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: May 30, 2008

TIME: 9:30 A.M.

PLACE: Metro Regional Center, 370A/B

9:30 AM	**1.**		Call to Order and Declaration of a Quorum	Richard Brandman
9:30 AM	**2.**		Citizen Communications to TPAC on Non-Agenda Items	
9:35 AM	**3.**	*	Approval of TPAC Minutes for April 25, 2008 and May 2, 2008	Richard Brandman
9:40 AM	**4.**		Future Agenda Items • ODOT Safety, Preservation & Bridge Programs • Bicycle Transportation Study	Richard Brandman
	5.		**ACTION ITEMS**	
9:40 AM	**5.1**	*	Resolution No. 08-3952, For the Purpose of Amending the 2008-09 Unified Planning Work Program and the 2008-11 Metropolitan Transportation Improvement Program to Allocate Intelligent Transportation System Program Funds to the PORTAL Achieved Data User Services Project – RECOMMENDATION TO JPACT RECOMMENDED	Deena Platman
	6.		**INFORMATION/ DISCUSSION ITEMS**	
9:50 AM	**6.1**	*	Portland – Milwaukie Light Rail Locally Preferred Alternative – INFORMATION	Bridget Wieghart
10:10 AM	**6.2**	#	Columbia River Crossing Locally Preferred Alternative – INFORMATION	Tom Markgraf
10:30 AM	**6.3**	*	High Capacity Transit System Plan – INFORMATION	Tony Mendoza
10:50 AM	**6.4**	#	TriMet 2009 Transit Investment Plan – INFORMATION	Alan Lehto
11:20 AM	**6.5**	#	RTP Performance measures framework – INFORMATION	Kim Ellis Deena Platman
11:45 AM	**7.**		ADJOURN	Richard Brandman

* 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.

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1916 | FAX 503 797 1930

METRO

TRANSPORTATION POLICY ALTERNATIVES COMMITTEE
April 25, 2008
Metro Regional Center, 370A/B

MEMBERS PRESENT	AFFILIATION
Jack Burkman	WASDOT
Sorin Garber	Citizen
Elissa Gertler	Clackamas County
Nancy Kraushaar	City of Oregon City/Cities of Clackamas County
Alan Lehto	TriMet
Keith Liden	Citizen
Mike McKillip	City of Tualatin/Cities of Washington County
Dave Nordberg	DEQ
Ron Papsdorf	City of Gresham
John Reinhold	Citizen
Karen Schilling	Multnomah County
Satvinder Sandhu	FHWA
Sreya Sarkar	Citizen
Paul Smith	City of Portland
Rian Windsheimer	ODOT

MEMBERS ABSENT	AFFILIATION
Bret Curtis	Washington County
John Hoefs	C-TRAN
Susie Lahsene	Port of Portland
Dean Lookingbill	SW Washington RTC
Louis A. Ornelas	Citizen
April Siebenaler	Citizen

ALTERNATES PRESENT	AFFILIATION
Andy Back	Washington County
Robin McCaffrey	Port of Portland

STAFF
Andy Cotugno, Kim Ellis, Ted Leybold, Caleb Winter, Ted Reid, Christina Deffebach, Kelsey Newell

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Andy Cotugno declared a quorum and called the meeting to order at 9:38 a.m.

2. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

Ms. Karen Schilling stated that Mr. Mike Lynch would replace Mr. Ed Abrahamson as Multnomah County's new TPAC Alternate. Mr. Ed Abrahamson has retired.

3. APPROVAL OF TPAC MINUTES FOR MARCH 28, 2008

MOTION: Mr. John Reinhold moved, Ms. Elissa Gertler seconded, to approve the March 28, 2008 meeting minutes.

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

4. FUTURE AGENDA ITEMS

Future agenda items were not discussed.

5. ACTION ITEMS

5.1 Metropolitan Transportation Improvement Program (MTIP) – Step1: Recommendation

Chair Cotugno briefly overviewed Resolution No. 08-3942, which allocates Metropolitan Transportation Improvement Program (MTIP) regional flexible funds to regionally administered programs.

MOTION #1: Mr. Paul Smith moved, Mr. Andy Back seconded, to approve the recommend base allocations as follows:

Revenue Source or Program	Revenues	Potential Allocation
Forecast of Funding Available	**$67.800**	
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	**$0.777**	

AMENDMENT #1: Mr. Ron Papsdorf moved to remove the additional HCT bonding for $7.4 million to the Milwaukie Light Rail and Commuter Rail from the recommended base allocation list.

ACTION TAKEN ON AMENDMENT #1: With no second, amendment #1 failed.

AMENDMENT #2: Ms. Schilling moved, Mr. Sorin Garber seconded, to remove the Next Corridor funding allocation for $500,000 from the base allocation list.

Discussion: Chair Cotugno gave a brief historical overview of projects that have received funding through the Next Corridor allocation category. Ms. Nancy Kraushaar strongly supported the corridor studies and supported keeping the Next Corridor category on the base allocation list.

ACTION TAKEN ON AMENDMENT #2: With two in favor (Schilling and Garber) and 14 opposed, amendment #2 failed.

ACTION TAKEN ON MOTION #1: With all in favor to approve the base allocation, motion #1 passed unanimously.

MOTION #2: Mr. Papsdorf moved, Mr. Dave Nordberg seconded, to allocate the remaining $777,000 balance to the Transit Oriented Development (TOD) Supplemental.

Discussion: The committee discussed the two-step process and whether regional programs should be allowed to request additional funding beyond the base allocation. Many members expressed concern with the limited funds for local jurisdictions in step two.

ACTION TAKEN ON MOTION #2: With eight in favor and seven opposed, motion #2 passed.

MOTION #3: Mr. Rian Windsheimer moved, Mr. Papsdorf seconded, to allocate $7.2 million from the Local Project Funding Reserve to a regional bike and pedestrian program to be administered through a cooperative intergovernmental process with the condition that funds be allocated for project implementation not administration and planning and called for review at a later date of the projects.

Discussion: The committee discussed whether allocating a regional program in the first step would protect or cap funding for worthy bike and pedestrian projects. Members were concerned with establishing an intergovernmental committee to review and allocate funding to programs without first defining project evaluation criteria. Additional discussion included concerns of local bike organizations, 2040 goals and performance measures and outcomes. Several members preferred selecting bike and pedestrian projects through local applications rather than by regional committees.

ACTION TAKEN ON MOTION #3: With three in favor (Windsheimer, Papsdorf, McCaffrey), twelve opposed (Reinhold, Schilling, Liden, Lehto, Smith, Nordberg, Gertler, Garber, Sarkar, McKillip, Back, Kraushaar) and one abstained (Burkman), motion #3 failed.

MOTION #4: Mr. Smith moved, Mr. Reinhold seconded, to allocate a minimum of $7.2 million as part of the Local Project Funding Reserve to stand alone pedestrian and bike projects through the step two local application process.

Discussion: The committee needed clarification on eligible bike and pedestrian projects (e.g. minimum project size and project focus).

ACTION TAKEN ON MOTION #4: With eight in favor (Reinhold, Schilling, Liden Lehto, Smith, Papsdorf, Nordberg, Windsheimer), seven opposed (Gertler, Garber, Sarkar, Back, McCaffrey, Kraushaar, McKillip) and one abstained (Burkman), motion #4 passed.

MOTION #5: Ms. Gertler moved, Ms. Kraushaar seconded, to allocate $4 million from the Local Project Funding Reserve to the Lake Oswego to Portland Environmental Impact Statement process.

Discussion: Mr. Dave Nordberg stated that the Lake Oswego to Portland streetcar project is one of the most effective air quality projects in regards to dollars spent per dollars saved. Mr. Papsdorf was concerned that allocating funds to this project prior to completing the HCT system plan may be premature. He emphasized that allocating additional funding for rail projects limits the available funding available for existing bus improvements, enhancement and expansion (e.g. operating and maintenance costs). Mr. Smith indicated that the City of Portland has agreed to match Metro funds for streetcar development through Johns Landing. Additional committee discussion included the Willamette Shore Line right of way, corridor congestion and ridership and project comparison.

ACTION TAKEN ON MOTION #5: With nine in favor (Kraushaar, Reinhold, Schilling, Nordberg, Burkman, Lehto, Windsheimer, Garber, Gertler) and seven opposed (McCaffrey, Back, Sarkar, McKillip, Liden, Smith, Papsdorf), motion #5 passed.

MOTION #6: Ms. Schilling moved, Ms. Gertler seconded, to allocate $4 million per year to the Sellwood Bridge for 20 years with the deadline to finalize the overall funding commitment for the project of 2013 at which time it is subject to reallocation.

Discussion: Members were concerned that the commitment severely limited available funds for local projects in step two.

ACTION TAKEN ON MOTION #6: With five in favor (Schilling, Liden, Papsdorf, Windsheimer, Gertler), ten opposed (Garber, Reinhold, Lehto, Smith, Nordberg, Kraushaar, Sarkar, Back, McKillip, McCaffrey) and one abstained (Burkman), motion #6 failed.

MOTION #7: Mr. Mike McKillip moved, Mr. Andy Back seconded, allow bridges to compete in the local application step of the process.

ACTION TAKEN ON MOTION #7: With all in favor and one abstained (Burkman), motion #7 passed.

MOTION #8: Mr. Smith moved, Mr. Alan Lehto seconded, to allow on-street bus and diesel retrofit projects to apply in step two of the application process.

ACTION TAKEN ON MOTION #7: With all in favor, motion #8 passed.

MOTION #9: Mr. McKillip moved, Mr. Smith seconded, that TOD or RTO not be allowed supplemental applications during step two.

ACTION TAKEN ON MOTION #9: With all in favor and one abstained, motion #9 passed.

MOTION #10: Mr. Back moved that the TSMO program may apply for additional funding in the second step of the application process.

ACTION TAKEN ON MOTION #10: With no second, motion #10 failed.

MOTION #11: Mr. Smith moved, Mr. Nordberg seconded, to approve Resolution No. 08-3942 with all of the above amendments incorporated.

ACTION TAKEN ON MOTION #11: With all in favor and one opposed (Abrahamson), motion #11 passed.

5.2 Metropolitan Transportation Improvement Program (MTIP) – Step 2: Local Distribution Ranking Criteria

Mr. Ted Leybold briefly overviewed the updates to 2010-13 regional flexible fund solicitation and relative weighting of measurement categories.

Mr. Robin McCaffrey distributed a draft discussion version of the solicitation categories chart that attempted to tie the categories to the RTP land use framework and to be outcomes-based.

MOTION: Mr. Reinhold moved, Mr. Keith Liden seconded, to recommend the framework to JPACT.

AMENDMENT #1: Ms. McCaffrey moved, Ms. Gertler seconded, to incorporate the term "economic opportunity" with the measurement reliability category and to shift the following percentages in the industrial and employment area implementation category:

	Solicitation categories			
Measurement categories	**Regional mobility corridors**	**Mixed-use area implementation**	**Industrial and employment area implementation**	**Environmental enhancement and mitigation**
Compact urban form and economic opportunity	**15%**	**55%**	**~~35%~~ 10%**	**N/A**
System reliability and Economic opportunity	**0**	**10%**	**~~30%~~ 55%**	**N/A**

ACTION ON AMENDMENT #1: With seven in favor and four opposed, the motion passed.

AMENDMENT #2: Ms. Kraushaar moved, Ms. Gertler seconded, to drop Green Streets projects from the environmental enhancement and mitigation category, leaving the emissions reduction and culvert and wildlife crossing tracks.

ACTION TAKEN ON AMENDMENT #2: With eleven in favor, one opposed (Reinhold) and one abstained (Burkman), amendment #2 passed.

AMENDMENT #3: Mr. Reinhold moved, Mr. Papsdorf seconded, to shift the environmental enhancement and mitigation category to the following:

	Solicitation categories			
Measurement categories	**Regional mobility corridors**	**Mixed-use area implementation**	**Industrial and employment area implementation**	**Environmental enhancement and mitigation**
Environmental stewardship	**5%**	**5%**	**5%**	~~**100%**~~ **95%**
Support project/program types with limited funding sources	**5%**	**5%**	**5%**	~~**N/A**~~ **5%**

ACTION TAKEN ON AMENDMENT #3: With eleven in favor, one opposed (Nordberg) and one abstained (Burkman), amendment #3 passed.

AMENDMENT #4: Mr. Reinhold moved, Mr. Papsdorf seconded to shift the environmental enhancement and mitigation category to the following:

	Solicitation categories			
Measurement categories	**Regional mobility corridors**	**Mixed-use area implementation**	**Industrial and employment area implementation**	**Environmental enhancement and mitigation**
Compact urban form and economic opportunity	**15%**	**55%**	**10%**	~~**N/A**~~ **5%**
Environmental stewardship	**5%**	**5%**	**5%**	~~**95%**~~ **90%**

ACTION TAKEN ON AMENDMENT #4: With six in favor and five opposed, amendment #4 passed.

AMENDMENT #5: Mr. Papsdorf moved shift the mixed-use area implementation and industrial and employment area and implementation categories for the following:

	Solicitation categories			
Measurement categories	**Regional mobility corridors**	**Mixed-use area implementation**	**Industrial and employment area implementation**	**Environmental enhancement and mitigation**
Compact urban form and economic opportunity	**15%**	~~**55%**~~ **60%**	~~**10%**~~ **15%**	**N/A**
System reliability	**50%**	~~**10%**~~ **15%**	~~**55%**~~ **60%**	**N/A**
Enhance Safety	**20%**	~~**20%**~~ **10%**	~~**20%**~~ **10%**	**N/A**

ACTION TAKEN ON AMENDMENT #5: With ten in favor, three opposed and one abstained, the amendment #5 passed.

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

5.3 Draft STIP Modernization Recommendation

Mr. Rian Windsheimer of ODOT provided a brief update on the 2010-13 Statewide Transportation Improvement Program (STIP). In February, JPACT made a recommendation to ODOT where to cut the required $26 million of modernization funding for the current 2010-13 STIP; among these projects was the US 26: 185th to Cornell project. ODOT Region 1 recommended that the 2010-13 modernization funds ($15 million) be used restored to the 185th to Cornell project.

MOTION: Mr. Windsheimer moved, Ms. Kraushaar seconded, to restore funding to the US 26: 185th to Cornell project into the draft STIP modernization program.

Discussion: Washington County is very supportive of this motion. The County has agreed to make a $3 million dollar commitment of local funds to the project if STIP funding is restored.

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

6. INFORMATION / DISCUSSION ITEMS

6.1 SB 566 Recommendation: Information for Special TPAC meeting on May 22nd

Senate Bill 566 has directed the Oregon Transportation Commission (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 require to reduced traffic congestion, improve freight mobility and enhance safety.

ODOT Region 1 has been asked to provide a list of highway projects that the region would be able to deliver with an anticipated $52 million annual allocation of modernization program funds for 2010-15.

Mr. Windsheimer indicated that a supplemental mailing with a draft list of projects would be e-mailed prior to the special TPAC meeting scheduled for May 2nd. Committee members were asked to submit projects to ODOT Region 1 as soon as possible.

6.2 Performance-based Growth Management Concept and Project Work Schedule

Chair Cotugno provided a brief introductions to the performance-based growth management; specifically highlighting the transportation and land use connections. Staff will provide a formal presentation at the next TPAC meeting.

7. ADJOURN

As there was no further business, Chair Cotugno adjourned the meeting at 12:06 p.m.

Respectfully submitted,

Kelsey Newell
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR APRIL 25, 2008
The following have been included as part of the official public record:

ITEM	TOPIC	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
5.2	Chart	N/A	Discussion draft of solicitation criteria handout distributed by Robin McCaffrey	042508t-01
5.3	Chart	N/A	Proposed ODOT Region 1 Preservation Projects for 2010-13 STIP Cycle	042508t-02
5.3	Map	4/2008	Map of Proposed Region 1 Candidate Projects for the 2010-2013 STIP Cycle	042508t-03
5.3	Chart	N/A	Proposed ODOT Region 1 Safety Improvement Projects for 2010-13 STIP Cycle	042508t-04
5.3	Map	4/2008	Map of Proposed Region 1 Candidate Projects for the 2010-13 STIP Cycle	032808t-05
6.1	Handout	N/A	Senate Bill 566 Project List	042508t-06
6.2	Chart	4/25/08	Performance-based Growth Management Draft Guiding Principles	042508t-07

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1916 | FAX 503 797 1930

METRO

TRANSPORTATION POLICY ALTERNATIVES COMMITTEE
May 2, 2008
Metro Regional Center, Council Chambers

MEMBERS PRESENT	AFFILIATION
Jack Burkman	WASDOT
Elissa Gertler	Clackamas County
Susie Lahsene	Port of Portland
Alan Lehto	TriMet
Mike McKillip	City of Tualatin/Cities of Washington County
Dave Nordberg	DEQ
Louis A. Ornelas	Citizen
Ron Papsdorf	City of Gresham
John Reinhold	Citizen
Satvinder Sandhu	FHWA
Karen Schilling	Multnomah County
Paul Smith	City of Portland
Rian Windsheimer	ODOT

MEMBERS ABSENT	AFFILIATION
Bret Curtis	Washington County
Sorin Garber	Citizen
John Hoefs	C-TRAN
Nancy Kraushaar	City of Oregon City/Cities of Clackamas County
Keith Liden	Citizen
Dean Lookingbill	SW Washington RTC
Sreya Sarkar	Citizen
April Siebenaler	Citizen

ALTERNATES PRESENT	AFFILIATION
Kenny Asher	City of Milwaukie/Cities of Clackamas County
Lynda David	SW Washington RTC

STAFF
Andy Cotugno, Ted Leybold, Ted Reid, Christina Deffebach, Kelsey Newell

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Andy Cotugno declared a quorum and called the meeting to order at 10:05 a.m..

2. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

There were none.

3. FUTURE AGENDA ITEMS

Future agenda items were not discussed.

4. ANNOUNCEMENTS

4.1 Regional Transportation Plan (RTP) Performance Measures Work Group

Ms. Deena Platman of Metro briefly overviewed the Regional Transportation Plan (RTP) performance measures work group and membership. The work group focus has expanded from the mobility-related measures to a broader set of RTP monitoring performance measures that include equity and the environment. Given this expanded scope, Metro staff has invited additional TPAC members to join. Mr. Louis Ornelas volunteered to join.

4.2 Regional Transportation System Management and Operations (TSMO) Refinement Plan

Ms. Platman stated that the Transportation System Management and Operations (TSMO) policy work group would be established shortly. The work group will provide direction on the plan's mission, goals and objective; investment strategies and priorities; and financing. The work group will include both public and private sector organizations. TPAC members/alternates: Margaret Middleton, Louis Ornelas, Mike Lynch, John Reinhold, Paul Smith, Lidwien Rahman and representatives from TriMet and Washington County volunteered for the committee.

5. ACTION ITEMS

5.1 Senate Bill 566

Mr. Rian Windsheimer of ODOT provided information on Senate Bill 566 and the Statewide Transportation Improvement Program (STIP). Senate Bill 566 has directed the Oregon Transportation Commission (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 enhanced safety.

Mr. Windsheimer distributed three handouts: a draft list of projects inside and outside the MPO, a list of Region 1 modernization projects and a list of projects with estimated costs of over $100 million. (All handouts included as part of the meeting record.) He stated that the project lists were constructed using the project criteria and prioritization established through the recent STIP and RTP cycles. Committee members were encouraged to review and offer changes/substitutions to the project list.

Committee discussion included the US 26 at Glenco, Delta Park Phase 2 and I-5/I-84 projects, division of projects over $100 million dollars, the importance of supporting projects that can leverage local funding and Region's 1 project delivery timeline.

MOTION: Ms. Susie Lahsene moved, Ms. Karen Schilling seconded, to endorse the list in principle and request ODOT Region 1 to define appropriate level of project development funding to assign to the US 26 Springwater Interchange, US 26 Glenco Interchange and appropriate project development of projects in excess of $100 million (including the I-84/US 26 connector corridor study).

Discussion: Chair Cotugno recommended forwarding the complete ODOT Region 1 list to help illustrate the region's needs and limited available funding.

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

6. INFORMATION ITEMS

6.1 Performance-based Growth Management Concept and Project Work Schedule

Ms. Christina Deffebach and Mr. Ted Reid, both of Metro, provided information on the *Making the Greatest Places*' performance-based growth management concept and project work schedule. Ms. Deffebach overviewed Resolution No. 08-3940, which would affirm the definition of a "successful region" and commit Metro to work with regional partners to identify performance indicators and develop a decision-making process to create successful communities. She highlighted the detailed definition of a successful region and guiding performance-based growth management principles. The Metro Policy Alternatives Committee (MPAC) and the Metro Council are scheduled to take action on the resolution in May and June respectively.

This process will provide a resource/tool for defining the region's capacity of the current and future expansion of Urban Growth Boundary (UGB). More information and study results will be available summer to fall 2008.

The committee recommended staff present a business plan at a future TPAC meeting as well as include language on "economic development of employment and industrial lands" and "employers" within the resolution. Staff indicated that TPAC's comments would be forwarded to the Metro Council.

In addition, members recommended staff presentation of a business plan at a later TPAC meeting.

7. ADJOURN

As there was no further business, Chair Cotugno adjourned the meeting at 12:00 p.m.

Respectfully submitted,

Kelsey Newell
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR MAY 2, 2008
The following have been included as part of the official public record:

ITEM	TOPIC	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
5.1	Chart	N/A	Projects in and outside of the MPO – chart with RTP IDs.	050208t-01
5.1	Chart	N/A	Projects in and outside of the MPO – UPDATED by ODOT Region 1. Chart does not include RTP IDs.	050208t-02
5.1	Chart	N/A	Chart of ODOT projects with an estimated cost of over $1 million.	050208t-03
5.1	Chart	N/A	ODOT Region 1 Modernization Projects	050208t-04
5.1	Handout	N/A	Inflation Factors for the 2010-13 State Transportation Improvement Program (STIP)	050208t-05
6.1	Handout	N/A	Resolution No. 08-3940	050208-06

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2008-09 UNIFIED PLANNING WORK PROGRAM AND THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM TO ALLOCATE INTELLIGENT TRANSPORTATION SYSTEM PROGRAM FUNDS TO THE PORTAL ARCHIVED DATA USER SERVICES PROJECT	)))	RESOLUTION NO. 08-3952 Introduced by Rex Burkholder

DRAFT

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects to receive transportation-related funding and the Unified Planning Work Program (UPWP) includes transportation planning activities of Metro and other area governments involved in transportation planning activities; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council must approve the MTIP and the UPWP and any subsequent amendments to allocate funding to projects; and

WHEREAS, the JPACT and Metro Council approved the 2008-11 MTIP on August 16, 2007 and the 2008-09 UPWP on April 17, 2008; and

WHEREAS, the 2008-11 MTIP established a $3,000,000 program fund for Intelligent Transportation System (ITS) projects and conditioned the allocation on project recommendations by TransPort Subcommittee to the Transportation Policy Alternatives Committee (TPAC); and

WHEREAS, TPAC supports the recommendation of the TransPort Subcommittee to the TPAC to allocate $203,000 to the PORTAL Archived User Data Service project to fund database management and enhancements; and

WHEREAS, this allocation of $203,000 is not included in the 2008-11 MTIP and the 2008-09 UPWP Regional Mobility Program budget summary; and

WHEREAS, this change to programming for this project is exempt by federal rule form the need for conformity determination with the State Implementation Plan for air quality; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to amend the 2008-11 MTIP to allocate $203,000 from the ITS program for the PORTAL Archived Data User Service project and amend the Regional Mobility Program budget summary in the 2008-09 UPWP.

