project. Delta Park Phase II funding was reduced by approximately \$5.8m, leaving enough funding to continue planning and/or protective ROW purchases to keep the project moving. \$15m is not enough to construct Delta Park Phase II.

Funding reductions made to projects outside of the MPO were accommodated through the reduction of project scopes and the efficient management of alternate funding sources. In the case of Vener Lane to Paha Loop, a safety project was completed with a remaining balance of \$1.7m in modernization funds. The savings of modernization funds were made possible by

Region 1's successful request to use safety dollars earmarked for "Lane Departure Safety Projects." Region 1 plans to continue seeking state and federal safety funds for improvements around the region, including future safety improvements to US 26 on Mt. Hood.

**JPACT Action Needed in May**

JPACT has already made a recommendation on where to cut \$26 million of modernization funding from the current 2008-2011 STIP. JPACT now needs to make a recommendation on how to allocate the \$15 million added in 2012-2013.

Region 1 recommends that the \$15 million of 2012-2013 modernization funds be used to restore funding to the *US 26:185<sup>th</sup> to Cornell* project. Washington County has agreed to make a \$3 million dollar commitment of local funds to the project if STIP funding is restored.

The requested action at the May 8<sup>th</sup> JPACT meeting is to recommend a 100% list to take out for public comment as part of the 2010-13 STIP update process.

## **RECOMMENDED ODOT REGION 1 MODERNIZATION REDUCTIONS**

### **ODOT Region 1 Recommendation for \$26.04m Reduction**

<b><u>Project Name</u></b>	<b><u>Recommended Reduction</u></b>	<b><u>Action</u></b>
Hwy 26 (Cornell to 185 <sup>th</sup> )	\$14.481	Use remaining funds to Complete PE
I-5: Victory to Lombard II	\$5.781	Use \$1.2m for ROW and/or Scoping
Springwater	\$1.0	Savings - Change to Scope
Glencoe Improvements	\$3.117	Savings - Change to Scope
Veneer Lane to Paha Loop	\$1.661	Cut Remaining Balance
	-----	
	\$26.040	

#### **Hwy 26 – Cornell to 185<sup>th</sup>**

The project has approximately \$1.1m in federal earmarked funds and the additional local funding necessary to complete all environmental and preliminary engineering work on schedule for construction in 2010-2013 STIP. Funding would need to be restored through the 2010-2013 STIP process or other sources to go to construction.

#### **I-5: Victory to Lombard Phase II**

The proposed reduction leaves \$1.219m in the STIP for protective ROW purchase and/or preliminary project development work.

#### **Springwater**

The remaining STIP funding is sufficient to design and construct the identified ODOT improvements to the existing at-grade intersection in coordination with the City of Gresham's improvements and complete the Interchange Area Management Plan.

#### **Glencoe Road Reconstruction**

The funds remaining in the STIP for Glencoe Road are sufficient to complete the Glencoe Interchange IAMP and environmental work, and to reimburse Washington County's funds for improvements to Glencoe Road.

#### **US26: Veneer Lane to Paha Loop**

This funding was originally designated for improvements between Langensand and Brightwood. Some of these funds were leveraged with type specific safety dollars for improvements to the corridor, including cable barrier and rumble strips. These funds represent the remaining balance.

**DATE:** April 17, 2008  
**TO:** Transportation Policy Alternatives Committee  
**FROM:** Rian Windsheimer, ODOT – Region 1  
Policy and Development Manager  
**SUBJECT:** Senate Bill 566 & Statewide Transportation Improvement Program Report

**Project List Development**

Senate Bill 566, passed by the Oregon Legislature in 2007, directs the OTC to “... conduct a study to evaluate Oregon’s highway system, with input from highway users, local governments and the Federal Highway Administration. The purpose of the study is to identify specific highway projects required to reduce traffic congestion, improve freight mobility and enhance safety.”

In order to be responsive to the legislature, the ODOT’s Deputy Director has asked Region 1 to provide a list of highway projects that the Region would be able to deliver if we assumed a \$52 million annual allocation of modernization program funds over the 2010 to 2015 timeframe. In identifying modernization and operations projects for consideration, ODOT and its partners must utilize the OTC approved STIP criteria and eligibility factors (attached), as well as demonstrate that:

- 1) The project reduces traffic congestion, improves freight mobility and enhances safety;
- 2) The projects identified for construction must meet STIP project readiness criteria by the end of the 2016 fiscal year; and
- 3) The transportation improvements identified for development must meet the project readiness criteria by 2022.

**Large Unfunded Projects**

Region 1 has also been asked to work with partners to identify large modernization projects that are beyond the scope of the \$52 million / per year allocation. Such large projects must be expected to cost at least \$100 million and be identified in a local Transportation System Plan and/or Regional Transportation Plan.

The projects identified for inclusion on this list do not have to meet other STIP criteria.

**Next Steps**

Region 1 will be preparing a straw list of projects to start the discussion at the next TPAC meeting. A special TPAC is being planned for May 2<sup>nd</sup> to accommodate additional discussion, as we concurrently work with local jurisdictions, the Oregon Freight Advisory Committee (OFAC) and others to develop a recommended list of projects. We anticipate discussion of the potential SB 566 projects at the May 9<sup>th</sup> JPACT, with additional discussion and approval to occur at the Special Joint Policy Advisory Committee on Transportation (JPACT) meeting on May 22.

In order to meet the SB 566 mandate, Region 1 must submit its list of projects by May 31, 2008.



**Project Eligibility Criteria and Prioritization Factors  
For the 2010-2013 Development STIP and Construction STIP  
Eligibility Criteria**

Development STIP Major projects	Construction STIP		
	Modernization projects	Preservation projects	Bridge replacement/rehabilitation projects
<p>Development work on major projects may be eligible for funding if it:</p> <ul style="list-style-type: none"> <li>◆ Supports the definition of "Development STIP" approved by the Oregon Transportation Commission</li> <li>◆ Addresses an unmet transportation need in the applicable acknowledged transportation system plan(s) (TSP) or, in the absence of an applicable acknowledged TSP(s), the applicable acknowledged comprehensive plan and any applicable adopted TSP(s). or Addresses project need, mode, function and general location for a transportation need identified in an acknowledged TSP. or Is identified as a project of statewide significance or as a federal discretionary project.</li> <li>◆ Has funding adequate to complete the identified milestone.<sup>1</sup></li> </ul>	<p>Modernization projects may be eligible for funding if they:</p> <ul style="list-style-type: none"> <li>◆ Are consistent with the applicable acknowledged transportation system plan (TSP) or, in the absence of an applicable acknowledged TSP, the applicable acknowledged comprehensive plan and any applicable adopted TSP.<sup>5</sup></li> <li>◆ Are consistent with the Oregon Highway Plan policy on Major Improvements (Policy 1G, Action 1.G.1), where applicable.<sup>6</sup></li> </ul>	<p>Pavement Preservation projects may be eligible for funding if they:</p> <ul style="list-style-type: none"> <li>◆ Are identified through the Pavement Management System process.<sup>12</sup></li> </ul>	<p>Bridge replacement and rehabilitation projects may be eligible for funding if they:</p> <ul style="list-style-type: none"> <li>◆ Are identified through the Bridge Management System process.<sup>16</sup></li> <li>◆ Are improvements or work needed to rebuild or extend the service life of existing bridges and structures (includes replacement of an existing bridge).</li> </ul>

<sup>1</sup> To the extent that legislative action (e.g., HB 2041) applies, the criteria in the legislation will control in the event of a conflict.