ADOPTED by the Metro Council this [insert date] day of [insert month], 2008.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Resolution 08-3952, Exhibit A

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: May 23, 2008

TO: TPAC and Interested Parties

FROM: TransPort Subcommittee of TPAC

SUBJECT: MTIP Allocation for PORTAL Data Archive Service

****

Action
Approve Resolution 08-3952, for the purpose of amending the 2008-11 Metropolitan Transportation Improvement Program (MTIP) and the 2008-09 Unified Planning Work Program to allocate Intelligent Transportation System program funds to the PORTAL Archived Data User Services project.

Background
PORTAL is the official Archived Data User Service (ADUS) for the Portland Metropolitan region as specified in the Regional ITS Architecture. Located at Portland State University (PSU), PORTAL provides a centralized, electronic database that facilitates the collection, archiving, and sharing of information/data for public agencies within the region. The data stored in PORTAL includes loop detector data from freeways in the Portland metropolitan region, weather data, incident data, VMS message data, truck volumes, and a large sample of bus Automatic Vehicle Location (AVL) data. PORTAL receives 20-second volume, occupancy and count data for Portland-area freeways from ODOT in real-time. This data has been archived since July 2004 and the retrieval and archiving process is fully automated. Weather data is retrieved from HYDRA and METAR as available and is archived automatically. The incident and VMS data archival process is semi-automated; incident information from July 1999 through December 2007 is archived as well as VMS messages from 2006 and 2007.

The creation of the PORTAL data archive was supported by a $500,000 CAREER grant to Dr. Robert Bertini from the National Science Foundation (NSF). This investment has created a data archive and web interface to the archive. In addition, FHWA (through ODOT) has supported the purchase of hard disc storage, the region has invested in the development of the communications network to support the electronic transfer of data, and TransPort has previously helped select some particular enhancements (e.g. incident data and bottleneck analysis) to be funded through a 2005 ITS Integration earmark.

The PORTAL data archive is a valuable resource for both researchers and practitioners. The availability of the PORTAL archive has made research projects such as the System-Wide Adaptive Ramp Metering (SWARM) evaluation, development of arterial performance measures, and freeway travel time evaluations and improvements possible. Most recently, PORTAL provided data to support development of the Columbia River Crossing DEIS, 2035 Regional Transportation Plan, and the Regional Freight and Goods Movement Plan. Finally, PORTAL, and related research projects at PSU, increase the visibility of the Portland region and provide good “marketing” for local agencies. Looking ahead, PORTAL will be a necessary tool for implementing the region’s Congestion Management Process and provide valuable information to the development of transportation system plans, corridor planning, and system management and operations.

Current Status
The NSF funding that has supported the development and maintenance of PORTAL recently concluded. While ODOT data continues to be automatically retrieved and archived, PSU can no longer provide the oversight to ensure the quality of the data nor will there be any enhancements to PORTAL. It simply withers.

PORTAL needs a sustainable source of funding to both survive and flourish as the region's data archive. The upcoming Regional Transportation System Management and Operations (TSMO) Refinement Plan process will work towards a long-term strategy for PORTAL and the region's data archive needs. The plan will be completed by Fall 2009. In the interim, a source of funding is necessary to sustain PORTAL until the TSMO Refinement Plan is completed.

Funding Recommendation
TransPort, recognizing both the importance of a regional data archive service and the substantial investment to date in software development and communications infrastructure to support PORTAL, advocates for the regional financial support for on-going maintenance and enhancements.

In partnership with PSU, TransPort has developed a program and funding recommendation for PORTAL. At the May 14, 2008 TransPort meeting, members approved the recommendation to obligate $203,000 of the $3,000,000 in regional flexible funds allocated for the TSMO program in the 2010-11 MTIP for PORTAL. This amount would support one 0.5 FTE PSU professional staff and two graduate research assistants for a two-year period. The services provided to the region include:

- PORTAL System Maintenance - Handling of all software, hardware, and system upgrades that impact PORTAL.
- PORTAL Training and Support -Two group training sessions per year for regional agency partners. These sessions will also be used to obtain feedback on PORTAL.
- PORTAL Sustainability - In the first year, work will be required to improve the professionalism and maintainability of the PORTAL system including code maintenance, documentation, and testing.
- PORTAL Enhancements - To support its function as an active data archive, PORTAL will be enhanced with additional functionality. Possibilities include customized performance reports, incorporation of new data types. Enhancements to be determined by an advisory committee.

A PORTAL advisory committee will be established with input from TPAC and TransPort. The advisory committee will determine what features will be added to PORTAL each year. Advances in PORTAL will be communicated to the transportation community through presentations and publications.

As a condition of the TSMO program funding, TransPort's recommendation to TPAC, JPACT, and Metro Council on the allocation of these funds should consider a number of elements including:

- Consistency with National ITS architecture and Standards;
- First consideration to a project of similar scope to the Tualatin-Sherwood Road ATMS: I-5 to 99W;
- Consideration to projects defined in the Clackamas County ITS application
- Developed through a Regional Concept of Transportation Operations process or as part of an opportunity fund for supportive infrastructure or spot improvements
- Evaluated in the context of a regional strategy for use of programmatic ITS funding.

The recommendation to obligate MTIP funds for PORTAL is consistent with and/or supportive of the elements listed above. The National ITS Architecture as well as the Portland Regional ITS Architecture identified data archiving as a core user service. In addition, the Clackamas County ITS plan includes regional archived data management in its architecture. With enhancements, PORTAL will also be a valuable tool for archiving data and evaluating performance for ATMS corridors such as Tualatin-Sherwood Road. Although the recommendation to obligate funds comes in advance of the completion of Regional TSMO Refinement Plan, the Portland Regional ITS Architecture acknowledges the key role of PORTAL to provide "a centralized, electronic database that facilitates the collection, archiving, and sharing of information/data for public agencies within the region." The data is used by many agencies for planning, design, safety, operations, and research; and with sustained investment can be made more robust into the future.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 08-3952, FOR THE PURPOSE OF AMENDING THE 2008-09 UNIFIED PLANNING WORK PROGRAM AND THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ALLOCATE INTELLIGENT TRANSPORTATION SYSTEM PROGRAM FUNDS TO THE PORTAL ARCHIVED DATA USER SERVICES PROJECT

Date: May 23, 2008 Prepared by: Deena Platman

BACKGROUND

In the 2010-2011 MTIP, JPACT and Metro Council identified $3 million in new programmatic funding for Intelligent Transportation System (ITS) projects. The program funds were conditioned on the TransPort Subcommittee of TPAC making a recommendation on the allocation of these funds to TPAC, JPACT, and Metro Council. Further, TransPort recommendation was required to consider the following items:

- Consistency with National ITS architecture and Standards;
- First consideration to a project of similar scope to the Tualatin-Sherwood Road ATMS: I-5 to 99W;
- Consideration to projects defined in the Clackamas County ITS application
- Developed through a Regional Concept of Transportation Operations process or as part of an opportunity fund for supportive infrastructure or spot improvements
- Evaluated in the context of a regional strategy for use of programmatic ITS funding.

To meet the conditions for allocation of ITS programmatic funds, Metro sought and received a 2007-09 Transportation and Growth Management (TGM) grant to develop the Regional Transportation System Management and Operations (TSMO) Refinement Plan, which will result in the allocation of 2010-11 MTIP funds programmed for ITS and establish priorities for future funding. A comprehensive recommendation is expected by fall of 2009.

In advance of the a 2009 Regional TSMO Refinement Plan, TransPort is recommending allocation of $203,000 from the ITS program fund to respond to the immediate need to support the PORTAL Archived Data User Service, hosted and managed by the Oregon Transportation Research and Education Consortium (OTREC) at Portland State University.

The memo in Exhibit A provides a more detailed description of PORTAL, its services, and value to the region. It also describes how MTIP funding would be used. In summary, the regional partners and OTREC have made a significant investment in the development of a regional data archive. To date, the on-going management of PORTAL has been supported by a grant from the National Science Foundation (NSF). With the NSF funding now depleted, PORTAL no longer has a funding source and is not being supported or maintained. This allocation would support .5 FTE for an OTREC professional data manager and two graduate students, who will manage and enhance PORTAL.

The $203,000 MTIP allocation would provide bridge funding for two years until the Regional TSMO Refinement Plan has been completed and a long-term strategy to support PORTAL has been determined. The requested allocation is consistent with the program considerations listed above.

The 2008-09 Unified Planning Work Program (UPWP) includes two objectives for improvements to the regional data archive under the Regional Mobility Program. This amendment provides additional funding consistent with the UPWP

ANALYSIS/INFORMATION

1. **Known Opposition** There is no known opposition to the proposal.

2. **Legal Antecedents** Amends the 2008-11 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 07-3825 on August 16, 2007 (For the Purpose of Approving the 2008-11 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area). Amends the 2008-09 Unified Planning Work Program adopted by Metro Council Resolution 08-3929 on April 17, 2008 (For the Purpose of Approving the 2008-09 Unified Planning Work Program for the Transportation Planning in the Portland/Vancouver Metropolitan Area).

3. **Anticipated Effects** Adoption of this resolution will allocate federal transportation funding for the maintenance and enhancement of PORTAL, the regional data archive service.

4. **Budget Impacts** None

RECOMMENDED ACTION

Metro Staff recommends the approval of Resolution No. 08-3952.

[Date]

DRAFT 2035 Regional Transportation Plan Scenario B - HCT System Plan

Regional Transportation Plan Scenario B Modeling Assumptions - DRAFT May 23, 2008

HCT System Plan - Phase 1 Modeling Sceme

Purpose: This intial HCT model run will be incorporated into the RTP Scenario work. The HCT work will be refined through a 8-month process of public outreach and technical analysis to narrow reasonable corridors for a final HCT system plan.

The RTP investment scenarios analysis is intended to provide policy makers with better information about new 2035 RTP policies and the implications of different transportation policy choices. Major objectives of the analysis are to:

- Evaluate distinct transportation investment policy choices that frame the boundaries of the political landscape and public opinion.
- Test RTP policies to better understand the effect of different transportation investments packages on travel behavior and development patterns.
- Test proposed performance measures to determine which measures can best evaluate whether the transportation system is successful in meeting regional goals and policies.
- Evaluate the relative effect and cost of different transportation investments packages in order to recommend what combinations of investments, tools and strategies are needed to best support the 2040 Growth Concept and other regional goals and policies.
- Provide recommendations to guide RTP System Development ("RTP hybrid analysis" and development of recommended alternative)

Question to be answered:

Concept B - What if we focused our investments to build out the high capacity transit connections identified in the 2040 Growth Concept and to expand regional transit service to complement the new HCT connections?

Map Number		Corridor	Project Description	Route miles	Number stations	Number vehicles	Special structures	Shop requirements	Current Unit Price (07$$)	Total
LRT and Commuter Rail - Note: Findings of study will narrow modes such as BRT to corridors, but all potential HCT corridors for Scenario B will be modeled as LRT or Commuter rail.										
1A		Willamette Valley Corridor - Portland and Western RR	Wilsonville, Donald, West Woodburn, St Louis, Hopmere, Salem							
1B		Washington County Commuter Rail spare DMUs	1 powered and 2 trailer DMUs for spares and service reliability							
1B		Washington County Commuter Rail improvements (Portland and Western RR)	Beaverton to Wilsonville service upgrade (frequency and times of day). Will require capital improvements including DMUs.							
2		Northwest Corridor - Portland and Western RR	Portland, Linnton, Sauvie Island, Scappose, St Helens							
3		South Corridor Ph 2 : Portland to Milwaukie	Portland, N Macadam, OMSI, Brooklyn, Milwaukie, (Park Avenue)							
4		Yellow Line: CRC / I-5 North externsion	CRC - Expo to Vancouver, north on Main to Lincoln - Note: *Will include RTC HCT Study*							
5		I-205 North Bi-State Corridor	Parkrose to Clark County and Vancouver Mall - Note: *Will include RTC HCT study*							
6		Red Line extension into Amber Glen	Possible extension at Quatama north to Amber Glen and Tanasbourne, subject to further study							
7		Blue Line east : station upgrades	Refurbish older MAX station platforms along Banfield / Burnside							
8		Green Line : I-205 South extension	Clackamas Town Center, Oregon City							
9		South Corridor : SE McLoughlin extension	Milwaukie, Gladstone, Oregon City							
10		Powell Boulevard: Highway 26 to Lents	Upgrade Powell Blvd to LRT							
11		Barbur / I-5 / 99W Corridor	Portland, Burlingame, Tigard (Washington Square), King City, Sherwood (possible OHSU connection)							
12		Blue Line west : Highway 8 extension	Hillsboro, Cornelius, Forest Grove (extension)							
13		Blue Line east : NE 257th extension	Gresham, Mt Hood Community College, possibly Troutdale							
14		Portland to Lake Oswego : Highway 43	Portland to Lake Oswego extension of Portland Streetcar							
15A		Highway 26 - Powell/Foster	Powell Boulevard - Portland to Lents							
15B		Foster Road / Damascus	Extension of LRT from Lents to Damascus							
16A		Highway 224 / Sunnyside Road	Milwaukie, Clackamas Regional Center, Happy Valley, Damascus							
16B		232nd / 242nd	Gresham TC to Damascus (contiguous w/ Hwy 224/Sunnyside service)							
17		Cornell Road / Evergreen Pkwy	Shute Road, Tanasbourne, Bethany, Cedar Mills, STC, St Vincents. Limited stop / priority treatments.							
18		Rose Quarter junction	Improve operations, possible grade separation, bike accommodation							
19		Steel Bridge	Possible additional tracks, bridge rehabilitation, seismic upgrade							

DRAFT 2035 Regional Transportation Plan Scenario B - HCT System Plan

Map Number		Corridor	Project Description	Route miles	Number stations	Number vehicles	Special structures	Shop requirements	Current Unit Price (07$$)	Total
20		Gateway Reconfiguration	Track reconfiguration to provide direct N/S operations and eliminate single track section							
21		Downtown speed and capacity improvements	Train speed and station spacing study, signal upgrades							
24		SW Corridor - Portland and Western RR	Milwaukie, Lake Oswego, Tualatin, Sherwood, McMinnville							
27		SE McLoughlin to Oregon City and CCC	Milwaukie, Gladstone, Oregon City, CCC							
28		I-205 South	Clackamas RC, Oregon City, West Linn, Tualatin "beltline" service, Washington Square							
NEW 5/23		Commuter Rail to Cascade Locks - Hood River via Troutdale								
NEW 5/23		Commuter Rail to Sandy Via Damascus								
Intercity Rail										
26		Amtrak Cascades via Union Pacific RR	Amtrak Cascades service upgrade - Eugene to Vancouver							
Bus Service										
	Frequent Bus									
		Line 76 - Beaverton / Tualatin	390 additional service hours upgrade and related bus stop and ROW improvements							
		Line 31 - Milwaukie to Clackamas Regional Center	240 additional service hours upgrade and related bus stop and ROW improvements							
		Line 31 - Clackamas Regional Center to 162nd	125 additional service hours upgrade and related bus stop and ROW improvements							
		Line 31 - 162nd to Damascus	XXX additional service hours upgrade and related bus stop and ROW improvements							
LRT		Line 9 - Powell Boulevard to I-205	80 additional service hours for span of service and related bus stop and ROW improvements							
		Line 4 - Division to Gresham TC	50 additional service hours for span of service and related bus stop and ROW improvements							
		Line 8 - Jackson Park	25 additional service hours for span of service and related bus stop and ROW improvements							
		Line 15 - Belmont	75 additional service hours for span of service and related bus stop and ROW improvements							
		Line 54 - Beaverton Hillsdale Highway to Beaverton TC	225 additional service hours for FS extension and related bus stop and ROW improvements							
LRT		Line 33 - McLoughlin to Clackamas Community College	260 additional service hours for FS extension and related bus stop and ROW improvements							
LRT		Line 33 - McLoughlin to Oregon City	1601 additional service hours for span of service and related bus stop and ROW improvements							
LRT		Line 35 - Macadam Avenue to Oregon City	605 additional service hours upgrade and related bus stop and ROW improvements							
LRT		Line 12 - Barbur to Durham Road	60 additional service hours for span of service and related bus stop and ROW improvements							
		Line 12 - Sandy to Parkrose TC	40 additional service hours for span of service and related bus stop and ROW improvements							
LRT		Line 12 - Barbur from Durham to Sherwood	140 additional service hours for FS extension and related bus stop and ROW improvements							
		Line 79 - Clackamas Town Center to Oregon City via Webster Road	305 additional service hours for upgrade of service and related bus stop and ROW improvements							
		Line 87 - 181st/182nd Avenue, NE Sandy to SE Powell Boulevards	380 additional service hours for upgrade of service and related bus stop and ROW improvements							

DRAFT 2035 Regional Transportation Plan Scenario B
- HCT System Plan

Map Number		Corridor	Project Description	Route miles	Number stations	Number vehicles	Special structures	Shop requirements	Current Unit Price (07$$)	Total
		Line 52 - SW 185th Avenue	XXX additional service hours for upgrade of service and related bus stop and ROW improvements							
		Line 62 - SW Murray Boulevard	XXX additional service hours for upgrade of service and related bus stop and ROW improvements							
		Cornell Road / Evergreen Pkwy	XXX new service hrs for new service on Shute Road, Tanasbourne, Bethany, Cedar Mills, STC, St Vincents. Priority treatments. Further upgrade to BRT noted above.							
		Line 87 - 181st / 182nd Avenue Extension to Pleasant Valley via 190th	XXX additional service hours for FS extension and related bus stop and ROW improvements							
		Frequent Service evening extensions	Brings FS to a consistent daily coverage of 6 am to 10 pm							
	Regional and Local Bus: Clackamas County									
		Johnson Creek Boulevard - Tacoma Street MAX Station to Clackamas Regional Center	Cross-county route							
		SE Thiessen, Hill, Oak Grove Road - River Road to Clackamas Regional Center	Cross-county route							
		Milwaukie local service	New local route in central Milwaukie (between Railroad Ave / King Rd)							
		West Linn Community service	New local route from Oregon City to Lake Oswego via Sunset and Rosemont. Possible Marylhurst University vs South Shore return.							
		SE 172nd - Foster to Sunnyside	Pleasant Valley to Happy Valley							
		SE 232nd / 242nd	Gresham TC to Damascus (predecessor to BRT proposed above)							
		Damascus Community Bus	3 local bus routes per Concept Plan, including central Damascus loop							
SC		Oregon City Regional Center circulator	Local bus / streetcar service in the core with HCT connection							
		Line 33 extension: Beavercreek Rd	From CCC on Beavercreek to Henrici Rd							
		Service Upgrades	Service headway and weekly coverage on existing local routes TBD							
	Regional and Local Bus: Washington County									
		Tigard Local Service	McDonald, Gaarde, 121st, Walnut, 135th, Washington Square (or Murray							
		Cornelius Pass Road	Hillsboro Sports Complex to TV Highway							
		Brookwood Parkway	South Hillsboro, Brookwood Ave, Brookwood Pkwy, Shute Road							
		Line 67 extension on SW 170th	Full N/S route. Adds Merlo to Farmington. Reconcile w/ Line 88							
SC		Hillsboro Regional Center Circulator	Local bus / streetcar service in the core with HCT connection							
SC		Beaverton Regional Center Circulator	Local bus / streetcar service in the core with HCT connection							
SC		Washington Square Regional Center Circulator	Local bus / streetcar service in the core with HCT connection							
		Amber Glen Circulator based on plan outcome	Proposed streetcar / bus circulator in Amber Glen / Tanasbourne area							
		Tualatin Circulator	Local bus / streetcar service in the core							
LRT		North Bethany service extension	Extension of Line 52 through PCC back door to North Bethany center							
		Lake Oswego / Tualatin / Sherwood service	Restructuring of Line 36 for direct South Shore / Tualatin -Sherwood Rd							
		Service upgrades	Service headway and weekly coverage on existing local routes							
	Regional and Local Bus: East Multnomah County									
		NE 148 / 162nd loop	Two-way loop service from Airport Way to SE Powell Blvd							
		Rockwood - Gresham TC	Via NE Glisan and Hogan Drive							
		Troutdale employment circulator (connecting with routes 77 and 20)	Service to Reynolds on Sundial Road N. of Marine Drive (new 400,000 sf FedEx facility on adjacent property)							
		Sandy Boulevard	Service coverage on NE Sandy between 223rd and 238th including Wallmart (route reconfiguration)							
		Pleasant Valley community bus	Local loop service on SE Gisse, 190th, Cheldelin, 172nd							
SC		Gateway Regional Center Circulator	Local bus / streetcar service in the core with HCT connection							

DRAFT 2035 Regional Transportation Plan Scenario B
- HCT System Plan

Map Number		Corridor	Project Description	Route miles	Number stations	Number vehicles	Special structures	Shop requirements	Current Unit Price (07$$)	Total
	Portland / Central City (Streetcar in General - to be coordinated with City of Portland's DOTT Streetcar Group)									
22		Eastside Streetcar Loop: Phase 1	Streetcar extension from Pearl to Lloyd District, to Central Eastside to OMSI.							
23		Eastside Streetcar Loop: Phase 2	Streetcar extension and loop completion over the light rail Willamette River Bridge: OMSI to Riverplace.							
		Burnside Couch Streetcar	Streetcar proposed as part of major City facelift of Burnside and Couch Streets.							
		Streetcar Master Plan	Planning program for future Portland streetcar lines.							
		North Macadam / Line 35 realignment	Shift of Line 35 through this fast-growing area.							
		Columbia South Shore service improvements	Route TBD							
		Hayden Island circulator bus	Distributes trips to / from HCT station							
Park & Ride Lots / Transit Centers										
		Reconfiguration of Millikan Way Park & Ride	Reconfigure lot in response to lease expiration							
		Pocket park & ride lots	50-space +/- lots in communities. 20 lots region-wide							
		P&R management strategy implementation	Convert major park & ride lots for shared use and/or pay lots							
		Milwaukie bus layover facility	Modification to Milwaukie Park & Ride							
		Parkrose Park & Ride expansion	Possible structured parking							
		Rose Quarter Bike Improvements	Modify Rose Quarter to accommodate through bike traffic							
		Rose Quarter Transit Center reconstruction	Reconstruct TC to better suit circulation and redevelopment needs							
System Wide Requirements										
		Ruby Junction light rail operating base expansion	Stub yard expansion on west side of Eleven-Mile Avenue							
		Ruby Junction light rail operating base expansion	Full loop yard and building on west side if Eleven-Mile Avenue							
		3rd light rail operating base - Phase 1	To accommodate system expansion							
		3rd light rail operating base - Phase 2	To accommodate system expansion							
		Powell bus operating base expansion - Ph 1	Good deadhead site, land already available, shop annex and parking							
		Powell bus operating base expansion - Ph 2	Good deadhead site, land already available, shop annex and parking							
		Merlo fuel / service house replacement	Overdue replacement, creates new entrance.							
		Merlo bus operating base expansion	Pave gravelled property for bus parking expansion.							
		Metrlo ATP administration building	Replaces lease space in CWS offices (Powell estimate used as basis)							
		Center Street bus operating base expansion	Phase 1 to include parking structure							
		Center Street bus operating base expansion	Phase 2 to include administrative offices							
		Center Street bus operating base expansion	Phase 3 to include bus parking deck							
		4th bus base	Land acquisition / construction of 4th bus base - Columbia Blvd assumed							
		Pedestrian access improvements	Sidewalks, crosswalks and ADA improvments to transit access							

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 1930

METRO

DATE: May 22, 2008

TO: TPAC

FROM: Bridget Wieghart

SUBJECT: Portland – Milwaukie Light Rail

Metro, TriMet and the Federal Transit Administration, in conjunction with ODOT, the Cities of Portland, Milwaukie and Oregon City, and Multnomah and Clackamas Counties, have completed a Supplemental Draft Environmental Impact Statement (SDEIS) for the Portland-Milwaukie Light Rail Project. Metro is taking comments on the SDEIS through noon on June 23rd.