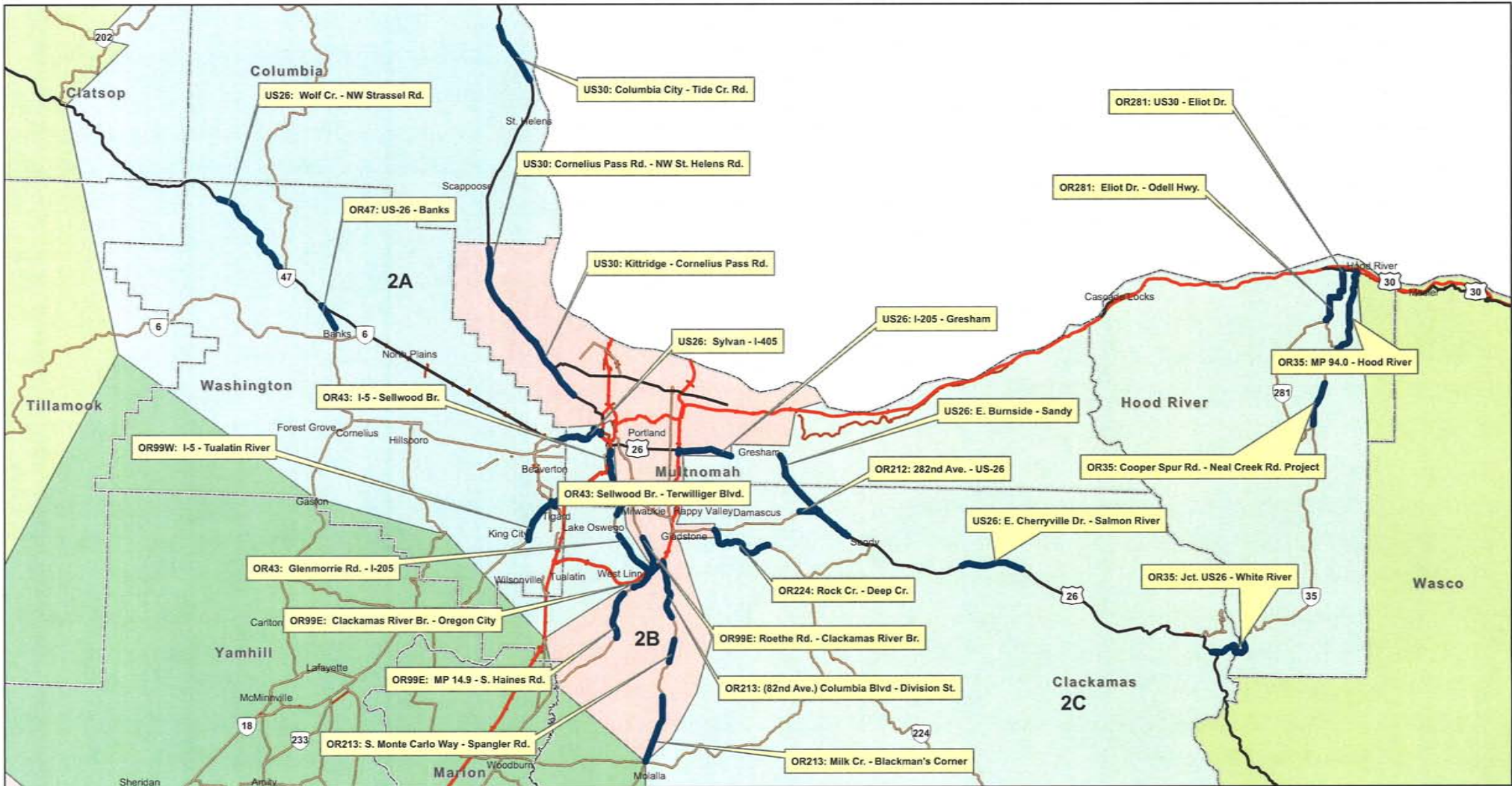
**Prioritization Factors**  
**Used to Select Projects for Funding from the Pool of Eligible Projects**

<b>Development STIP</b> Major projects	<b>Construction STIP</b>		
	<b>Modernization projects</b>	<b>Preservation projects</b>	<b>Bridge replacement/rehabilitation projects</b>
<p>Priority shall be given to:</p> <ul style="list-style-type: none"> <li>◆ D-STIP project suitability (an assessment of the level of work completed to achieve the planned D-STIP milestone).</li> <li>◆ Projects that best support the policies of the Oregon Highway Plan.<sup>2</sup></li> <li>◆ Projects that have already completed one or more D-STIP milestones.</li> <li>◆ Projects that have funding identified for development or construction<sup>3</sup></li> <li>◆ Major Modernization Projects that leverage other funds and public benefits.<sup>4</sup></li> </ul>	<p>Priority shall be given to:</p> <ul style="list-style-type: none"> <li>◆ Project readiness (an assessment of the likelihood of a project getting to construction in the timeframe contemplated).<sup>7</sup></li> <li>◆ Projects that best support the policies of the Oregon Highway Plan.<sup>8</sup></li> <li>◆ Projects that support freight mobility.<sup>9</sup></li> <li>◆ Projects that leverage other funds and public benefits.<sup>10</sup></li> <li>◆ Class 1 and 3 projects that have completed an environmental milestone of a Record of Decision (ROD) or Finding of No Significant Impact (FONSI) (see footnote for Class 2 projects).<sup>11</sup></li> </ul>	<p>Priority shall be given to:</p> <ul style="list-style-type: none"> <li>◆ Project readiness (an assessment of the likelihood of a project getting to construction in the timeframe contemplated).<sup>13</sup></li> <li>◆ Projects that best support the policies of the Oregon Highway Plan.<sup>14</sup></li> <li>◆ Projects that leverage other funds and public benefits.<sup>15</sup></li> </ul>	<p>Priority shall be given to:</p> <ul style="list-style-type: none"> <li>◆ Projects that support the approved Bridge Options Report. (This prioritization factor is not intended to limit bridge projects to those identified in the Bridge Options Report, but to give priority to those identified in the report.)<sup>17</sup></li> <li>◆ Projects that best support the policies of the Oregon Highway Plan.<sup>18</sup></li> <li>◆ Projects that support freight mobility.<sup>19</sup></li> <li>◆ Project readiness (an assessment of the likelihood of a project getting to construction in the timeframe contemplated).<sup>20</sup></li> <li>◆ Projects that leverage other funds and public benefits.<sup>21</sup></li> </ul>