The project Steering Committee is expected to recommend a Locally Preferred Alternative (LPA) at the end of June. Metro anticipates presenting the LPA and associated Land Use Final Order and RTP amendment recommendations to TPAC for action at its June 27th meeting.

On May 30th, Metro staff will brief on you the alignment options studied and the benefits and impacts. Trade offs being considered as the various project advisory committees gear up for recommendations on the LPA will also be reviewed. Attached please find a newsletter that outlines the SDEIS options, findings and project timeline.

Portland–Milwaukie

LIGHT RAIL PROJECT

www.oregonmetro.gov/southcorridor

PROJECT PARTNERS

Cities of Milwaukie, Oregon City and Portland

Clackamas and Multnomah counties

Oregon Department of Transportation

TriMet

Metro

We need to hear from you!

Comment now on the Supplemental Draft Environmental Impact Statement

Our region is changing and growing. The health, sustainability and livability of our communities are indeed dependent upon the choices we make today. The Portland – Milwaukie Light Rail Project will provide a dependable way for people in our communities — from northern Clackamas County to downtown Portland — to travel in the region conveniently, safely and economically. It will connect communities and build the most important transit bridge our area has seen in a generation.

The project will construct an extension of the MAX system from downtown Portland to a terminus at Lake Road in Milwaukie or Park Avenue in the Oak Grove neighborhood of Clackamas County, a distance just over 6 miles. Metro is leading the project in partnership with TriMet, the Oregon Department of Transportation, the cities of Milwaukie, Oregon City and Portland and Clackamas and Multnomah counties. The project team just published the Supplemental Draft Environmental Impact Statement (SDEIS). The SDEIS describes the potential effects in sixteen topic areas and includes a transportation and financial analysis of the project. It also includes a Draft Section 4(f) Evaluation with Preliminary Findings of De Minimis Impacts to Public Parks, a federally-required environmental analysis that documents the costs, impacts and benefits of the project.

Now is the time to tell us what you think!

Visit www.oregonmetro.gov/southcorridor to review and comment on the SDEIS. Attend an upcoming open house or public hearing. Dates and times are listed on the back.

Metro | *People places. Open spaces.*

How we got here

A Milwaukie Light Rail connection is Phase II of the South Corridor Project

The Portland – Milwaukie Light Rail Project is the latest step in connecting our region through high capacity transit. It is a part of the regional transportation system planning that Metro undertook in the 1980s that has produced an active and vibrant light rail system.

The project was originally part of the Vancouver to Oregon City corridor in the 1990s. The northern portion became the Interstate or Yellow line, which opened for business in May 2004.

The southern portion was studied in the South Corridor Project and adopted in 2003 by all local jurisdictions and the Metro Council. Phase I of the South Corridor Project is I-205 or the Green line, which is expected to open in Fall 2009. Connecting downtown Portland to Milwaukie is Phase II. If the project moves forward, construction will begin in 2011 and you could board the new MAX line in 2015.

DECISION-MAKING PROCESS TIMELINE

	FALL 2007	WINTER 2008	SPRING	SUMMER	FALL
Environmental Analysis	Select and design alternatives	Analyze alternatives: • Environmental • Traffic • Financial	Publish Supplemental Draft Environmental Impact Statement (SDEIS)		Initiate Final Environmental Impact Statement
Decision Process			• Open houses and public hearings • Steering Committee recommends locally preferred alternative (LPA) • Local government action on LPA	Metro action on LPA	
Public Involvement	• Open houses, community presentations • Newsletter, ads, web information • Citizen Advisory Committee meetings • Station Area Planning meetings		Initiate 45-day public comment period		• Community meetings • Citizen Advisory Committee meetings • Web information

Citizen involvement

Citizen Advisory Committee helps guide project

The project's Citizen Advisory Committee (CAC) formed in the summer 2007 and meets regularly. CAC members are local residents, business leaders and representatives from public institutions and community groups. Over the course of the year they learned about and toured the proposed alignment, participated in public meetings and reviewed the technical findings on such things as cost, acquisitions and displacements, safety and security, traffic impacts, ridership, project finance, the river crossing and station areas. They have asked questions, actively engaged in dialog and continually provided feedback and local knowledge that project staff have found invaluable. In June, the CAC is expected to make a recommendation to the Steering Committee on the river crossing, alignment and terminus and stations.

Rick Williams, Portland resident and CAC Chair reflected, "I am impressed with the level of commitment, participation and interest by our citizen stakeholders."

Valerie Chapman, resident of Oak Grove, said she valued "the opportunity to listen to the various viewpoints of CAC members to view the project from a much wider lens."

David Aschenbrenner of Milwaukie is proud that "future generations will benefit from our work."

Lance Lindahl, of Portland said, "My colleagues on the CAC have been strong advocates not only for the livabilty of their own neighborhoods, but for the economic health and general well-being of the region as a whole."

How we evaluate the alternatives

With a broad-reaching project like a new light rail line, the objectives and criteria for evaluating the alternatives must be comprehensive. The SDEIS studied how the alternatives perform using the following measures. *

OBJECTIVES	MEASURES
• **Provide high quality transit service**	• Access • Ridership and ease of transfers • Travel times and schedule reliability
• **Ensure effective transit system operations**	• Operating effectiveness
• **Maximize the ability of the transit network to accommodate future growth in travel demand**	• Future expansion capability
• **Minimize traffic congestion and traffic through neighborhoods**	• Highway system use • Traffic activity through neighborhoods
• **Promote desired land use patterns and development**	• Support of activity centers like Oregon Museum of Science and Industry • Support of land use policies • Transit access to labor force and employment
• **Provide for a fiscally stable and financially efficient transit system**	• Cost-effectiveness • Financial feasibility
• **Maximize the efficiency and environmental sensitivity of the design of the project**	• Ecosystems, air quality, wetlands, parks, noise and vibration • Historic and cultural resources, visual impacts and displacements

*Results are summarized in Chapter 5 of the SDEIS.

Summarizing the advantages and disadvantages of the project

In addition to the river crossing, alignment and station options evaluated, the SDEIS compares the benefits and impacts of building a new light rail line to not building one.

NO-BUILD ALTERNATIVE

Advantages

- No impacts to the natural environment due to construction.
- No community impacts such as displacement or noise and vibration.

Disadvantages

- Would not provide light rail service to the corridor.
- Would not construct a new transit bridge across the Willamette River, which would improve bus, light rail and streetcar connections.

Other things to know

- From Lake Road, the transit travel time (which includes waiting, walking and transfers) is 42 minutes to Portland State University and 56 minutes to South Waterfront.

LIGHT RAIL ALTERNATIVE

Advantages

- More than 22,000 households and almost 89,000 employees within walking distance of a light rail station.
- Between 1,475 and 2,600 additional park and ride spaces.
- Up to 24,400 additional light rail rides each weekday.
- Up to 59 percent reduction in transit travel time.
- Short-term addition of 10,000 to 12,000 construction jobs in the region resulting in $490 million of economic activity.
- Reduction in peak hour congestion on the highway system.
- Number of people using transit for work trips to downtown Portland grows by as much as 24 percent.

Disadvantages*

- Up to 62 potential full acquisitions.
- Impacts to up to 4 historic resources and up to 6 existing and 2 planned parks.
- Impacts to one fish-bearing river and 6 streams.
- Noise and vibration impacts.

Other things to know

- Saves 15 minutes in transit travel time to Portland State University and 32 minutes to South Waterfront.
- Would cost between $1.25 and 1.4 billion to build (in year of construction dollars, 2013).
- Would add between $5.5 million and $6.6 million in operating costs.

*Mitigation planning in process.

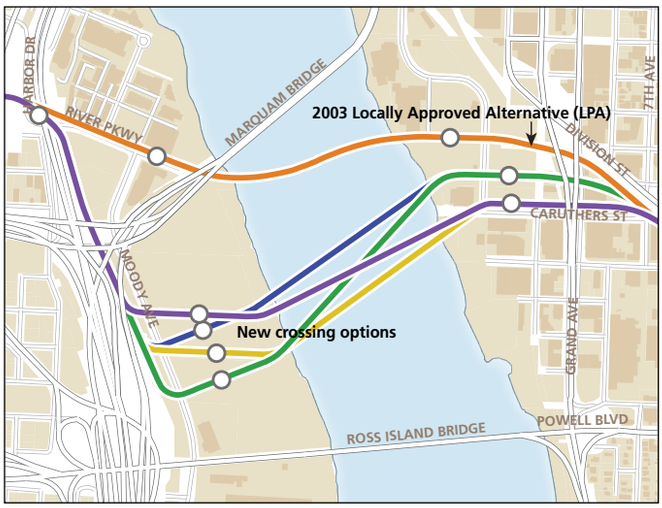
River crossing options

Choosing the location for a new bridge

A new bridge across the Willamette River will carry pedestrians, bicycles, buses, streetcar and the new MAX line. It will be an important and unique addition to the region's family of bridges. The recent growth in the South Waterfront area creates an increasing need for transit further south than the original river crossing location, last studied in 1998 and adopted in 2003. The SDEIS studies four alternative bridge locations with an east landing at SE Sherman or SE Caruthers streets and a west landing at SW Meade or SW Porter streets in South Waterfront.

The four options have similar benefits and impacts. They contribute equally to the percentage of people using transit, have very similar travel times and traffic impacts to nearby roadways. They also access the same activity centers on either side of the bridge, places like the Oregon Museum of Science and Industry and Oregon Health Science University. The difference in cost to build and operate the four options is relatively minimal.

River crossings studied in the project

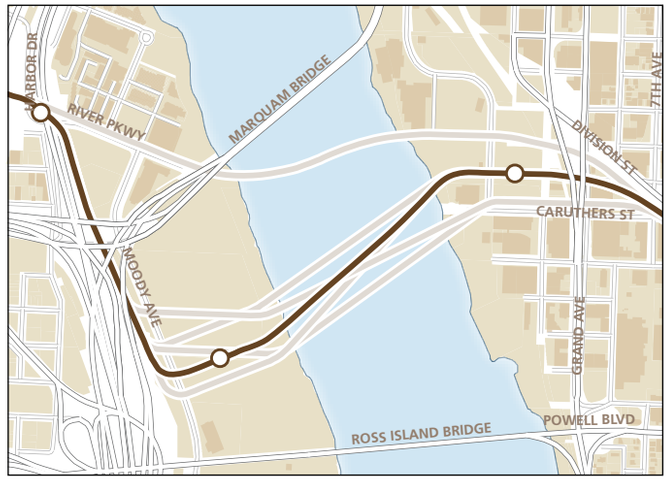


Willamette River Crossing Partnership

Portland Mayor Tom Potter and City Commissioner Sam Adams assembled a group of property owners and neighborhood representatives from both sides of the river to study possible locations for the new bridge. Called the Willamette River Crossing Partnership and chaired by Portland's former mayor Vera Katz, this group reviewed the benefits and impacts of each river crossing location and shared their unique perspectives.

In May, the group recommended a refinement of the Porter-Sherman crossing. The adjustment would serve Oregon Museum of Science and Industry while complementing Oregon Health and Science University, the Greenway and South Waterfront area master planning and providing a short walk distance to the tram. Their recommendation includes suggestions to inform future work on bridge structure and design, street network, open space and land uses. The project's Steering Committee could recommend this option for further study.

River crossing recommended by the Willamette River Partnership Committee

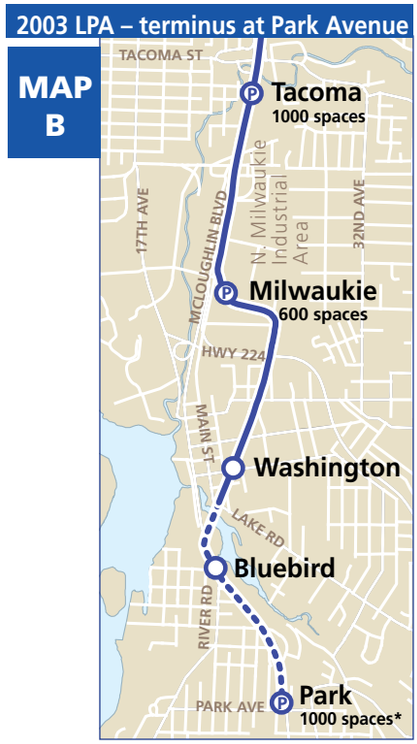


Differences between the new Willamette River crossing options and the 2003 Locally Preferred Alternative (LPA)

While the four new river crossing options share many similarities, there are a few key differences between them and the 2003 LPA river crossing that has a western landing at River Place:

- **Residents and employees served by light rail:** The new crossing options would serve almost 3,000 more residents and 4,000+ more employees than the 2003 LPA.
- **Light rail ridership:** The four newer crossing options would add between 1,200 and 1,400 light rail trips a day between downtown Portland and Milwaukie over the 2003 LPA.
- **Travel time:** The 2003 LPA would be one to two minutes faster, but the four crossing options would reduce travel time to South Waterfront for people on transit by five minutes.
- **Nearby uses:** The 2003 alternative would have fewer impacts to businesses on the east side, but the new crossing options would have fewer noise impacts and would impact one less park.

Different routes and end points to consider



How far should we extend the line?

The line could terminate at Lake Road in Milwaukie or extend to Park Avenue in Oak Grove, an unincorporated community in Clackamas County. The two terminus choices have different benefits.

Benefits of the Lake Road terminus: *See map A*

- Requires 6 to 7 fewer full acquisitions.
- Impacts 2 fewer planned parks.
- Results in fewer noise and vibration impacts.
- Costs $99 to $124 million less to construct.
- Costs $1 million less annually to operate.

Benefits of the Park Avenue terminus:
See maps B and C

- Increases the number of people using alternate forms of transportation to get to downtown Portland.
- Adds 1 or 2 more light rail stations.
- Puts a light rail station within a 1/2 mile walk for 1,100 to 1,600 more households.
- Reaches more commuters in North Clackamas County and maximizes park and ride opportunities by providing 800 to 1,100 more spaces.
- Increases light rail ridership by 2,300 to 3,100 rides each day.

The environmental analysis identified a need for additional park and ride spaces along the alignment. A traffic sensitivity analysis indicates it is likely feasible to include 1,250 spaces at SE Tacoma Street and 1,200 spaces at Park Avenue.

Which route should MAX take through the North Milwaukie industrial area?

South of the Tacoma station, the route could either follow the 2003 Locally Preferred Alternative on Main Street or the Tillamook Branch railroad through the North Milwaukie industrial area. Each route presents unique challenges and opportunities. The following compares these routes extending to Park Avenue.

Benefits of the 2003 Locally Preferred Alternative on Main Street: *See map B*

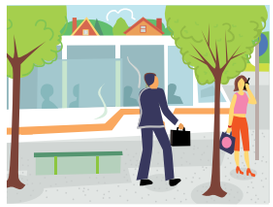
- Provides 600 parking spaces with a park and ride at Milwaukie/Southgate.
- Facilitates access to light rail for employees of the industrial area.
- Offers walking access to a light rail station to 500 more households and 1,600 more employees.
- Increases transit ridership by 800 trips each day.
- Results in fewer impacts to the freight railroad.
- Reduces the need for an extension to Park Avenue, which would reduce cost.

Benefits of the Tillamook Branch option: *See map C*

- Requires fewer acquisitions or displacements of businesses in the industrial area.
- Results in fewer impacts to traffic and freight access for businesses in the industrial area.
- Reduces light rail travel time by one minute.
- Costs $25.6 million less to construct.
- Avoids impacting the historic ODOT property on McLoughlin Boulevard.

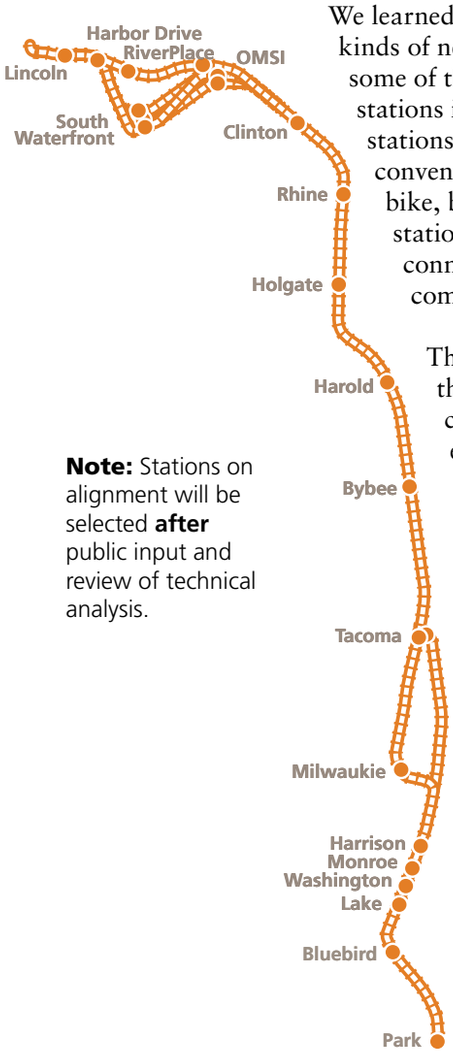
Station options that will serve the community

What makes a great station community?



By design, our region is made up of individual neighborhoods and communities, each with its own distinct character. Some neighborhoods are a piece of the big city where people live in high-rise towers and greet each other as they pick up their mail or take the elevator; other neighborhoods feel like small towns where people congregate on sunny weekends for the farmers market or the kids' soccer game.

The Portland-Milwaukie Light Rail Project is an opportunity to connect these different neighborhoods while respecting what makes each place special. Through a variety of workshops, meetings and open houses in Southeast Portland, Milwaukie and Oak Grove, we asked community members about the areas near and around stations.



Note: Stations on alignment will be selected **after** public input and review of technical analysis.

We learned that people from all kinds of neighborhoods want some of the same things for stations in their neighborhoods – stations that people can access conveniently and safely on foot, bike, bus or by car. They want stations that are visible and connected to the surrounding community.

There are differences, though. In some communities, people envision their stations as catalysts for new development and opportunities to help create a place where people will want to go – whether to catch MAX or to grab lunch with a friend. In other communities, people want the station to blend into the existing neighborhood. Our region's planning process allows for both these types of stations and everything in between – it allows stations to match the vision of community members.

Portland station choices

At two station workshops in Fall 2007 approximately 80 participants wrote on maps to illustrate their ideas for station areas including development and redevelopment, bike and pedestrian connections and areas where crossings may be challenging. At the two open houses that followed, about 60 participants reviewed and confirmed ideas provided in the workshops and provided comments on how the ideas might come to fruition.

Ideas for station areas included things like:

- Improving existing pedestrian and bicycle connections within and to the neighborhood and adding new ones
- Providing adequate parking near stations and or signage or other tools to limit parking in neighborhoods
- Preserving the character of neighborhoods and making stations reflect the unique quality of nearby neighborhoods
- Completing mitigation to limit noise impacts
- Exploring, along with local jurisdictions, concerns about impacts of truck traffic

Public input during the comment period will inform the decision to include – or not include these stations – in the selected alignment. Beyond that, some of the ideas —like station design details and mitigating traffic, noise and parking impacts — will be addressed during the Final Environmental Impact Statement (FEIS) which is expected to begin Fall or Winter 2008.

Other ideas, such as rezoning land for transit-oriented development, will not be included in the project because they fall under the jurisdiction of the City of Portland. The project teamed with and shared results of this community dialog with the city and with all project partners.

Harold Station

The project could include a station at SE Harold Street. This station was not part of the 2003 Locally Preferred Alternative, but had been discussed in past processes and was suggested for analysis by community members from the surrounding area.

The community has expressed strong support for a SE Harold Street station. The station would support local land use plans, which call for higher density development in the station area.However, the SE Harold Street station would increase capital costs by $6.4 million and add about one minute in travel time for anyone traveling past the station. And, even with a $6-8 million pedestrian bridge to connect Reed College and neighborhoods to the east, it would add few riders to the system.