Materials following this page were distributed at the meeting.

Measurement Categories	Solicitation Categories		
	Corridors	Mixed-use area implementation	Industrial areas and Intermodal Connectors
Efficient and Compact Urban Form	<b>15</b>	<b>60</b>	<b>10</b>
Economic Competitiveness/System Reliability and Efficiency	<b>50</b>	<b>10</b>	<b>60</b>
Transportation Choices	<b>5</b>	<b>5</b>	<b>5</b>
Safety	<b>20</b>	<b>20</b>	<b>20</b>
Environmental Stewardship and Human Health	<b>5</b>	<b>5</b>	<b>5</b>
Totals	<b>95</b>	<b>100</b>	<b>100</b>

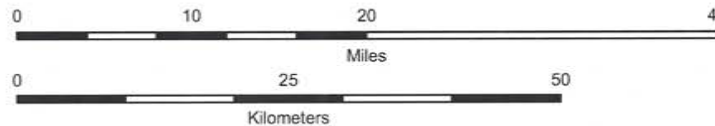
PROPOSED ODOT - REGION 1 PRESERVATION PROJECTS FOR 2010 -2013 STIP CYCLE										
PROJECT NAME	COUNTY	PROJECTED ROADWAY TREATMENT	BEG MP	END MP	LENGTH	LANE MILES (LM)	URBAN LM	RURAL LM	AVERAGE DAILY TRAFFIC	FORECASTED CONDITION IN 2012-13
OR43: Glenmorrie Rd. - I-205	Clackamas	2" INLAY / 2" OVLY	7.60	11.10	3.50	7.94	7.9		21,000	POOR
OR99E: Roethe Rd. - Clackamas River Br.	Clackamas	2" INLAY / 2" OVLY	9.19	11.12	1.83	7.52	7.5		37,000	POOR
OR99E: Clackamas River Br. - MP 14.0 (Oregon City)	Clackamas	INLAY+REPAIR	11.26	14.00	2.29	9.49	9.5		27,000	POOR
OR99E: MP 14.9 - S. Haines Rd.	Clackamas	2" INLAY (FULL WD)	14.90	18.62	3.72	14.04		14.0	17,000	DROP TO POOR
OR213: S. Monte Carlo Way - Spangler Rd.	Clackamas	3" OVERLAY	6.00	7.75	1.75	3.50		3.5	17,000	LOW FAIR
OR213: Milk Cr. - Blackman's Corner	Clackamas	3" OVERLAY	10.90	16.10	5.20	10.40		10.4	12,000	LOW FAIR
OR224: Rock Cr. - Deep Cr.	Clackamas	3" OVERLAY	8.15	13.90	5.75	11.59		11.6	12,000	POOR
OR212: 282nd Ave. - US-26	Clackamas	2" INLAY / 2" OVLY	7.07	8.87	1.80	3.60		3.6	11,000	LOW FAIR
US26: E. Cherryville Dr. - Salmon River	Clackamas	2" OVERLAY	32.47	37.20	4.73	18.92		18.9	13,000	LOW FAIR
OR35: Jct. US26 - White River	Hood River	4" OVERLAY	57.20	61.50	4.30	10.98		11.0	1,500	POOR
OR35: Cooper Spur Rd. - Neal Creek Rd.	Hood River	2" INLAY (FULL WD)	84.96	91.55	3.34	8.01		8.0	3,800	LOW FAIR
OR281: US30 - Eliot Dr. (Hood River Section)	Hood River	2" INLAY (FULL WD)	0.00	1.24	1.19	4.22	4.2		10,000	POOR
OR35: MP 94.0 - Hood River	Hood River	2" INLAY (FULL WD)	94.00	101.82	7.35	19.23		19.2	6,000	DROP TO POOR
OR281: Eliot Dr. - Odell Hwy.	Hood River	2" OVERLAY	1.24	5.09	3.85	7.70		7.7	7,500	POOR
US26: Sylvan - I-405	Multnomah	2" INLAY (FULL WD)	71.53	73.94	2.41	12.18	12.2		130,000	LOW FAIR
US30: Columbia City - Tide Cr. Rd.	Columbia	2" INLAY / 2" OVLY	31.75	36.53	4.78	9.56		9.6	10,000	POOR
OR43: I-5 - Sellwood Br.	Multnomah	2" INLAY (FULL WD)	0.60	2.79	2.13	8.36	8.4		30,000	POOR
OR43: Sellwood Br. - Terwilliger Blvd.	Multnomah	LVL+2" OVERLAY	2.79	5.79	3.00	9.77	9.8		22,000	POOR
OR213: (82nd Ave.) Columbia Blvd - Division St.	Multnomah	PARTIAL REBUILD	0.00	4.20	4.20	16.03	16.0		23,000	DROP TO POOR
US26: E. Burnside - Sandy	Multnomah	2" INLAY (TRVL LNS)	14.18	22.49	8.31	33.04		33.0	25,000	DROP TO POOR
US30: Cornelius Pass Rd. - NW St. Helens Rd.	Multnomah	2" INLAY (TRVL LNS)	13.12	17.90	4.78	19.22		19.2	20,000	LOW FAIR
US30: Kittridge - Cornelius Pass Rd.	Multnomah	2" INLAY / 2" OVLY 2" OVERLAY	3.92	13.12	8.81	35.24	35.2		25,000	LOW FAIR
US26: I-205 - Gresham	Multnomah	REBUILD	5.75	9.96	4.11	8.47	8.5		21,000	DROP TO POOR
US26: Wolf Cr. - NW Strassel Rd.	Washington	2" INLAY (FULL WD)	37.40	44.90	7.50	20.12		20.1	7,000	LOW FAIR
OR99W: I-5 - Tualatin River	Washington	PARTIAL REBUILD	7.47	12.20	4.73	19.28	19.3		45,000	POOR
OR47: US-26 - Banks	Washington	THK OVERLAY	80.83	82.85	2.02	3.91		3.9	2,800	VERY POOR