Milwaukie and Oak Grove station choices

There are four station choices in downtown Milwaukie and one at Bluebird Street south of downtown. One or two downtown stations at Harrison, Monroe, Washington and/or Lake could be combined in different ways with a potential Bluebird station just south of downtown. Each combination comes with its own opportunities and challenges.

Meetings were held in Milwaukie to share information about, and discuss, station choices.

- Approximately 100 people attended a station workshop in March. Participants asked questions about ridership, redevelopment, safety and security, and traffic impacts and shared their preferences for station locations.
- The City of Milwaukie hosted a follow-up meeting for people to rank station locations in relation to the terminus. In June, the Milwaukie City Council will recommend Milwaukie stations to the Steering Committee.

Meetings were also held in Oak Grove.

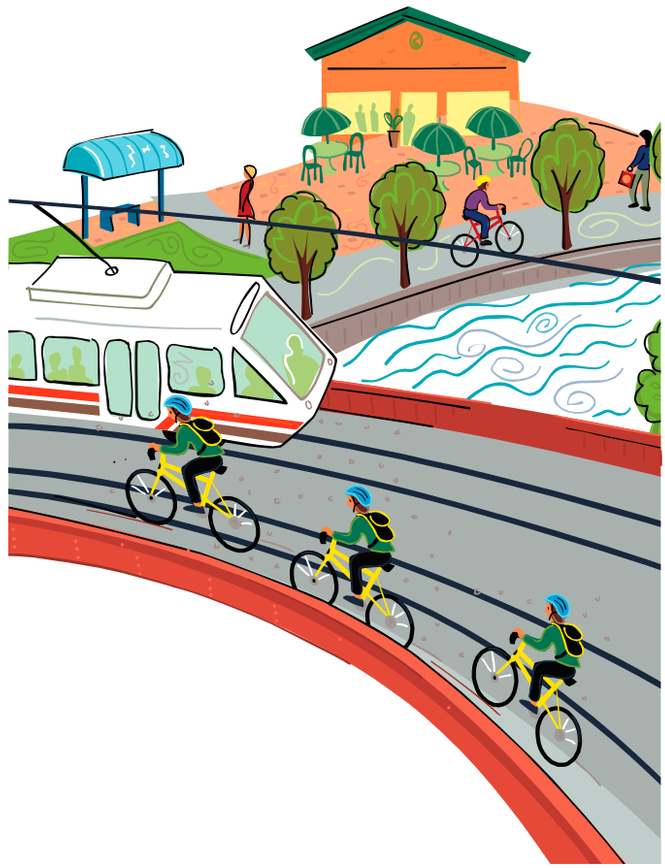
- Approximately 130 people attended a station workshop in March. The community dialog highlighted interests in safety, redevelopment and light rail compatibility with trails and the existing neighborhood character.
- Oak Lodge Community Planning Organization hosted a follow-up meeting. Some questioned the need for the project. Others emphasized opportunities for senior communities to access transit and suggested integrating Metro's Nature in Neighborhood program into station design.

Other considerations

Safety and Security Task Force

Planning for safety and security on and around light rail is essential. The Safety and Security Task Force was created to ensure that public concerns about safety were reflected in this process. They identified concerns and brainstormed possible design ideas and policies to address them, things that give us insight for this light rail project and for current MAX operations. A number of these suggestions are already usd by TriMet.

- Review and use best practices, especially Crime Prevention through Environmental Design.
- Improve use of closed circuit TV at station platforms.
- Increase TriMet or other authoritative presence on trains and at stations.
- Design park and rides to be safe and secure for people and property.
- Improve coordination with local first responders.
- Design light rail system to promote safe interaction between light rail trains, cars, bicycles and pedestrians, especially near schools.
- Create inviting, safe platforms and station areas.



METRO
PEOPLE PLACES • OPEN SPACES

600 NE Grand Ave.
Portland, OR 97232
www.oregonmetro.gov/southcorridor

Contact information

City of Milwaukie
Grady Wheeler, 503-786-7503

City of Oregon City
Nancy Kraushaar, 503-496-1545

City of Portland
Mauricio LeClerc, 503-823-7808

Clackamas County
Ellen Rogalin, 503-353-4274

Multnomah County
Ken Born, 503-998-3043 x 29397

TriMet
Claudia Steinberg, 503-962-2154

Oregon Department of Transportation
Ralph Drewfs, 503-731-3359

Metro
Dana Lucero, 503-797-1755

Project website:
www.oregonmetro.gov/southcorridor

Upcoming events

Public comment period

May 9 to noon on June 23

Public hearing

Monday, June 9
5:30 - 8:30 p.m.
Metro Regional Center
Council Chambers
600 NE Grand Ave., Portland

Farmers markets

Wednesday, May 14
4:30 to 7:30 p.m.
Moreland farmers market
SE Bybee/14th, Eastmoreland

Saturday, May 17
9 a.m. to 2 p.m.
Oregon City farmers market
2051 Kaen Rd, Oregon City

Sunday, May 18
9:30 to 2 p.m.
Milwaukie farmers market
Main St. across from City Hall,
Milwaukie

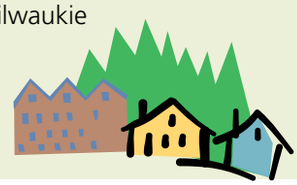
Open houses

Wednesday, May 21
6 to 8 p.m.
Cleveland High School
3400 SE 26th Ave., Portland

Thursday, May 22
6 to 8 p.m.
Marriott Residence Inn
Broadway Room
2115 SW River Parkway
Portland

Tuesday, May 27
6 to 8 p.m.
Putnam High School cafeteria
4950 SE Roethe Rd.
Oak Grove

Wednesday, May 28
6 to 8 p.m.
Milwaukie High School commons
11300 SE 23rd St.
Milwaukie



Printed on recycled paper. 08257jg

Materials following this page were distributed at the meeting.

Oregon Department of Transportation **POLICY**	NUMBER Transportation Commission-10	SUPERSEDES New
	EFFECTIVE DATE 05/13/2008	PAGE NUMBER 01 OF 03
	VALIDATION DATE	
SUBJECT **Federal Reauthorization Highway Program Earmark Requests**	REFERENCE **Oregon Transportation Commission Minutes, May 13, 2008**	

PURPOSE

The Oregon Transportation Commission (Commission) establishes the following policy on highway program earmark requests in the federal surface transportation reauthorization legislation in order to ensure input from local stakeholders on the Oregon Department of Transportation's (Department) earmark requests, advance broadly supported projects that are recognized as regional or statewide priorities, clearly explain expectations for earmarks for state highway projects, strengthen regional prioritization processes, and secure funding that will help deliver projects.

POLICY

In the next surface transportation authorization legislation, the Commission intends to present Oregon's congressional delegation a limited number of earmark requests for transportation projects that are strategic investments in Oregon's transportation system, address important transportation problems, and have broad support. In advancing these projects, the Department commits to delivering each project if a sufficient earmark is secured by the congressional delegation. The Department shall provide or help provide matching funds and make up any shortfalls for projects on the official Commission Earmark Requests List to ensure these projects are delivered.

In developing the official Commission Earmark Requests List, the Commission shall consider recommendations from Area Commissions on Transportation (ACTs), Metropolitan Planning Organizations (MPOs), and other advisory bodies, as well as statewide priorities and available budget for providing required match and fully funding the project.

Department region staff and local government agencies shall work together through the ACT or similar bodies to identify and recommend appropriate projects that are high priorities for the area, have broad support, and meet the criteria laid out in this policy. Because of the important role MPOs play in determining transportation priorities within urban areas, ACTs are expected to coordinate with MPOs, seek their input for projects within MPO boundaries, and consider MPO priorities as they recommend projects. ACTs shall also seek input from any other important transportation advisory bodies within their boundaries.

ACTs and similar advisory bodies are to prepare Earmark Recommendation Lists and supporting documentation that demonstrates how each project meets the Earmark Request Criteria set forth in this policy. The Commission shall review and consider projects on the Earmark Recommendation

Lists to prepare the official Commission Earmark Requests List. The Commission may also consider recommendations from its statewide advisory committees such as the Oregon Freight Advisory Committee (OFAC) and MPO priority lists submitted to ACTs or similar bodies.

Projects that have the support of multiple parties including local governments, area and statewide transportation advisory committees, and the Department region shall be preferred over ones that have less support. The Commission may give preference to earmark requests that will complete the funding necessary to fully construct a project over requests that will fund only earlier phases, such as project development activities or right-of-way acquisition, or that only contribute to but do not fully fund construction of a new project.

The Department's limited resources dictate that earmarks requested from the congressional delegation should complete or nearly complete the funding needed to deliver a project so there is no need for a significant additional infusion of resources. The Commission may give preference to earmark requests that provide the "last dollar" for a project or project phase to fill a shortfall after other funding has been allocated.

Earmark Request Criteria
The Commission establishes the following criteria for earmark requests made by the Department. The Commission shall only make requests for projects that meet these criteria.

- *Strategic Investment:* The project is a strategic investment that addresses problems on Oregon's transportation system, is included in or consistent with an existing transportation plan document or needs list, and has been identified as a regional or state priority. Projects shall provide significant benefits to Oregon and its transportation system in areas such as economic development, freight mobility, environmental quality, congestion relief and mobility improvement, safety, and other priority areas.
- *Meets STIP Criteria:* Projects recommended for earmark requests shall meet the approved Statewide Transportation Improvement Program (STIP) criteria as set forth in the *STIP Project Eligibility Criteria and Prioritization Factors*.
- *Support:* The project has strong support, including support from local government agencies, area and/or statewide advisory bodies, the public, and the business community.
- *Readiness:* The project has been developed enough to identify potential concerns and demonstrate that it has no known fatal flaws. The work shall begin during the timeframe of the transportation authorization legislation (2010-2015).
- *Funding:* Earmark funding, when combined with funding already committed to the project and additional available resources, shall be used to complete the project or a project phase, which may include planning, environmental work and project development, preliminary engineering, right of way acquisition, or construction. Construction of the project may be structured in phases so that the earmark funds received will complete construction of a segment of the project.

Earmark Sponsor Roles and Responsibilities
Any local agency[1], organization, business, or other entity that requests and secures earmark funding for a project not on the official Commission Earmark Requests List takes on the role of the project's sponsor. The earmark requestor shall be expected to provide the required non-federal matching funds. When a project not on the Commission Earmark Requests List receives an earmark, the

[1] For purposes of this policy, the definition of "local agency" includes, but is not necessarily limited to, cities, counties, metropolitan planning organizations, ports, special districts, federally recognized Native American tribes, and other units of government.

Department may provide additional funds for the project only in accordance with the Department's funding priorities and only to the extent funds are available after Commission approved earmark requests are fully funded and after other funding priorities have been met. This policy shall apply when the local agency's earmark is for a project on the state system in addition to when the earmark is for a project on the local agency's system. A local agency that secures an earmark for a local agency project also is responsible for developing and delivering the project according to all applicable federal and state requirements, with oversight and technical assistance from the Department.

Nothing in this policy is intended to prevent a local agency from seeking an earmark for a project on the state or local transportation system. Rather, this policy is intended to foster partnerships with local agencies, explain how the Department intends to invest its scarce resources, and explain the circumstances under which the Commission and Department shall accept responsibility for funding projects.

Use of Earmarks for Local Contribution to State Highway Projects
Earmarks for projects on the state highway system are generally intended to supplement rather than supplant state and local resources already committed to the project, and the Commission's earmark requests shall be focused on filling gaps in projects that have not been fully funded. Earmarks for state highway projects shall first be applied to any unfunded balance; once a project is fully funded, earmarks secured by local agencies may be counted toward the local agency's expected contribution.

REAUTHORIZATION EARMARK PROPOSAL FORM

Please fill out this form to propose that a project be considered by an ACT or similar body for inclusion on an Earmark Recommendation List that will be sent to the Oregon Transportation Commission and Oregon's congressional delegation. Supplemental information will be requested for each project included on an Earmark Recommendation List to determine whether the meets the Commission Earmark Request Criteria. Filling out this form does not constitute an application for funding.

Instructions

- Please carefully read the Oregon Transportation Commission's Policy on Federal Reauthorization Highway Program Earmark Requests as well as the associated Guidance for Preparing Earmark Recommendation Lists before filling out this form. The policy and guidance are available at www.oregon.gov/ODOT/HWY/federal_affairs.shtml.
- To ensure consistency, please fill out form using 10 point Arial font.
- Letters of support may be attached.
- E-mail completed form to ACT and ODOT staff listed in the table below by **July 7**.
- Please direct any questions to the ODOT Area Manager or to Travis Brouwer, ODOT Federal Affairs Advisor, at (503) 986-3448 or by e-mail to travis.brouwer@odot.state.or.us.

Area of State	ODOT Staff	ACT Staff
Central Oregon ACT: Deschutes, Crook, Jefferson counties	Gary Farnsworth, gary.c.farnsworth@odot.state.or.us	Andrew Spreadborough, aspreadborough@coic.org
Cascades West ACT: Linn, Benton, Lincoln counties	Vivian Payne, vivian.b.payne@odot.state.or.us	Scott Wilson, swilson@ocwcog.org
Hood River County	Rich Watanabe, richard.f.watanabe@odot.state.or.us	--
Lane County	Sonny Chickering, sonny.p.chickering@odot.state.or.us	--
Lower John Day ACT: Wasco, Sherman, Gilliam, Wheeler counties	Sam Wilkins, sam.l.wilkins@odot.state.or.us	Michelle Colby, michelle.colby@co.gilliam.or.us
Portland Metropolitan Region: Multnomah, Washington, Clackamas counties	Travis Brouwer, travis.brouwer@odot.state.or.us	--
Mid Willamette Valley ACT: Marion, Polk, Yamhill counties	Tim Potter, james.t.potter@odot.state.or.us	Richard Schmid, rschmid@mwvcog.org
Northeast ACT: Morrow, Umatilla, Union, Wallowa, Baker counties	Frank Reading, frank.h.reading@odot.state.or.us	Glenis Harrison, glenis.harrison@odot.state.or.us and Nancy Martin, nancy.e.martin@odot.state.or.us
Northwest ACT: Columbia county	David Kim, david.kim@odot.state.or.us	Mary McArthur, mbmcarthur@att.net
Northwest ACT: Clatsop and Tillamook counties	Larry McKinley, larry.mckinley@odot.state.or.us	Mary McArthur, mbmcarthur@att.net
Rogue Valley ACT: Josephine and Jackson counties	Art Anderson, arthur.h.anderson@odot.state.or.us	Pat Foley, pfoley@rvcog.org
South Central ACT: Klamath and Lake counties	Butch Hansen, norman.c.hansen@odot.state.or.us	Christina Ingram, christina@scoedd.org
South East ACT: Harney, Malheur, Grant counties	Rena Cusma, rena.m.cusma@odot.state.or.us	Sondra Lino slino@orednet.org
South West ACT: Douglas, Coos, Curry counties	Mark Usselman, mark.usselman@odot.state.or.us	Yvonne Lind, Yvonne.Lind@odot.state.or.us

SECTION 1: PROJECT INFORMATION
Project name (route and segment):
Jurisdiction owning facility:
Entity proposing project:
Contact information for proposer (name, phone number, e-mail):
Is this project inside an MPO boundary? If so, please list the MPO and note whether the project is included in the Regional Transportation Plan.[1]
SECTION 2: PROJECT COST AND FUNDING
Estimated total project cost for phases that have not been completed:
Has this estimate been determined through a valid and detailed cost estimate?[2]
At what stage in the project development process was this estimate completed?
Total funding currently dedicated to the project:
Amount of earmark funds requested:
Phase(s) for which earmark is requested:
Expected start date(s) for phase(s) for which funding is requested:
SECTION 3: PROJECT DESCRIPTION
Describe the problem this project is designed to solve.[3] Please limit this description to 350 words or less.
Describe the project and how it will solve the problem described above. Please limit this description to 350 words or less.
List agencies, organizations, businesses, and others who support this project.

[1] ACTs and similar advisory bodies should consult with MPOs on any project within an MPO boundary.
[2] To be valid, a cost estimate should, at minimum, be expressed in year of expenditure dollars, using accepted rates of project cost inflation.
[3] This should be consistent with problem statements from planning or NEPA documents.

Guidance for Preparing Earmark Recommendation Lists

BACKGROUND

In the next surface transportation authorization legislation, the Oregon Transportation Commission (Commission) intends to present Oregon's congressional delegation a limited number of earmark requests for transportation projects that are strategic investments in Oregon's transportation system, address important transportation problems, and have broad support. In advancing these projects, ODOT commits to delivering each project if a sufficient earmark is secured by the congressional delegation. ODOT will provide or help provide matching funds and make up any shortfalls for projects on the official Commission Earmark Requests List to ensure these projects are delivered.

The Commission intends to have Area Commissions on Transportation (ACTs) and other advisory bodies recommend the most appropriate and highest priority projects for which to request earmarks in the reauthorization bill. This guidance explains the process and the steps ACTs and similar bodies will follow to create Earmark Recommendation Lists for consideration by the Commission as required by the Commission Policy on Federal Reauthorization Highway Program Earmark Requests, available at www.oregon.gov/ODOT/HWY/federal_affairs.shtml.

Each ACT and ACT-like body will be asked to prepare an Earmark Recommendation List containing a small number of priority projects. The Earmark Recommendation Lists will serve two primary purposes. The lists will be used by the Commission in its selection of projects for the Commission Earmarks Request List. The Earmark Recommendation Lists will also be provided to members of the Oregon congressional delegation to show which projects in each district have been determined to be regional priorities. ACTs and similar advisory bodies will develop these Earmark Request Lists during the summer and provide them to ODOT by the end of September so the Commission can approve its Earmark Request List in December.

BACKGROUND ON EARMARKS

Projects that receive congressional earmarks are considered federal-aid highway projects and are subject to all federal-aid highway requirements. Under the federal transportation program, ODOT administers all federal-aid highway earmarks and works with local agencies to help them deliver projects. For a partial explanation of earmark and federal-aid highway requirements, see *Federal-Aid Funding for High Priority Project Sponsors*, available online at www.oregon.gov/ODOT/docs/LocalProjectSponsorsGuide.pdf.

Earmarks in the most recent surface transportation authorization act, SAFETEA-LU, required a non-federal match of at least 11.45% of the earmark amount, and it is anticipated that earmarks in the next surface transportation authorization act will have a similar requirement. Earmarks in the next authorization bill will not be available until the legislation is signed into law, which will likely be in 2010 or 2011. Funding from earmarks comes available in a fractional amount each year, and all funding is on a reimbursement basis; no cash is provided up front to pay for projects.

EARMARK SPONSOR ROLES AND RESPONSIBILITIES

Under Commission policy, any local agency[1], organization, business, or other entity that requests and secures earmark funding for a project not on the official Commission Earmark Requests List takes on the role of the project's sponsor. The earmark requestor will be expected to provide the required non-federal matching funds. When a project not on the Commission Earmark Requests List receives an earmark, the Department may provide additional funds for the project only in accordance with the Department's funding priorities and only to the extent funds are available after Commission approved earmark requests are fully funded and after other funding priorities have been met. This policy will apply when the local agency's earmark is for a project on the state system in addition to when the earmark is for a project on the local agency's system. A local agency that secures an earmark for a local agency project also is responsible for developing and delivering the project according to all applicable federal and state requirements, with oversight and technical assistance from ODOT, as required under federal law.

Earmarks for projects on the state highway system are generally intended to supplement rather than supplant state and local resources already committed to the project, and the Commission's earmark requests will be focused on filling gaps in projects that have not been fully funded. Earmarks for state highway projects will first be applied to any unfunded balance; once a project is fully funded, earmarks secured by local agencies may be counted toward the local agency's expected contribution.

COMMISSION EARMARK REQUEST CRITERIA

Earmark projects are often modernization or bridge projects, and the Commission has established requirements for such projects in the Statewide Transportation Improvement Program (STIP) criteria. Therefore, projects recommended for earmark funding requests should meet the approved STIP criteria as set forth in the *STIP Project Eligibility Criteria and Prioritization Factors*. Earmark projects often have further requirements or special considerations due to their earmarked status; therefore, the Commission established the following additional criteria for ODOT earmark requests. The Commission will only make requests for projects that meet these minimum Earmark Request Criteria:

- *Strategic Investment:* The project is a strategic investment that address problems on Oregon's transportation system, is included in or consistent with an existing transportation plan document or needs list, and has been identified as a regional or state priority. Projects should provide significant benefits to Oregon and its transportation system in areas such as economic development, freight mobility, environmental quality, congestion relief and mobility improvement, safety, and other priority areas.
- *Meets STIP Criteria:* Projects recommended for earmark requests must meet the approved Statewide Transportation Improvement Program (STIP) criteria as set forth in the *STIP Project Eligibility Criteria and Prioritization Factors*.
- *Support:* The project has strong support, including support from local government agencies, area and/or statewide advisory bodies, the public, and the business community.

[1] For purposes of the Commission's policy on earmarks, the definition of "local agency" includes, but is not necessarily limited to, cities, counties, metropolitan planning organizations, ports, special districts, federally recognized Native American tribes, and other units of government.

- *Readiness:* The project has been developed enough to identify potential concerns and demonstrate that it has no known fatal flaws. The work will begin during the timeframe of the transportation authorization legislation (2010-2015).
- *Funding:* Earmark funding, when combined with funding already committed to the project and additional available resources, will be used to complete the project or a project phase, which may include planning, environmental work and project development, preliminary engineering, right of way acquisition, or construction. Construction of the project may be structured in phases so that the earmark funds received will complete construction of a segment of the project.

ADDITIONAL GUIDELINES FOR PROJECT RECOMMENDATIONS

ACTs should also consider these general guidelines when selecting projects:

- *Project Type:* Most earmark funding for Oregon highway projects in SAFETEA-LU went to modernization projects. Bridges and Transportation Enhancement projects also received substantial funding, but other types of projects, including safety and operations, are also eligible for earmark funding.
- *Project Timeline:* The next reauthorization bill will likely be signed into law in 2010 or 2011 and will continue through the end of federal Fiscal Year 2015. Earmark funding will come available after the bill becomes law and will be available in annual increments through 2015. Funding should only be requested for projects or project phases that will begin during this period. Project selection should take into account that not all funding will be available immediately upon enactment of the legislation, though tools such as Advance Construct can be used to address issues related to availability of funds.
- *Earmark Request Size:* Oregon's highway project earmarks in SAFETEA-LU, the last surface transportation authorization act, ranged from $90,000 to $23.5 million, with a mean of about $4 million and a median size of $2 million. ACTs should limit earmark requests to no more than $25 million, as no project in Oregon received more than this amount in SAFETEA-LU. ACTs should generally not recommend earmarks of less than $1 million.

ODOT has limited ability to fill any funding gap remaining after securing an earmark, so ACTs should recommend projects that could reasonably cover funding gaps with an earmark. ACTs should also consider that the amount of funding secured is usually significantly lower than the amount requested. For example, in SAFETEA-LU ODOT received only 41% of the amount of funding requested for projects on the Commission earmark request list. ACTs should ensure that there is a commitment to bridging any remaining funding gap and a contingency plan that will allow projects to move forward even if full funding is not secured.

STEPS TO PREPARE AN EARMARK RECOMMENDATION LIST AND SUBMIT IT TO THE COMMISSION FOR CONSIDERATION

STEP 1: Agency/MPO/ACT Coordination

ODOT region staff, local government agencies, and Metropolitan Planning Organizations (MPOs) should work together through the ACT or a similar body to identify and recommend appropriate projects that are high priorities for the area and have broad support. The ACTs or similar advisory committees should participate in selecting and recommending projects for earmark requests as they do for modernization projects. ODOT staff will provide information and assistance for the ACTs to:

- Consider any existing project needs list.
- Evaluate potential earmark projects against the current *STIP Project Eligibility Criteria and Prioritization Factors.*
- Evaluate potential earmark projects against the Commission Earmark Request Criteria.
- Communicate with any affected local government agencies not participating in the ACT and appropriate statewide advisory committees.
- Recommend appropriate high-priority projects with broad support to the Commission for inclusion in the Commission Earmark Requests List.

Local agencies and ODOT regions will be asked to submit their potential earmark requests, particularly for projects on the state highway system, to the ACTs for consideration and potential inclusion in Earmark Recommendation Lists and the Commission Earmark Requests List. ODOT staff and local agencies who wish to propose projects for ACT consideration should fill out a Reauthorization Earmark Proposal Form and submit it to ACT staff and the ODOT Area Manager. The Reauthorization Earmark Proposal Form is available online at www.oregon.gov/ODOT/HWY/federal_affairs.shtml.

The ACTs should do this work during their regular meetings that are advertised and open to the public. A full description of ACT responsibilities, duties, and expectations is presented in the *Policy on Formation and Operation of the ACTs*, available on the ACT website at www.oregon.gov/ODOT/COMM/act_main.shtml.

Coordination with Metropolitan Planning Organizations
Because of the important role MPOs play in determining transportation priorities within urban areas, the Commission expects ACTs to coordinate with MPOs and seek their input for projects within MPO boundaries. Each MPO should submit a list of priority projects to their respective ACT prior to the ACT's selection of projects, and ACTs should take this input into consideration as they recommend projects. These MPO lists of priority projects may contain any of the types of project that can be included on an Earmark Recommendation List, including state highway projects, projects on the local road system, and transit projects (see below). ACTs should also seek input from any other important transportation advisory bodies within their boundaries.

STEP 2: Prepare the Earmark Recommendation List
Each ACT should prepare a list of one to five priority projects. The Earmark Recommendation List need not be put in priority order.

Size and Number of Projects
While ACTs will not be provided funding targets, they should attempt to balance the number and size of requests. For example, ACTs that recommend large earmarks should advance fewer projects, while those that recommend smaller earmarks can advance more projects. ACTs are urged to present earmark request lists that are in line with their population; smaller ACTs should generally put forward a smaller total dollar amount, while larger ACTs may request a larger total dollar amount.

Project Types
Because the Earmark Recommendation Lists will be provided to the congressional delegation as well as to the Commission, ODOT will not restrict ACT recommendations to the state highway system. ACT lists may include the following types of transportation projects:
- state highway projects,
- local projects that benefit the state highway system,

- local projects that do not benefit the state highway system,
- transit projects.

Local Projects
The Commission Earmark Request List will include state highway projects that meet the earmark criteria listed on page 2 of the Commission Policy on Federal Reauthorization Highway Program Earmark Requests and may include local projects that benefit the state highway system. Local agency projects may be considered for inclusion on the Commission Earmark Request List if they meet the Oregon Highway Plan (OHP) Policy 2B: Off-System Improvements. The OHP is available online at www.oregon.gov/ODOT/TD/TP/orhwyplan.shtml. The Commission Earmark Request List will not include local projects that do not demonstrably benefit the state highway system. However, ACTs may consider local projects and include those that are deemed regional priorities on their Earmark Recommendation List to demonstrate support for these projects to the congressional delegation.

Transit Projects
Because of the important role public transit plays in Oregon's transportation system, ACTs may include a separate section of their list for transit projects to show support for projects that will be requested by local transit agencies. These projects will not be included in the Commission Earmark Requests List, but they will be included in the list of identified regional priorities that will be provided to the congressional delegation. The list of transit projects will not count against the limit on highway projects ACTs can include on their list.

Timeline
Local agencies and ODOT staff are asked to submit their project proposal forms to ACT staff and the ODOT Area Manager by **July 7th** to allow ample time for ACTs and similar advisory bodies to consider and recommend projects. Any agency that cannot meet this deadline should coordinate with their ODOT Area Manager and ACT staff to seek an extension. Proposals submitted after this deadline should be considered by ACTs as practical and appropriate.

MPOs should submit their priority lists to the ODOT Area Manager and ACT staff by **July 7th** to ensure that ACTs can consider these priorities in their selection process. MPOs should coordinate with their ODOT Area Manager and ACT staff if they will have difficulty meeting this deadline.

ACTs should develop a process for selection of projects to recommend in June and July. This may include creation of a special subcommittee to recommend a list of priority projects.

ACTs should develop and approve their lists of recommended projects in August and September. ACTs are encouraged to utilize existing project recommendation lists, such as their SB 566 project lists and 2010-2013 STIP recommendations, to simplify this process.

ACTs must complete their Earmark Recommendation Lists and provide them to the ODOT Director's Office, by way of the ODOT Area Manager, by **September 30, 2008**. Any ACT lists received after this date will be considered as practical and appropriate by the Commission.

When ACTs have completed their Earmark Recommendation Lists, ODOT will request supplemental information on each non-transit project included on those lists in order to select projects for the Commission's Earmark Request List. This supplemental information will be due in October.

STEP 3: Commission Review of Earmark Recommendation Lists
ODOT will draw on the Earmark Recommendation Lists for the creation of the official Commission Earmark Requests List. Projects on the Commission list may also be drawn from other sources, including recommendations from statewide advisory bodies such as the Oregon Freight Advisory Committee (OFAC) and MPO priority lists provided to ACTs. As ACTs and similar bodies are primarily involved in selecting modernization projects, it is anticipated that most projects on Earmark Recommendation Lists will be highway modernization projects, and the Commission may draw on other sources for other types of projects, such as bridges and operations/ITS projects.

The Commission will also consider recommendations from ODOT Regions and Areas, statewide priorities, and available budget for providing required match and fully funding the project to develop the list of transportation earmark requests that will be sent to the congressional delegation. The Commission may give preference to earmark requests that will complete the funding necessary to fully construct a project over requests that will fund only earlier phases, such as project development activities or right-of-way acquisition, or that only contribute to but do not fully fund construction of a new project. Projects that have the support of multiple parties including local governments, business and community groups, area and statewide transportation advisory committees, and the ODOT region will be preferred over ones that have less support.

For Further Information

Please direct any questions on the Commission Policy on Federal Reauthorization Highway Program Earmark Requests or the process for regional project selection to Travis Brouwer, ODOT Federal Affairs Advisor, at (503) 986-3448 or by e-mail to travis.brouwer@odot.state.or.us.

Commission Earmark Requests List Process Schedule 2008-09

Tasks	Feb 08	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan 09
Draft Earmark Policy to Commission for approval to start outreach	X											
Outreach on the Draft Earmark Policy	X	X	X									
Earmark Policy to Commission for approval				X								
Local Agencies and ODOT prepare proposals and submit to ACTs					X	X						
ODOT Regions, Local Agencies, ACTs and MPOs collaborate to prepare lists					X	X	X	X				
ACTs send lists to ODOT Director's Office								X				
ODOT staff compiles ACT lists and prepares draft Earmark Requests List for Commission									X	X		
Commission reviews Earmark Recommendation Lists and draft Earmark Requests List										X		
Commission approves Earmark Requests List											X	
ODOT presents congressional delegation Commission Earmark Request List												X

PORTAL: Transportation Data Archive

Intelligent Transportation Systems Laboratory
Deena Platman, Metro
Dr. Kristin Tufte, Portland State University

Portland State UNIVERSITY

Background

- PORTAL
  - Developed with CAREER grant from National Science Foundation with additional financial support from FHWA
  - Large investment in developing regional transportation archive
- Funding Situation
  - Current funding has run out, archive will wither
  - Need sustainable funding source

What's in the PORTAL Database?

Loop Detector Data
20 s count, lane occupancy, speed from 500 detectors (1.2 mi spacing)

Incident Data
140,000 since 1999

Bus Data
1 year stop level data
140,000,000 rows

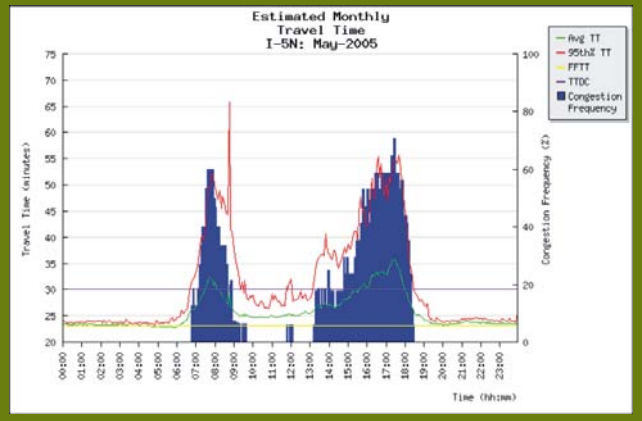
Weather Data

VMS Data
19 VMS since 1999

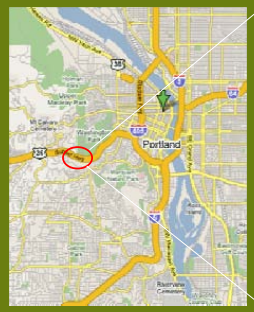
Data Archive

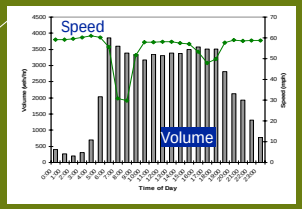
Days
Since July 2004
About 700 GB
4.2 Million
Detector Intervals

Performance Report - Reliability

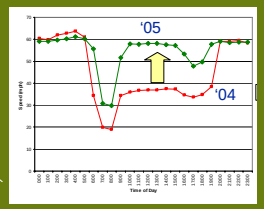


Cross Section Study



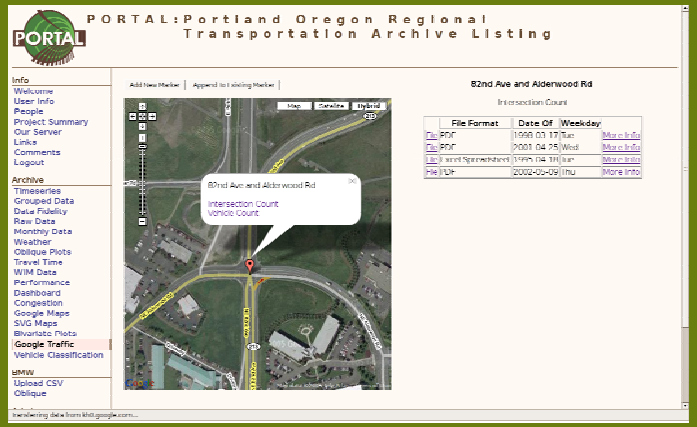


Speed-Volume Analysis (2005)



2004-05 Speed Comparison

Google Traffic



Performance Measures Used

- Volume
- Speed
- Occupancy
- Vehicle Miles Traveled
- Vehicle Hours Traveled
- Travel Time
- Delay
- In near future will add: Fuel Consumption, Emissions, Carbon Measures

TransPort Recommendation

- **Allocate $203,000 in MTIP TSMO Funds to Portland State University for PORTAL management**
  - **Supports .5 FTE professional manager and two graduate students**
  - **Services provided to region include system maintenance, training, research, and enhancements**
  - **Establishes a PORTAL advisory committee**
  - **Request consistent with Regional ITS Architecture and with the UPWP.**

Portland – Milwaukie
LIGHT RAIL PROJECT

Transportation Policy Alternatives Committee

May 30, 2008








Today's Briefing:

- Project overview and update
- Willamette River Crossing Partnership recommendation
- Southern alignment and terminus options and issues
- Locally Preferred Alternative (LPA) decision process

Project Overview

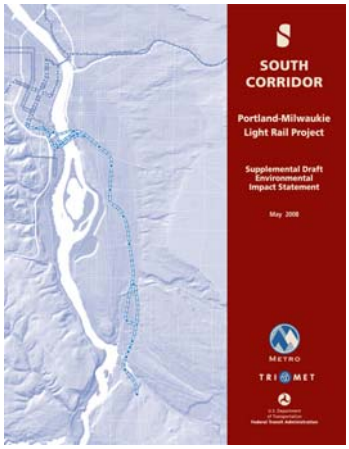
- 6.4 – 7.2 mile light rail line
- New Willamette River bridge for transit, pedestrians and bikes
- 10-13 stations
- 2-4 park-and-ride facilities

Supplemental Draft Environmental Impact Statement (SDEIS)

The SDEIS process evaluated:

- Social, environmental, economic and traffic impacts
- Potential ridership, capital and operating costs, available funding and cost effectiveness

Project Update



- *Supplemental Draft Environmental Impact Statement* (SDEIS) published May 9
- 45-day public comment period ends June 23
- Locally Preferred Alternative process commencing

Ridership

- 22,000-26,000 daily riders
- 9,000-12,000 new system riders
- 22,000 households and 89,000 jobs within ½ mile

Transportation Performance

Compared to 2030 No-Build

Mode share increase Milwaukie to CBD	
•All trips	9%-17%-
•Work trips	13%-24%
VMT reduction (All day, region-wide)	46,400-69,200
Vehicle Hours of Delay reduced (Peak, region-wide)	300-460

Environmental Impacts

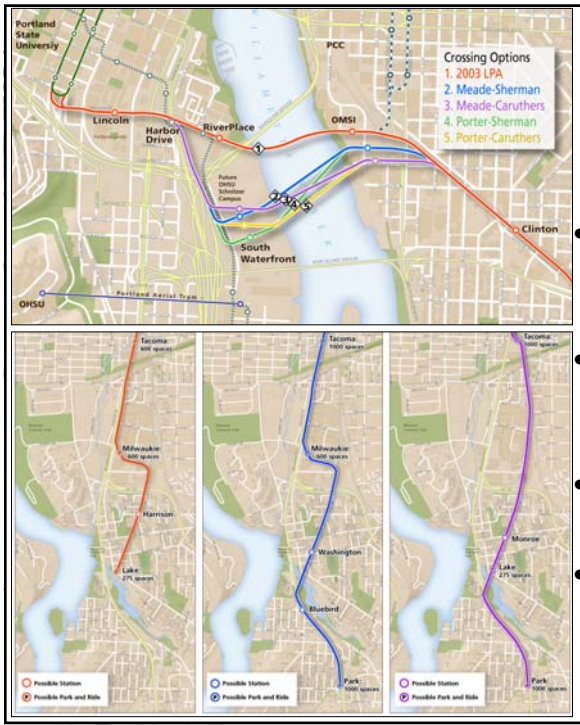
- Up to 2 existing and 2 planned parks with direct impacts
- Up to 62 potential full acquisitions
- Threatened and Endangered fish in 3 or 5 rivers
- 3 or 4 historic resources
- Up to 25 noise and 38 vibration impacts

Section 4(f) and de minimus

- Two existing and two planned recreational resources with potential impacts:
  - South Waterfront Park (.06 acre)
  - Eastmoreland Golf Course (>.02 acre)
  - Robert Kronberg Park (>.1 acre)
  - Trolley Trail (~.87 acre)
- Preliminary findings indicate a *de minimus* impact for these resources

Public Comment Period

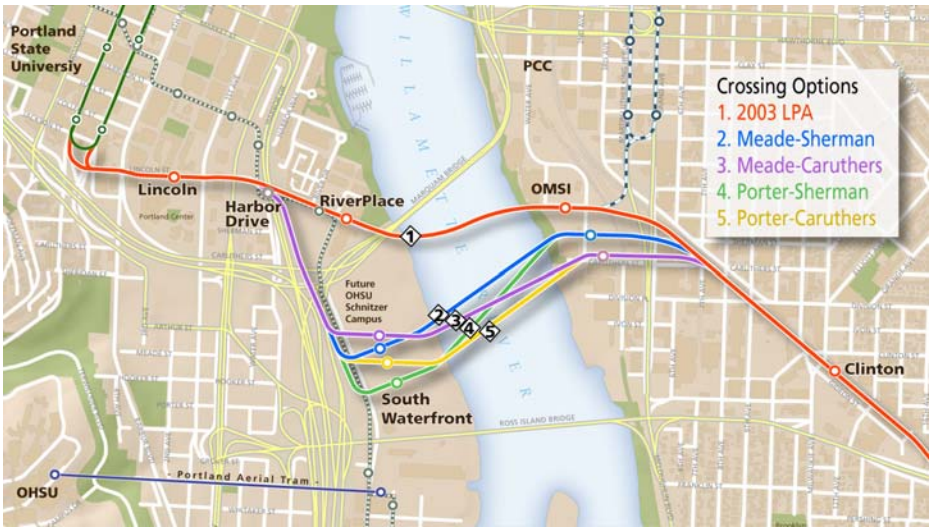
- Four open houses in May
- Steering Committee public hearing June 9
- CAC and Steering Committee recommendations on LPA late June



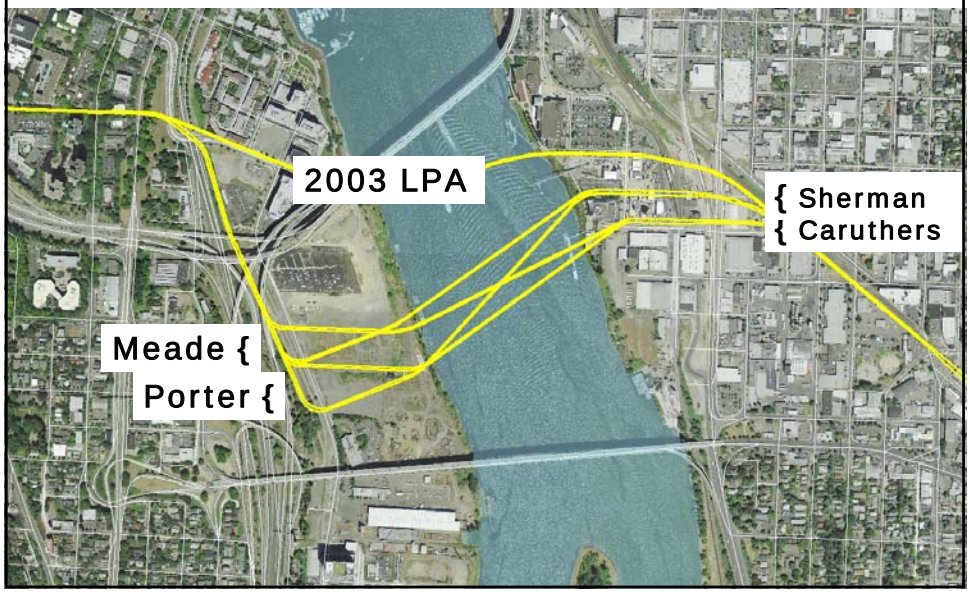
Project options

- Willamette River bridge alignment
- North Milwaukie alignment
- Southern terminus
- Station and park-and ride locations

Willamette River Crossing



River Crossing Update



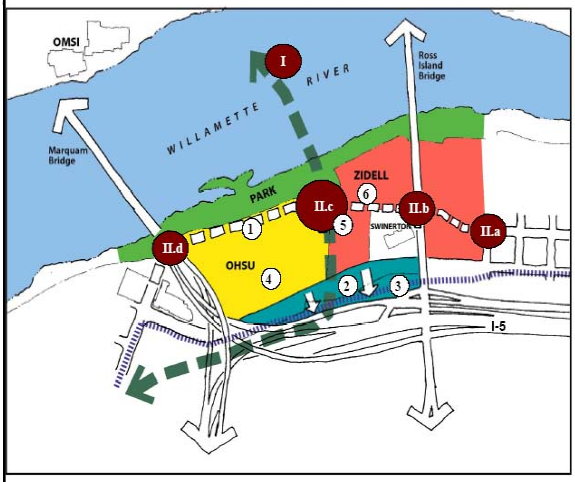
South Waterfront Findings

Compared to 2003 LPA
South Waterfront options:

- Have similar benefits and impacts
- Serve 3000 more residents and 4000 more jobs
- Add 1200-1400 light rail trips

Willamette River Partnership

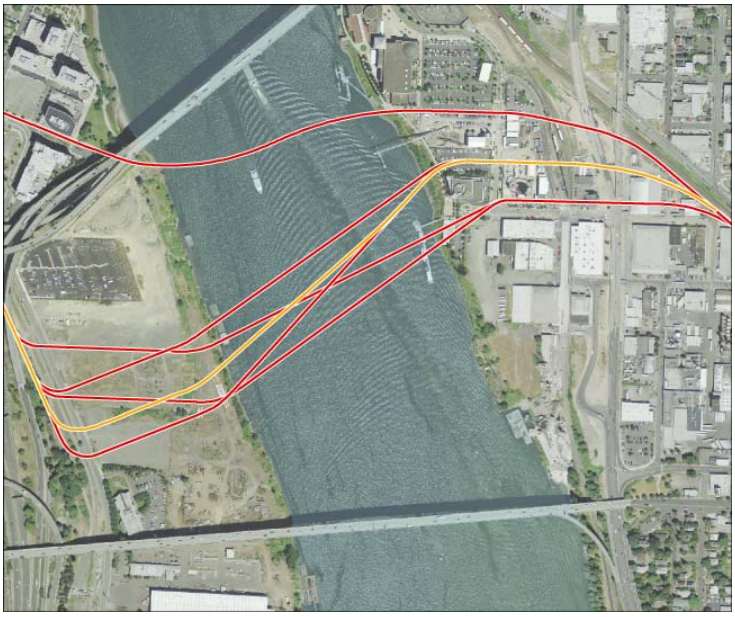
City of Portland led a process of local landowners and city bureaus to recommend a preferred crossing alignment