OREGON DEPARTMENT OF TRANSPORTATION

## Proposed Region 1 Candidate Projects for the 2010-2013 STIP Cycle

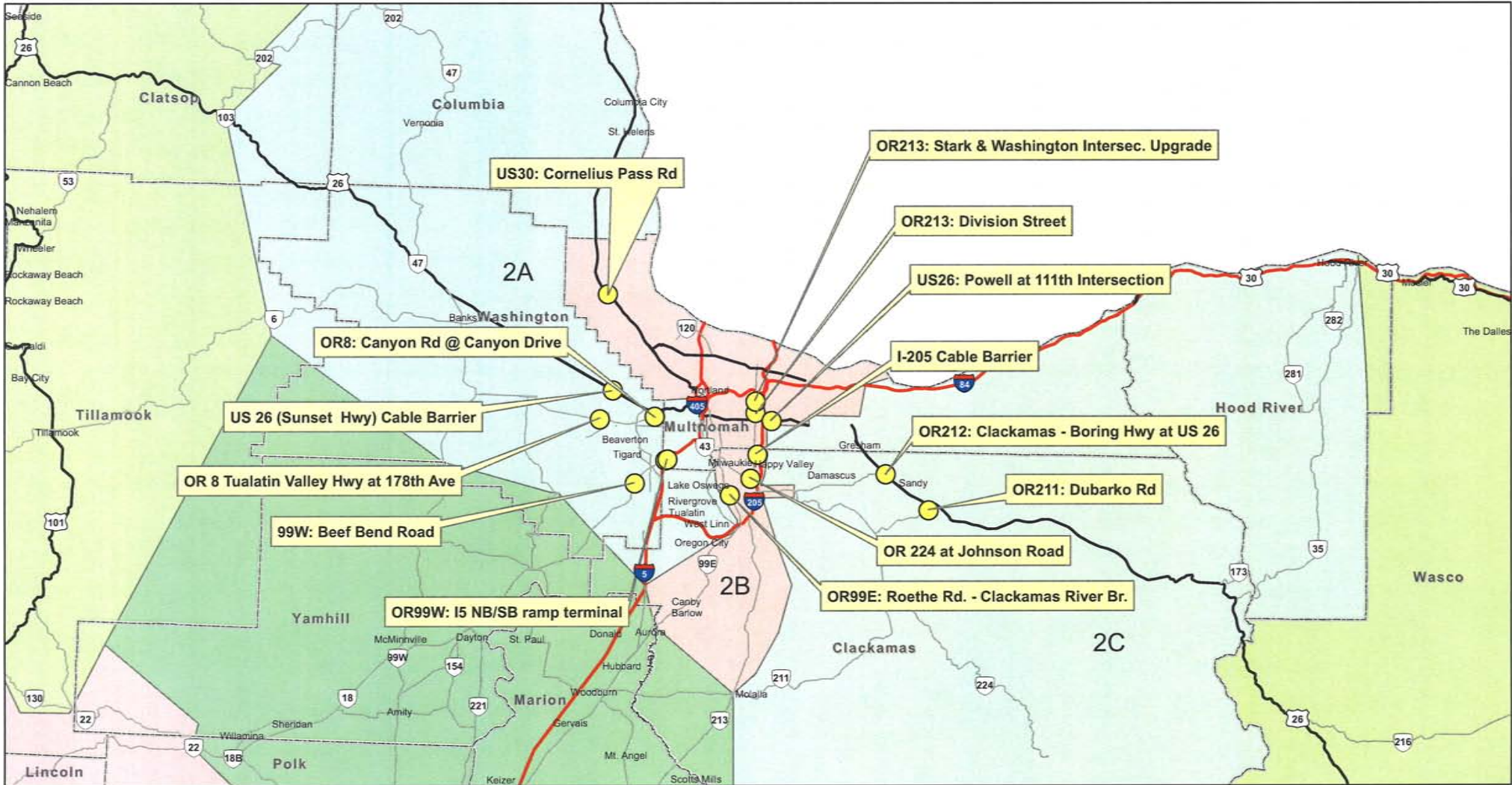
Preservation Projects



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PROPOSED ODOT - REGION 1 SAFETY IMPROVEMENTS PROJECTS FOR 2010 -2013 STIP CYCLE		
PROJECT NAME	JURISDICTION	WORK TYPE
OR 8 Tualatin Valley Hwy at 178th Ave	Beaverton	Pedestrian Improvements and Illumination
US 26 (Sunset Hwy) Cable Barrier	Beaverton	Install Cable Barrier
I-205 Cable Barrier	Clackamas County	Install Median Cable Barrier in missing sections
OR 224 at Johnson Road	Clackamas County	Add lane and improve signals and signage
OR212: Clackamas -Boring Hwy at US 26	Clackamas County	Striping and intersection improvements on over pass and NB on and off ramp
OR99E: Roethe Rd. - Clackamas River Br.	Gladstone/Milwaukie	Signal interconnection between Naef Road (MP 8.99) and Arlington St (MP11.02)
US 30: Lower Columbia River Hwy. At Cornelius Pass Road	Multnomah County	Intersection channelization and signal improvements
OR213: Division Street	Portland	Signal improvements/access management
OR213: Cascade Highway at Stark/Washington Streets (Portland.)	Portland	Signal improvements/access management
OR99W: I-5 On Ramps	Tigard	Lane and signal modifications
I-5: 99W North Bound Off Ramp	Tigard	Lane and signal modifications
99W: Beef Bend Road	Tigard	South Bound right turn lane
OR211:Eagle Creek-Sandy Highway at Dubarko Road (Sandy)	Sandy	Intersection improvement and channelization at Dubarko
Safety Reserve	Various	

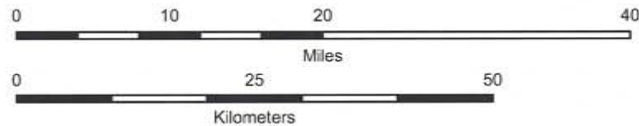
**NOTE:** Proposed projects are currently being scoped for cost estimates.