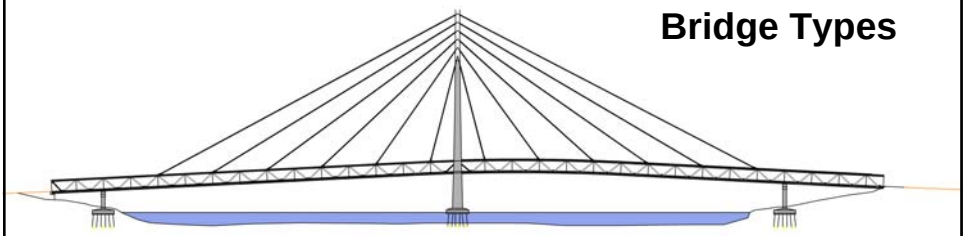
Key issues

- SW Bond alignment
- SW Moody alignment
- Streetcar
- Elevations
- Zidell property

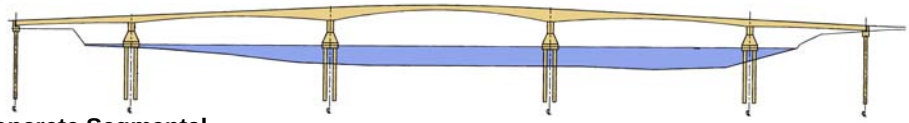
Refined River Crossing Alignment



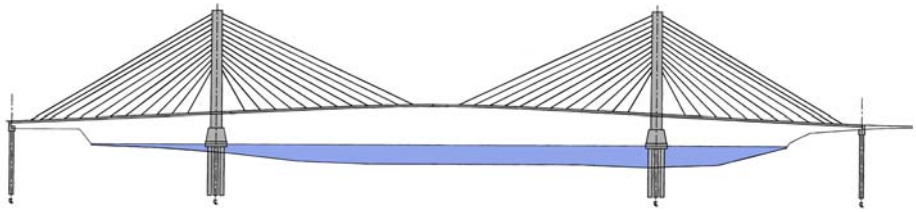
Bridge Types



Cable Stayed Through Truss

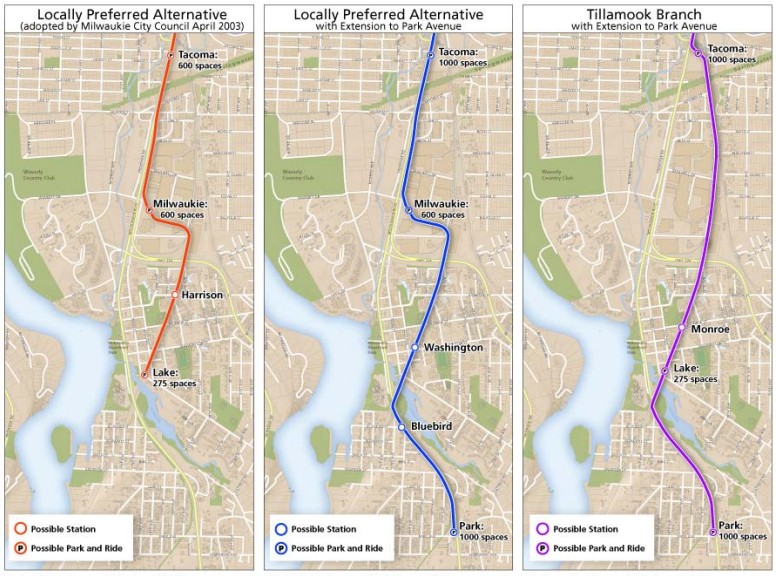


Concrete Segmental



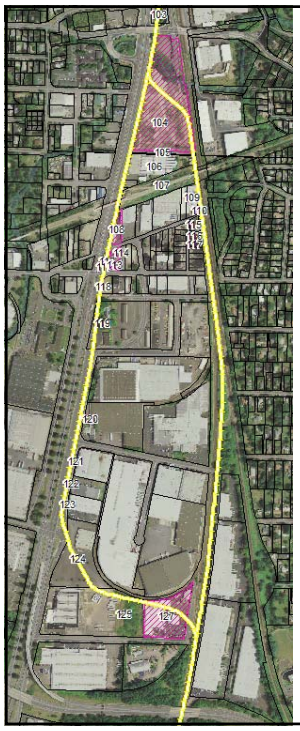
Cable Stayed

Milwaukie and Southern Terminus Options



Total Park and Ride: 1475 **Total Park and Ride: 2600** **Total Park and Ride: 2275**

These station and park and ride locations are being studied in a SDEIS. The final alternative could incorporate elements from several options.



Milwaukie North Industrial

- 2003 LPA alignment along McLoughlin:
  - More property impacts
  - Traffic and parking impacts
  - 600 park-and-ride spaces
  - Increases ridership by 800 trips daily
- Tillamook Options:
  - No park-and-ride option
  - Fewer acquisitions and displacements
  - Fewer impacts to freight and businesses
  - Avoids impact to historic ODOT property
  - Reduces travel time by 1 minute
  - Costs $25.6 M less

Lake Road terminus

- Positives:
  - 6-7 few acquisitions
  - 2 fewer planned parks
  - Fewer noise and vibration impacts
  - $99M to $124M less to construct
- Challenges:
  - Loss of park-and-ride, especially with Tillamook alignment
  - Lower ridership
  - Terminus infrastructure in downtown Milwaukie

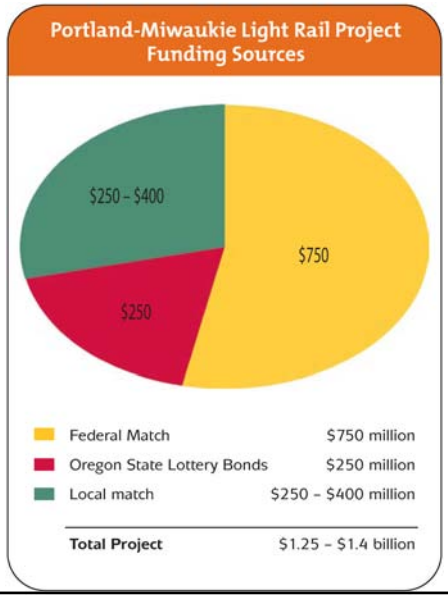
Park Avenue terminus

- Positives:
  - Increases ridership by 2300 to 3100
  - Adds 1 or 2 stations and up to 1200 park-and-ride spaces
  - Captures commuter south of town center
  - Avoids impacts to Milwaukie
  - Local jurisdiction support
- Challenges:
  - Impacts to Kronberg Park and the Trolley Trail
  - Increased costs
  - Crossing McLoughlin Boulevard

Steering Committee Direction

- Reduce cost to Park
- Explore Tillamook alignment with Lake terminus
- Continue work with North Industrial owners

Overall finance strategy



Cost effectiveness

- What makes a project cost effective?
  - Transit benefits to new and existing users compared to capital costs
- Why is that important?
  - Applying for federal funding

Cost effectiveness

- Initial models runs show project is coming in under federal threshold
- Current benchmark similar to Green Line (Mall/I-205)
- Makes project more competitive for federal dollars

Locally Preferred Alternative Process

CAC	June 12
Steering Committee	June 26
Jurisdictional partners	July 2-17
Metro Council action	July 24

Funding and Opportunity Cost of funding CRC is small;
Not funding CRC would be a major financial opportunity lost

Opponents to the CRC Project say that funding CRC would cause billions of dollars to be diverted from unnamed regional projects to the CRC Project – this is the so-called "opportunity cost" of funding CRC. This is a baseless allegation -- CRC will bring our region billions of dollars for transportation investment that other regional projects can not get. This does not mean that every dollar going to CRC is solely available to CRC; but a vast majority of the proposed funding is, and the net impact of CRC to regional transportation investment is immensely positive.

First, the CRC anticipates attracting about $1 to $1.3 billion in federal discretionary highway and transit grants. The CRC has been designated as a Corridor of the Future by FHWA, making it a priority for federal discretionary grants. Given this special national priority, the funding plan anticipates $400-$600 million federal highway discretionary funds, only a small portion of which would be available for other projects. In addition, the CRC anticipates obtaining another $600-$750 million in federal transit "New Start" grants. WSDOT and C-TRAN would be the grantee for these funds, and LRT to Vancouver would not compete with Milwaukie LRT for these funds. Besides, the opponent's assertion that this region can only pursue one New Starts project at a time is not accurate; many regions have successfully advanced two or more rail projects at a time, including TriMet – which right now simultaneously constructing the Commuter Rail Line, Mall LRT Project and I-205 project. It also should be noted that WSDOT will provide "toll credits" which can be used for local match in lieu of cash funds; thus there is no draw on local transit funding for local match.

Second, CRC anticipates about $1.1-1.4 billion in toll bonds, paid by tolling the I-5 Bridge. Even the opponents to CRC support the idea of tolling the bridge as a travel demand tool. Under federal law the I-5 Bridge can only be tolled as part of a replacement or major rehabilitation program for the bridge, unless approved as a special demonstration project. Seismic upgrades do not count. Also under federal law, toll revenues must first be used to meet the capital, operations, and maintenance needs of the bridge being tolled. These revenues are not available to other projects.

Third, about $400-$600 million in Washington highway revenues are anticipated in the funding plan. All or a great majority of these revenues would be specially designated for the CRC Project. Another $400-$600 million may be sought from ODOT. Governor Kulongoski has stated that CRC would be funded from a statewide revenue pool, and would not constitute an allocation of this region's funds. Moreover, while it may be argued that some of these funds could be made available to other regional highway projects, the importance of CRC may assist in passage of a statewide transportation package – and thereby actually help provide state funds to these projects.

THE OPPORTUNTIY LOST BY NOT FUNDING CRC

If CRC is not purused:

- No $1-$1.3 billion in federal discretionary transportation funds.
- No $1-$1.3 billion in toll bond revenues
- No $500 million in WSDOT investment
- No light rail over the river
- No tolls/variable pricing as travel demand tool
- Hayden Island Plan cannot be implemented and smart growth fails.
- 15 hours a day of congestion
- Higher pollution
- Higher freight costs; loss in regional freight busness

Columbia River CROSSING

Oregon Department of Transportation

Washington State Department of Transportation

A Bridge, Transit, and Highway Improvement Project

Thomas Briggs Markgraf

The 1917 Interstate Bridge

Columbia River CROSSING

Existing Pedestrian and Bicycle Facilities

Pathways

Columbia River CROSSING

Project Addresses Six Problems on I-5

- **Congestion**
  Travel demand exceeds capacity
- **Public transit**
  Service is limited by congestion
- **Freight**
  Mobility through the area is impaired
- **Safety**
  Crash rates are too high
- **Bicyclists and pedestrians**
  Facilities and connections are inadequate
- **Earthquake safety**
  Bridges don't meet current seismic standards

Columbia River CROSSING

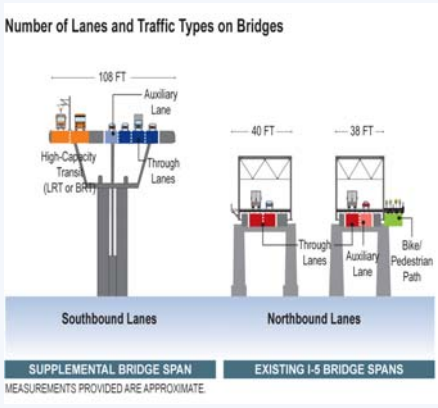
Alternatives for Draft Environmental Impact Statement

1. No build
2. Replacement bridge with bus rapid transit
3. Replacement bridge with light rail
4. Supplemental bridge with bus rapid transit
5. Supplemental bridge with light rail

All “build” alternatives include interchange, freight, and pedestrian/bicycle improvements between SR-500 and Delta Park.

Columbia River CROSSING

Bridge Choice - Supplemental



New bridge for southbound traffic

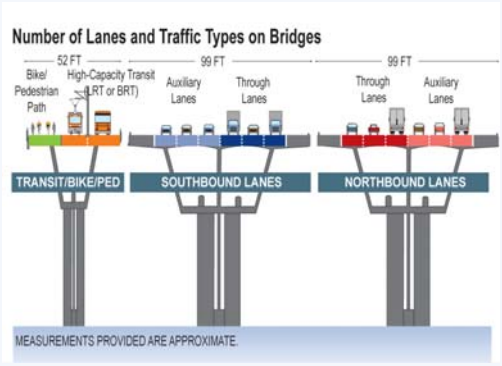
- Immediately downstream (west) of Interstate Bridge
- Three through lanes and one auxiliary lane
- Dedicated lanes for transit
- High enough for most boats
- Low enough to minimize impacts to airspace

Existing bridges re-striped for northbound traffic

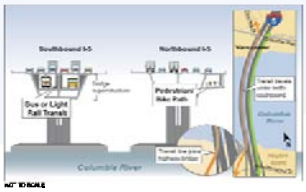
- three through lanes and one auxiliary lane
- widen existing bicycle/pedestrian path
- Retrofit for earthquake safety

Columbia River CROSSING

Bridge Choice - Replacement



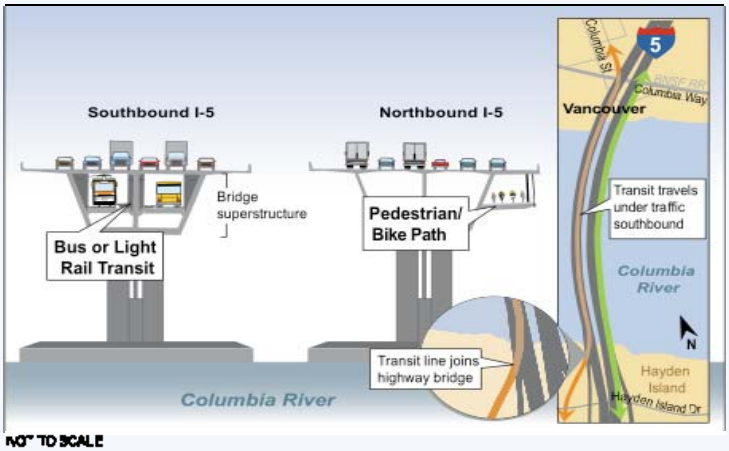
- New structure immediately downstream (west) of existing bridge
- Three through lanes and two or three auxiliary lanes in each direction
- Separate, new structure with dedicated lanes for transit, bicycles and pedestrians
- High enough for most boats and low enough to minimize impacts to airspace



The project is also analyzing a Stacked Transit/Highway replacement bridge design option.

Columbia River CROSSING

Bridge Choice – Replacement
Transit in a Box



Columbia River CROSSING

High Capacity Transit Alignments, Portland

Columbia River CROSSING

*Not drawn to scale

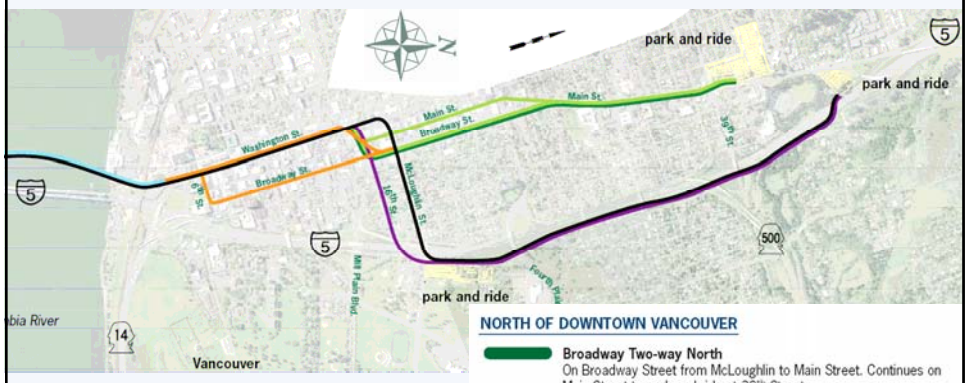
LEGEND

HAYDEN ISLAND TO DOWNTOWN VANCOUVER

Along I-5, Replacement Downstream Bridge
Travel along I-5 near N. Center Avenue to connect with new bridge west of existing bridge.

N. Jantzen Beach Center, Replacement Downstream Bridge (Representative Alignment)
Travel beside Jantzen Beach SuperCenter to connect with new bridge west of existing bridge.

High Capacity Transit Alignments, Vancouver



DOWNTOWN VANCOUVER TO 16TH STREET/MCLOUGHLIN

Broadway-Washington
Northbound transit on Broadway and Southbound transit on Washington.

Washington Two-way (Representative Alignment)
Northbound and southbound transit on Washington Street.

NORTH OF DOWNTOWN VANCOUVER

Broadway Two-way North
On Broadway Street from McLoughlin to Main Street. Continues on Main Street to park and ride at 39th Street.

Broadway-Main
Northbound transit on Broadway Street and southbound transit on Main Street from McLoughlin to 29th Street. Two-way on Main Street from 29th Street to park and ride at 39th Street.

16th St., Along I-5
Two-way transit travels on 16th Street to eastside of I-5. Travels from Clark College, along I-5, to park and ride near Kiggins Bowl.

McLoughlin, Along I-5 (Representative Alignment)
Two-way transit travels on McLoughlin to east side of I-5. Travels from Clark College along I-5 to park and ride near Kiggins Bowl.

Traffic Demands Reflect Multi-Modal Project

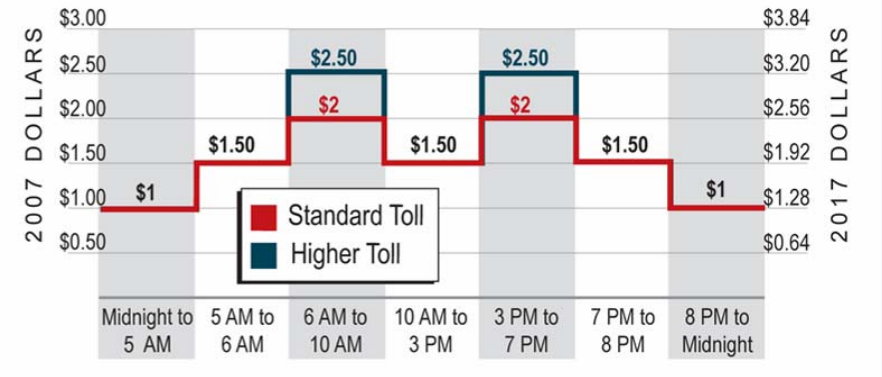
Options	Hours of Congestion	Average Daily Traffic
Existing bridge	6	134,000
No Build by 2030	15	184,000
Replacement Bridge Alternative in 2030		
No HCT, no tolls	8	225,000
HCT, no tolls	7	210,000
No HCT, tolls	6	193,000
HCT, tolls*	5.5	178,000

* All Draft EIS Build alternatives include HCT and tolls

Columbia River CROSSING

Tolls for Passenger Cars (with transponders)

Toll rates are for Draft EIS modeling purposes only



- Tolls would be collected in both directions.
- Toll rates increase over time with inflation.
- Tolls vary by time of day – those who travel off peak pay less.
- Actual toll rate on opening day depends on many factors.

Columbia River CROSSING

Cost and Funding

- **Cost estimate: $3.1 to 4.2 billion***

Total I-5 highway related costs

– Replacement bridge	$2.67 to $3.09 billion
– Supplemental bridge	$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

- **Potential funding sources**
  - Federal
  - State of Oregon
  - State of Washington
  - Tolling
  - Regional and local

Columbia River CROSSING

*In year of expenditure dollars, expected to be 2010-2017; operating and maintenance costs not included. Costs shown in 10 to 90 percent probability range.

**Includes all possible alignments and lengths, including possible short and long segments being studied for Vancouver.

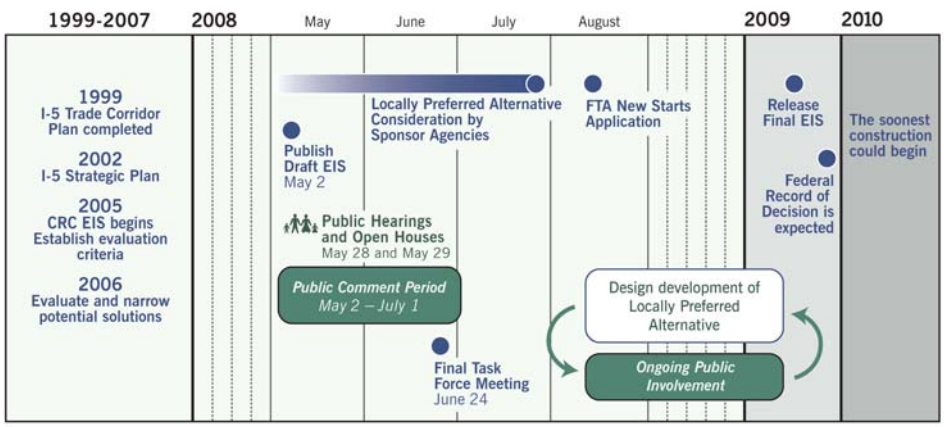
Exhibit 4.4-3
Capital Finance Plan Scenarios by Alternative and Minimum Operable Segment: With Tolls

	Alternative 2				Alternative 3				Alternative 4				Alternative 5			
Terminus	Mill Plain		Clark College		Mill Plain		Clark College		Mill Plain		Clark College		Mill Plain		Clark College	
Cost Estimate[a]	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High
Highway Costs	$2,741	$2,911	$2,763	$2,905	$2,772	$2,920	$2,773	$2,920	$2,560	$2,719	$2,575	$2,711	$2,586	$2,743	$2,586	$2,699
Transit Costs	$519	$559	$555	$594	$596	$628	$654	$689	$565	$597	$617	$637	$629	$704	$697	$787
Total Costs	$3,260	$3,470	$3,318	$3,499	$3,368	$3,548	$3,427	$3,609	$3,125	$3,316	$3,192	$3,348	$3,214	$3,447	$3,283	$3,486
Sources																
Existing State Revenue[b]	$20	$20	$20	$20	$20	$20	$20	$20	$20	$20	$20	$20	$20	$20	$20	$20
Federal Discretionary Highway Funds	$400-$600	$400-$600	$400-$600	$400-$600	$400-$600	$400-$600	$400-$600	$400-$600	$400-$600	$400-$600	$400-$600	$400-$600	$400-$600	$400-$600	$400-$600	$400-$600
Toll Bond Proceeds[c]	$1,070-$1,350	$1,070-$1,350	$1,070-$1,350	$1,070-$1,350	$1,070-$1,350	$1,070-$1,350	$1,070-$1,350	$1,070-$1,350	$910-$1,160	$910-$1,160	$910-$1,160	$910-$1,160	$910-$1,160	$910-$1,160	$910-$1,160	$910-$1,160
State Administered Revenues[d]	$771-$1,251	$941-$1,421	$793-$1,273	$935-$1,415	$802-$1,282	$950-$1,430	$803-$1,283	$950-$1,430	$780 - $1,230	$939-$1,389	$795-$1,245	$931-$1,381	$806-$1,256	$963-$1,413	$806-$1,256	$919-$1,369
Federal Discretionary Transit Funds	$519	$559	$555	$594	$596	$628	$654	$689	$565	$597	$617	$637	$629	$704	$697	$750
C-TRAN Funds	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$26-$32
TriMet Funds	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5-$11
Total Revenues	$3,260	$3,470	$3,318	$3,499	$3,368	$3,548	$3,427	$3,609	$3,125	$3,316	$3,192	$3,348	$3,214	$3,394	$3,283	$3,439
Toll Credits[e]	$104	$112	$111	$119	$119	$126	$131	$138	$113	$119	$123	$127	$126	$141	$139	$148
C-TRAN Sales and Use Tax Rate	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.05-0.06%

[a] Low cost estimate is 60% confidence estimate from cost risk assessment. High cost estimate is 90% confidence estimate from risk assessment.
[b] From WSDOT's Transportation Partnership Account.
[c] See Exhibit 4.3-1.
[d] Low end of state and regional sources assumes high federal discretionary funds and toll bond proceeds; High end of state and regional sources assumes low federal discretionary funds and bond proceeds.
[e] Toll credits do not directly contribute funds to construct the project; they are only used to offset statutory match requirements.

Note: Costs and revenues are in millions of year of expenditure dollars and rounded to nearest million.

Project Schedule



Columbia River CROSSING

Next Steps
and Choosing a Locally Preferred Alternative

Key dates:

June 24	Columbia River Crossing Task Force proposes LPA
July 1	Draft EIS Comment period ends

Public agencies vote on LPA:

July 7	City of Vancouver
July 8	C-TRAN
July 9	City of Portland
July 9	TriMet
July 10	J-PACT
July 17	Metro
July 22	SW Wash. Regional Transportation Council

Columbia River CROSSING

Informal Question and Answer Sessions
on Draft Environmental Impact Statement

May 15, 2008*
6 pm - 8:30 pm
Jantzen Beach SuperCenter
(inside mall, enter near Ross)
1405 N Jantzen Beach Center
Portland, OR

June 7, 2008
9 am - 12 pm
Firstenburg Community Center
700 NE 136th Ave.
Vancouver, WA

June 14, 2008
12:30 - 3:30 pm
Beaverton Main Library
12375 SW 5th St.
Beaverton, OR

June 19, 2008*
6 pm - 8:30 pm
Clark Public Utilities
1200 Fort Vancouver Way
Vancouver, WA

* Sponsored by CRC's Community and Environmental Justice Group

Columbia River CROSSING

Last ferry across the Columbia River, Feb. 14, 1917

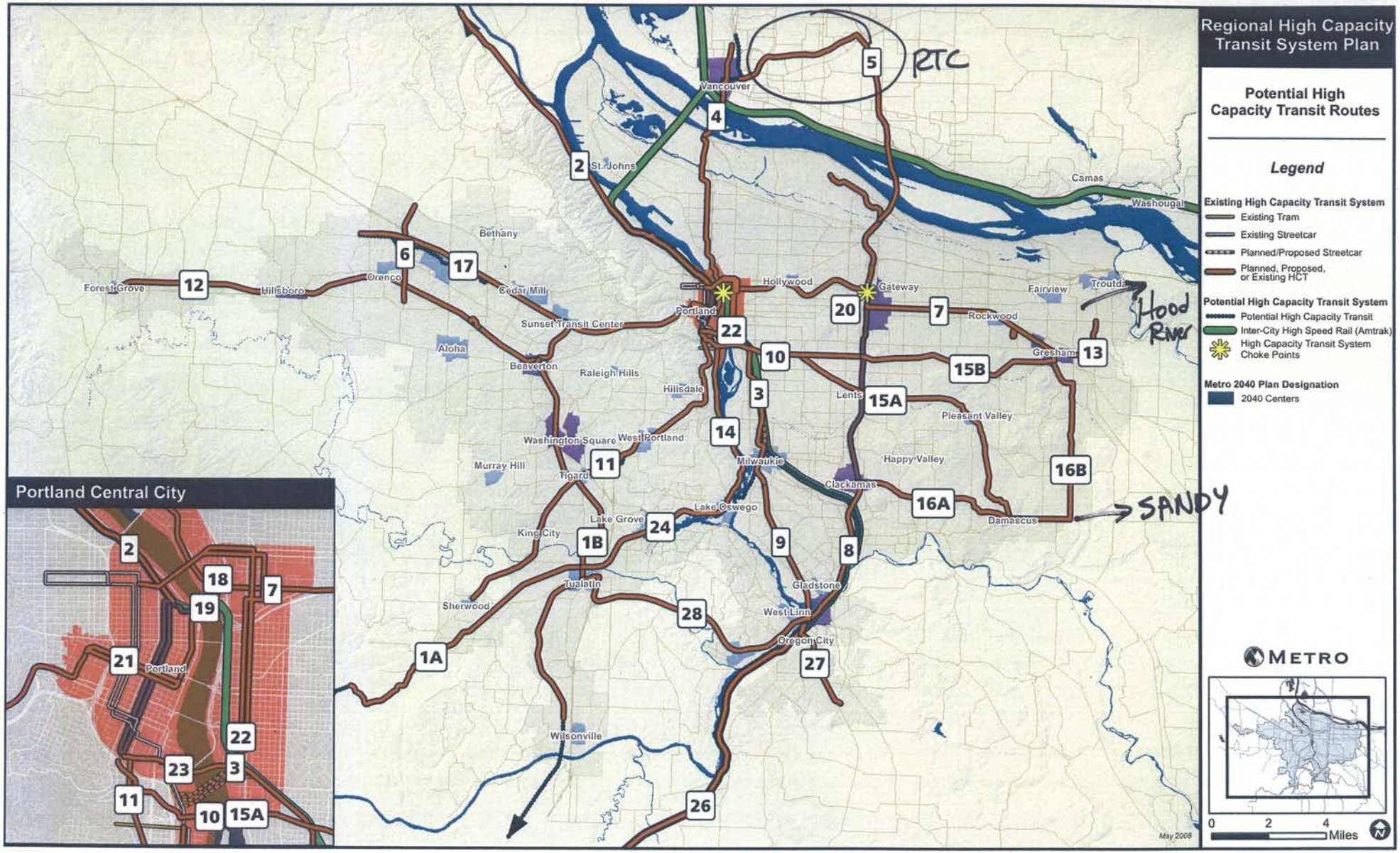
Columbia River CROSSING

Columbia River CROSSING

www.ColumbiaRiverCrossing.org
feedback@columbiarivercrossing.org

700 Washington Street, Suite 300
Vancouver WA 98660

Telephone 360-737-2726
503-256-2726
1-866-396-2726


Regional High Capacity Transit System Plan
Potential High Capacity Transit Routes
Legend
Existing High Capacity Transit System
Existing Tram
Existing Streetcar
Planned/Proposed Streetcar
Planned, Proposed, or Existing HCT
Potential High Capacity Transit System
Potential High Capacity Transit
Inter-City High Speed Rail (Amtrak)
High Capacity Transit System Choke Points
Metro 2040 Plan Designation
2040 Centers
RTC
SANDY
Hood River
Portland Central City
Vancouver
St. Johns
Camas
Washougal
Bethany
Forest Grove
Hillsboro
Orenco
Cedar Mill
Hollywood
Gateway
Fairview
Troutdale
Portland
Sunset Transit Center
Rockwood
Aloha
Beaverton
Raleigh Hills
Gresham
Hillsdale
Lents
Pleasant Valley
Washington Square
West Portland
Murray Hill
Tigard
Milwaukie
Happy Valley
Clackamas
Lake Oswego
Damascus
Lake Grove
King City
Tualatin
Gladstone
Sherwood
West Linn
Oregon City
Wilsonville
5
4
2
6
17
12
20
7
22
10
15B
13
3
15A
14
11
16B
16A
24
1B
9
8
28
1A
27
26
18
19
21
23
May 2008
METRO
0
2
4
Miles

Transit Investment Plan

TPAC

May 30, 2008

Transit Investment Plan

- Five year plan, updated annually
- Total Transit System
- Partnerships
- Focused investments

TRIMET

TIP Priorities

1. **Build the Total Transit System**
2. **Expand High Capacity Transit**
3. **Expand Frequent Service**
4. **Improve Local Service**

TRIMET

The Total Transit System

Service
- Frequent
- Reliable

Access & Amenities
- Access Modes
- Stops and Shelters
- Vehicles

Customer Information
- At Home/Around Town
- At the Stop
- Onboard

TRIMET

Passenger Amenities

- Pavement
- New Shelters
- Benches and Seating
- Waste Receptacles
- Solar Lighting

TRIMET

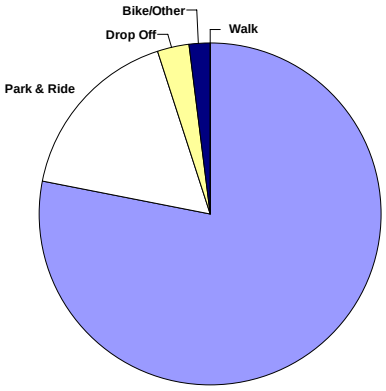
Solar Shelter Lighting

- 200 installed
- 50 planned for FY09
- Primarily on TV Highway, Barbur and Powell
- Reduces life cycle costs and environmental footprint

TRIMET

Transit Riders are Pedestrians

Access to Transit from Home



Source: TriMet's 2002 Origin-Destination Survey

TRIMET

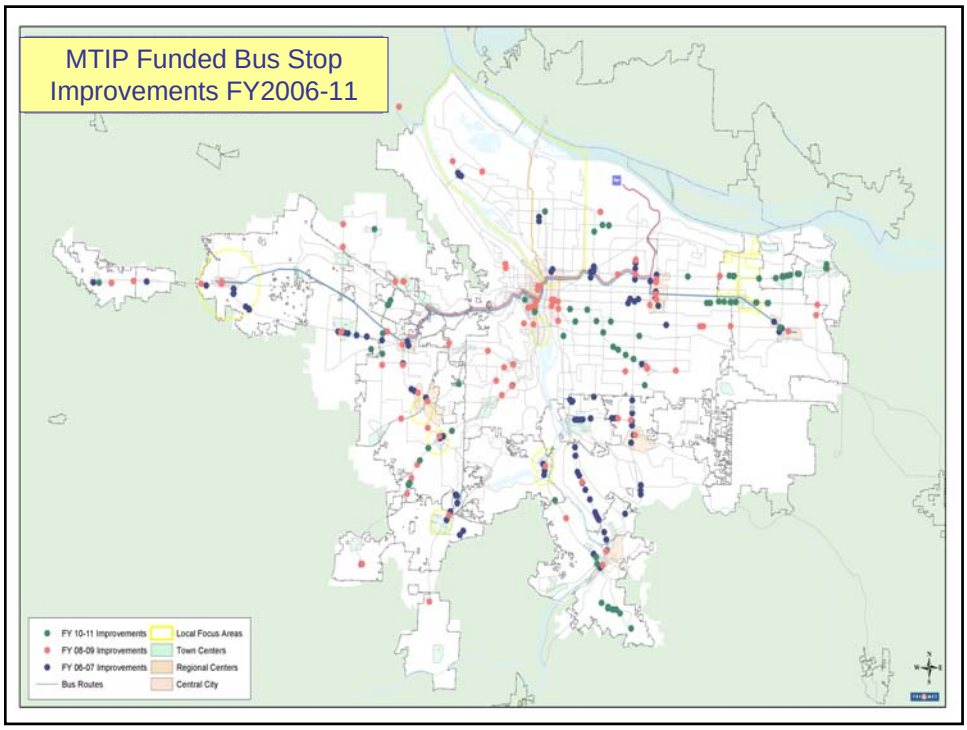
Pedestrian Accessibility

Before…

...After

- **Sidewalk Improvements**
- **Curb Cuts**
- **Improved Waiting Areas**
- **Safe Pedestrian Crossings**

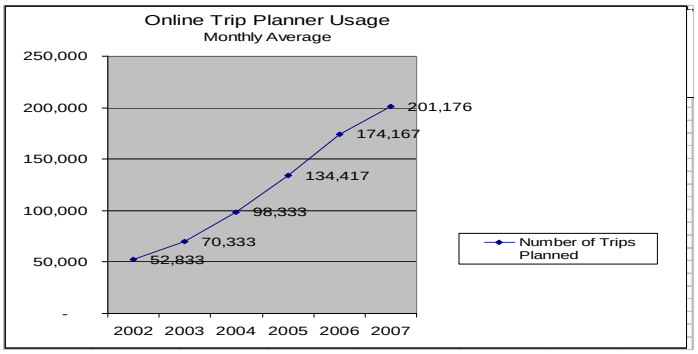
TRIMET



Customer Information

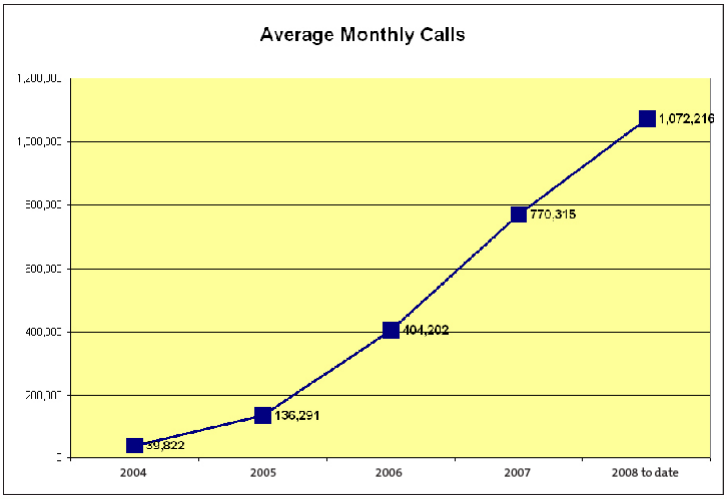
- Online Trip Planner
- Transit Tracker Online
- Google Transit
- Transit Tracker by Phone
- Schedules and Maps
- Personal Service