OREGON DEPARTMENT OF TRANSPORTATION

## Proposed Region 1 Candidate Projects for the 2010-2013 STIP Cycle

Safety Projects



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## Performance-Based Growth Management Draft Guiding Principles

1. The new growth management approach should be outcome-oriented, with the outcomes endorsed through regional commitment to a definition of performance or outcome.
2. The new approach should be transparent, allowing for explicit weighing of community values and desired outcomes.
3. Performance or outcome should be defined in a way that is readily measurable and has clear cause-and-effect linkages with policy choices.
4. A combination of measures will be used to assess progress toward meeting the region's goals and will inform decisions about which policy tools are needed to achieve the desired outcomes.
5. Measurements should accommodate local aspirations and should support equitable outcomes across the region while also achieving region-wide goals.
6. The new approach will link performance measures reporting directly with growth management decisions.
7. The new approach should rely on an integrated set of policy and financial tools, including public investments, land supply decisions, local zoning and other strategies.
8. Strategies should be aligned at the regional, local, state and federal level to support progress toward achieving the outcomes desired for the region and to effectively leverage private investment.
9. Changes to state statute and administrative rules may be needed to fully implement this approach.

### Work Schedule

Work Component	Spring 2008	Summer / Fall 2008	Winter / Spring 2009	Summer / Fall 2009	Winter / Spring 2010	Summer / Fall 2010	Winter / Spring 2011	Summer / Fall 2011
Introduce concept	Concept reviewed by MTAC, MPAC, various stakeholder							
Define successful outcomes	Adoption of a resolution that defines successful outcomes & states an intent to create a growth management system guided by those outcomes	Refine a list of performance indicators that gauge progress towards desired outcomes						
Illustrate the likely outcomes of different policy choices	Cause & effect scenarios - report on the effects of different policy choices	Cause & effect scenarios - report on the effects of different policy choices	Hybrid scenarios - report on the outcomes of different combinations of local and regional strategies	Preferred scenario – report on the outcomes of a preferred combination of local and regional strategies				
Document past and future trends and discuss how the region should respond		Report on past trends and future choices in the context of mega-trends such as fuel shortages, demographic changes, and global warming.						
Design a framework for collaborative decision-making		Develop a process for collaborative decision making	Agreement on a new decision making process, performance targets and decision triggers					
Implementation (growth management decisions, monitoring, adaptation)				Agreement to implement the local and regional actions that are contemplated in the preferred scenario	Implementation, monitoring, adaptation			

## Performance –Based Growth Management

### Comparison of growth management systems

CURRENT SYSTEM	PERFORMANCE-BASED SYSTEM
Focuses on land supply as primary determinant of whether region is achieving its growth management objectives	Evaluates multiple characteristics of great communities against benchmarks to determine urban performance
Uses a state-mandated list of performance indicators (e.g. refill rate, sales price of vacant land) that does not have an intuitive relationship with the region's goals.	Uses performance indicators that describe whether or not the region's goals are being met, illustrating people's everyday experiences (e.g. average commute time) and pressing concerns (e.g. greenhouse gas emissions).
Driven by state requirements	Designed to support shared local and regional aspirations and to respond to market and other global conditions
Relies primarily on a single tool: management of the urban growth boundary by Metro	Relies on coordinated use of multiple tools, including public investment and local zoning as well as land supply decisions (including urban and rural reserves as well as the UGB itself). Leverages public and private investments.
Cyclical (statutory five-year UGB cycle)	Adapts to changing circumstances on a more frequent basis, driven by performance indicators
Focuses on Metro Council land use actions	Involves collaboration with and empowerment of multiple actors, including local governments, school and special districts, and private developers, as well as Metro Council.
Focuses on point forecasts of 20-year land need	Recognizes uncertainty of long-range forecasts
Burdened by past experience (must demonstrate future will be different)	Past informs future experience and incorporates relevant information on emerging trends