Online Tools



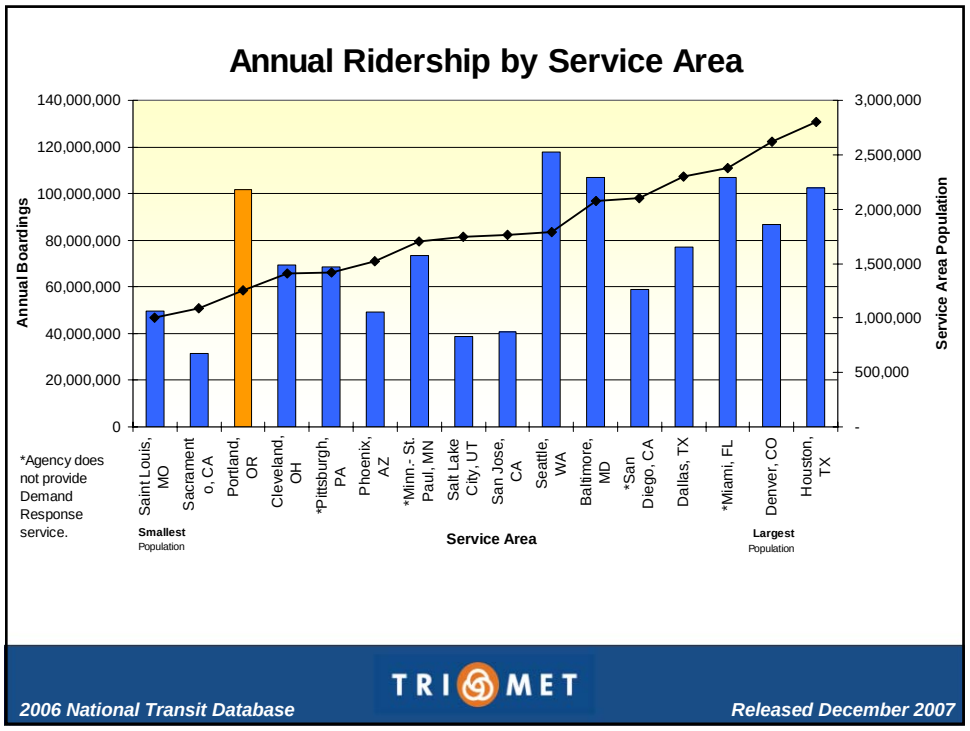
TRIMET

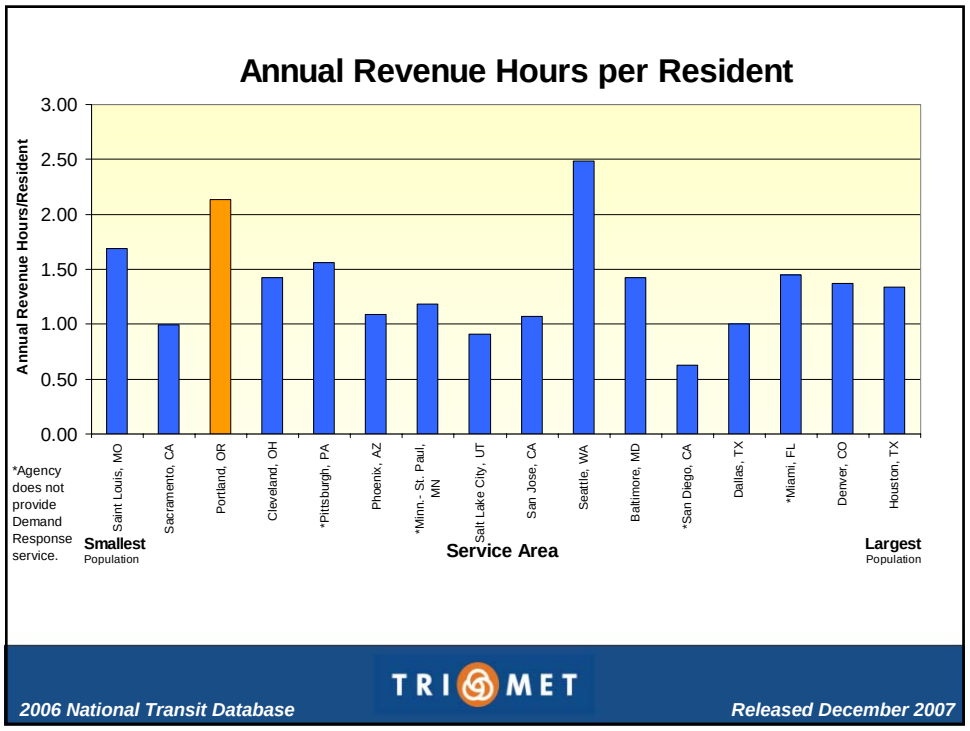
Transit Tracker by Phone

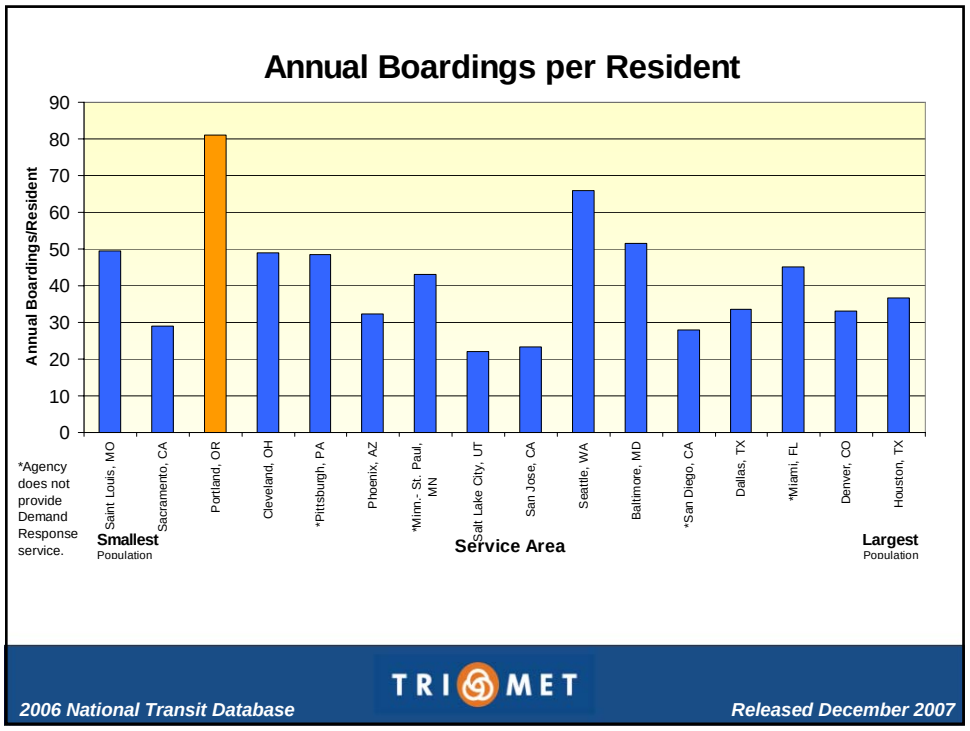


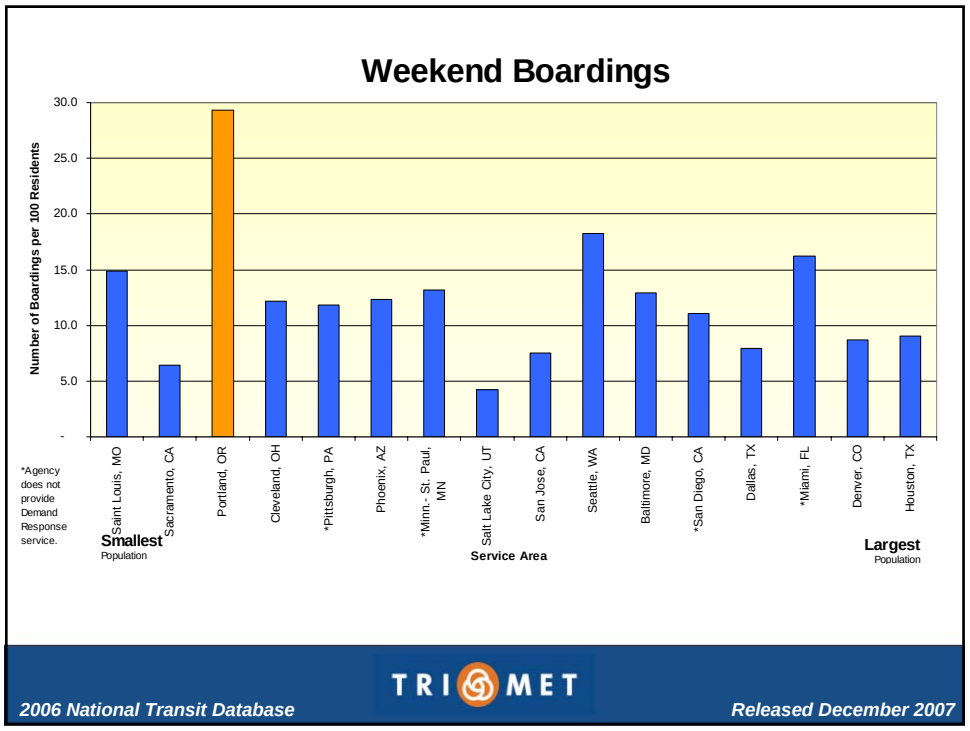
TRIMET

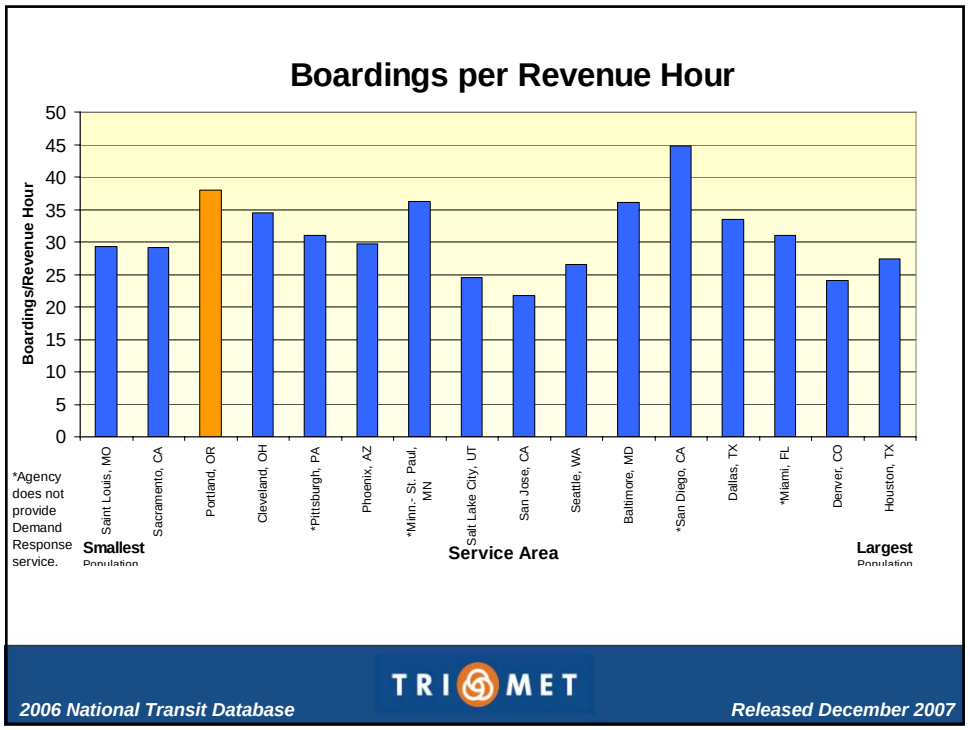

How TriMet Stacks Up
Pioneer
Square North
Westbound


Annual Ridership by Service Area
Annual Boardings
Service Area Population
140,000,000
120,000,000
100,000,000
80,000,000
60,000,000
40,000,000
20,000,000
0
3,000,000
2,500,000
2,000,000
1,500,000
1,000,000
500,000
-
Saint Louis, MO
Sacramento, CA
Portland, OR
Cleveland, OH
*Pittsburgh, PA
Phoenix, AZ
*Minn.- St. Paul, MN
Salt Lake City, UT
San Jose, CA
Seattle, WA
Baltimore, MD
*San Diego, CA
Dallas, TX
*Miami, FL
Denver, CO
Houston, TX
*Agency does not provide Demand Response service.
Smallest Population
Service Area
Largest Population
2006 National Transit Database
TRIMET
Released December 2007


Annual Revenue Hours per Resident
Annual Revenue Hours/Resident
3.00
2.50
2.00
1.50
1.00
0.50
0.00
Saint Louis, MO
Sacramento, CA
Portland, OR
Cleveland, OH
*Pittsburgh, PA
Phoenix, AZ
*Minn.- St. Paul, MN
Salt Lake City, UT
San Jose, CA
Seattle, WA
Baltimore, MD
*San Diego, CA
Dallas, TX
*Miami, FL
Denver, CO
Houston, TX
*Agency does not provide Demand Response service.
Smallest Population
Service Area
Largest Population
2006 National Transit Database
TRIMET
Released December 2007


Annual Boardings per Resident
Annual Boardings/Resident
90
80
70
60
50
40
30
20
10
0
Saint Louis, MO
Sacramento, CA
Portland, OR
Cleveland, OH
*Pittsburgh, PA
Phoenix, AZ
*Minn.- St. Paul, MN
Salt Lake City, UT
San Jose, CA
Seattle, WA
Baltimore, MD
*San Diego, CA
Dallas, TX
*Miami, FL
Denver, CO
Houston, TX
*Agency does not provide Demand Response service.
Smallest Population
Service Area
Largest Population
2006 National Transit Database
TRIMET
Released December 2007

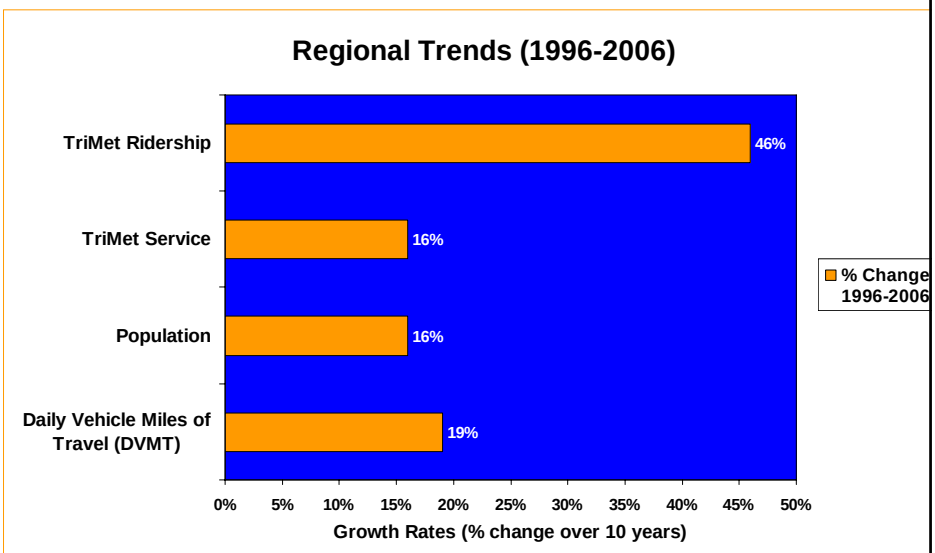

Weekend Boardings
Number of Boardings per 100 Residents
30.0
25.0
20.0
15.0
10.0
5.0
-
Saint Louis, MO
Sacramento, CA
Portland, OR
Cleveland, OH
*Pittsburgh, PA
Phoenix, AZ
*Minn.- St. Paul, MN
Salt Lake City, UT
San Jose, CA
Seattle, WA
Baltimore, MD
*San Diego, CA
Dallas, TX
*Miami, FL
Denver, CO
Houston, TX
*Agency does not provide Demand Response service.
Smallest Population
Service Area
Largest Population
2006 National Transit Database
TRIMET
Released December 2007


Boardings per Revenue Hour
Boardings/Revenue Hour
50
45
40
35
30
25
20
15
10
5
0
Saint Louis, MO
Sacramento, CA
Portland, OR
Cleveland, OH
*Pittsburgh, PA
Phoenix, AZ
*Minn.- St. Paul, MN
Salt Lake City, UT
San Jose, CA
Seattle, WA
Baltimore, MD
*San Diego, CA
Dallas, TX
*Miami, FL
Denver, CO
Houston, TX
*Agency does not provide Demand Response service.
Smallest Population
Service Area
Largest Population
2006 National Transit Database
TRIMET
Released December 2007

Annual Transit Rides Per Capita (2006)

	Metro Area	Average Rides
1.	New York-Newark, NY-NJ-CT	350
2.	Washington, DC-VA-MD	313
3	San Francisco-Oakland, CA	264
4.	Chicago, IL-IN	133
5.	Atlanta, GA	102
6.	Philadelphia, PA-NJ-DE-MD	97
7.	Boston, MA-NH-RI	84
8.	**Portland, OR-WA**	**81**

TRIMET



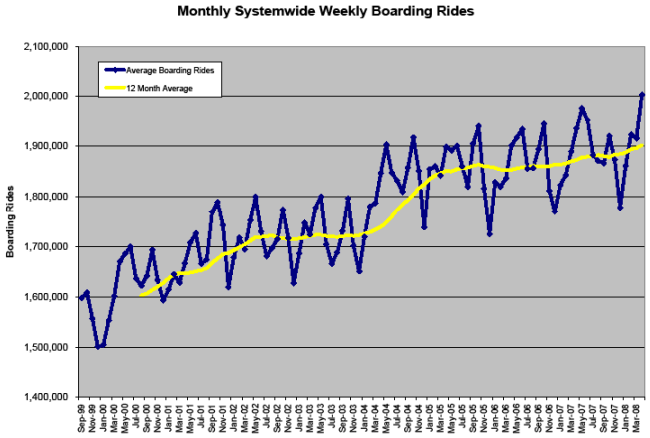
TRIMET

Ridership Trends

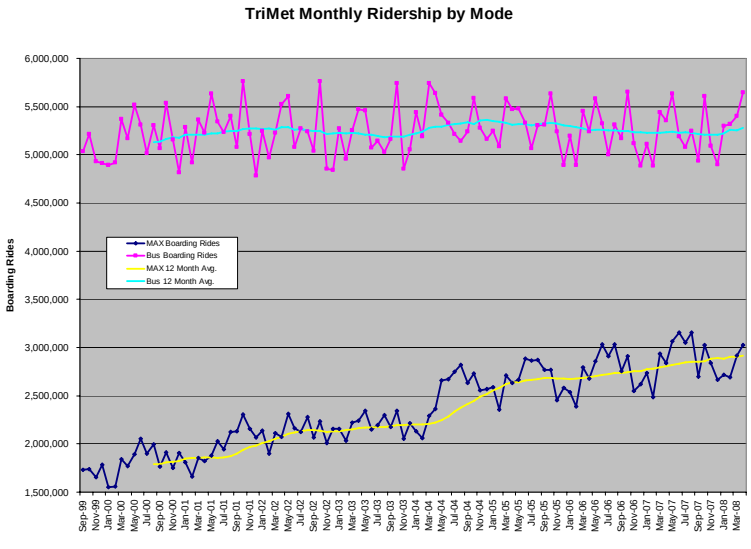
- MAX now carries 1/3 of all riders
- Ridership surges with each MAX extension
- 70% of all trips are choice riders (have a car available)

TRIMET

Ridership
1999 to 2007



Bus and MAX Ridership



Last 10 Years

- **Westside MAX – 1998**
- **Airport MAX – 2001**
- **Interstate MAX in 2004**
- **Frequent Service**
- **410 new shelters, stop improvements**
- **Transit Tracker, Automated Trip Planning**

TRIMET

Frequent Service

- 16 lines
- 164 miles
- 206 peak buses
- 39.7 BR/VH
- $2.09 Op. Cost/BR

Standard Service

- 77 lines
- 728 miles
- 322 peak buses
- 25.4 BR/VH
- $3.25 Op. Cost/BR

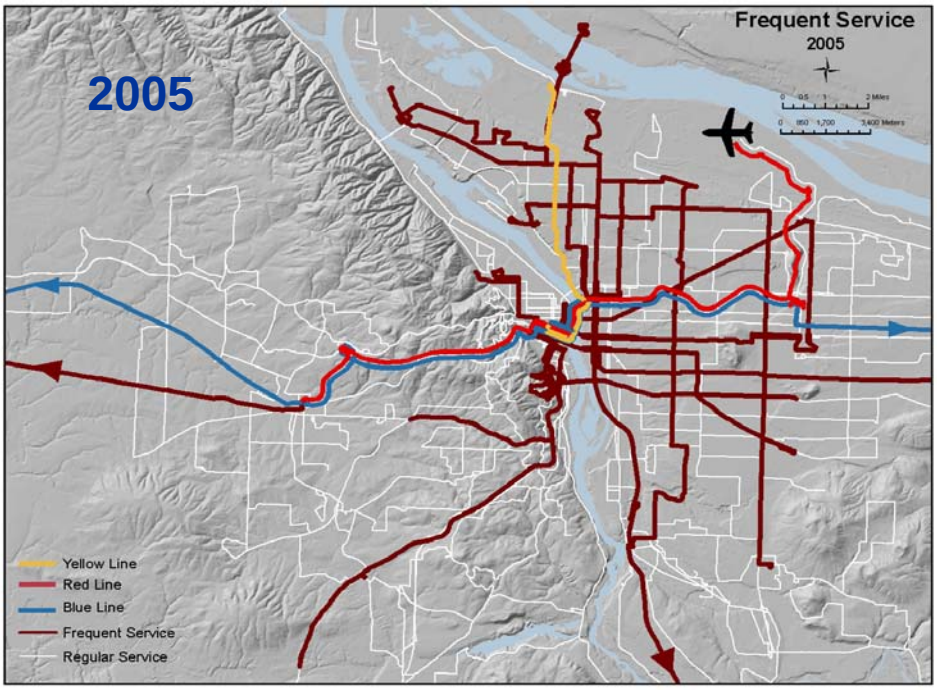
FY07 Data

TRIMET

Frequent Service Development

Fiscal Year	1999	2001	2003	2005	2007
Lines	4	9	14	16	16
Weekly ridership	210,910	413,880	565,630	686,317	693,550
Share of bus rides	18%	34%	47%	55%	57%

TRIMET



Near Term

- WES Commuter Rail - 2008
- MAX Green Line: I-205/ Portland Mall – 2009
- MAX Red Line to Willow Creek – 2010
- LIFT
- Frequent Service Increments
- Peak Capacity

TRIMET

In the Pipeline

- South Corridor Phase 2
- Columbia River Crossing
- Streetcar extension
- LIFT growth
- Capacity/ reliability (Bus and MAX)
- Frequent Service development
- Local service requests

TRIMET

TriMet Funding Sources

- Fares
- Payroll Tax
- Grants
- Productivity Gains

TRIMET

Financial Situation

- Low cash reserves / working capital
- Service commitments for Commuter Rail, Green Line, LIFT, and peak hour MAX
- Deferred maintenance and replacement needs, including 18 and 19 year-old buses

On the Horizon

- Milwaukie LRT
- Eastside Streetcar
- Columbia River Crossing
- LIFT
- Bus Service
- Streetcar

TRIMET

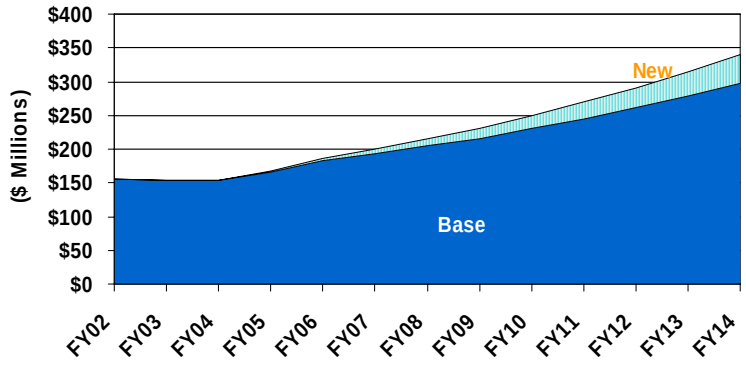
TriMet's New Payroll Tax Revenues

Rate increase authorized by the 2003 Legislature pays for new service:

- **Commuter Rail**
- **I-205/Portland Mall MAX Light Rail**
- **Streetcar Extensions**
- **LIFT service growth**

TRIMET

TriMet's Annual Payroll Tax Revenue



TRIMET

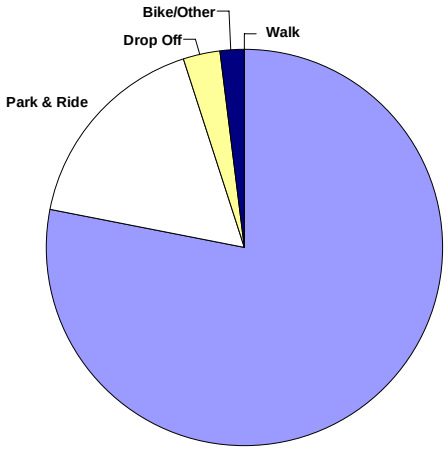
LIFT Service Pressures

- Incidence of disability increases with age
- Larger number of elderly
- Complementary paratransit is an *Americans with Disabilities Act* mandate.
- TriMet carries 10 million elderly and disabled rides on fixed route each year and 1 million on LIFT.

TRIMET

Transit Riders are Pedestrians

Access to Transit from Home



Source: TriMet's 2002 Origin-Destination Survey

TRIMET

Line 57 – TV Highway/Forest Grove

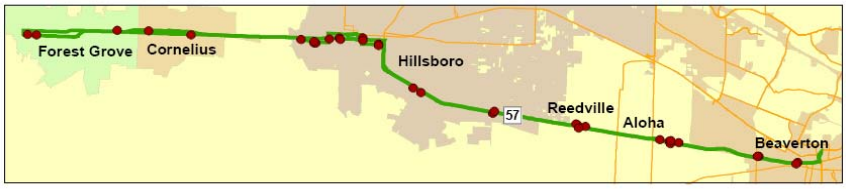
September 2004

Environment:

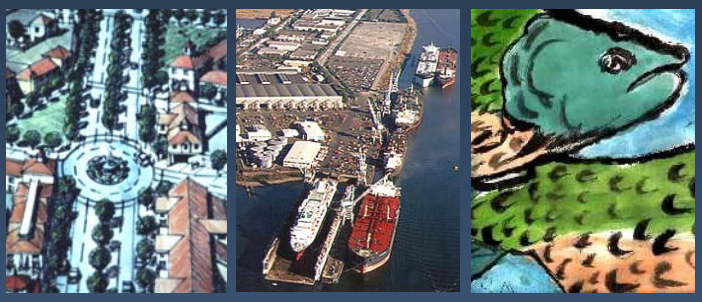
- Busy state highway
- 71% sidewalk coverage
- 4 crosswalks per mile
- 14 people / acre
- 35,000 jobs within ¼ mile

Actions:

- Frequent service
- Eliminated 28 stops
- New signs, 23 new shelters
- 3,000 ft of new sidewalks
- Crossing improvements



TRIMET



A New Look at Transportation

Linking Transportation to Land Use, the Economy and the Environment

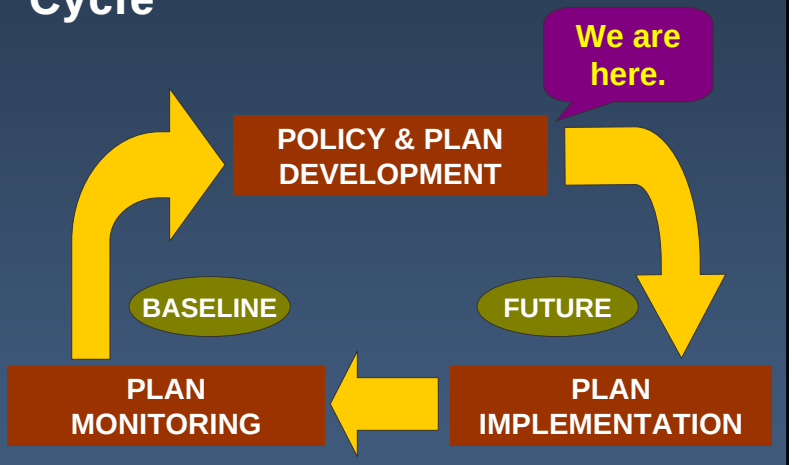
2035 RTP Performance Measurement Framework

Deena Platman, Principal Transportation Planner
Metro | Portland, Oregon

METRO
PEOPLE PLACES
OPEN SPACES

2035 Regional Transportation Plan Update

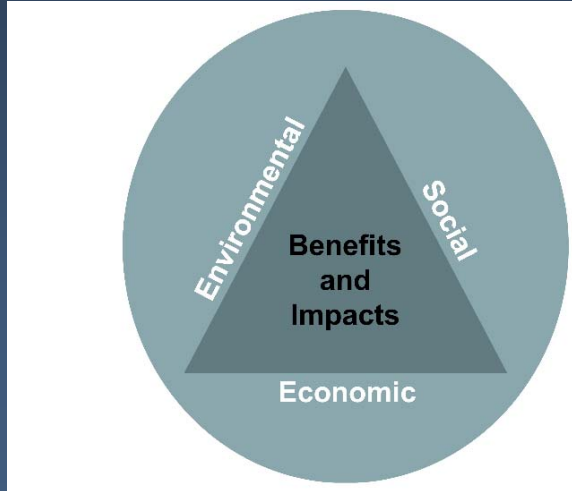
Performance Measurement Cycle



METRO
PEOPLE PLACES
OPEN SPACES

2035 Regional Transportation Plan Update

Outcomes-Based Performance Measurement Framework



METRO
PEOPLE PLACES OPEN SPACES

2035 Regional Transportation Plan Update

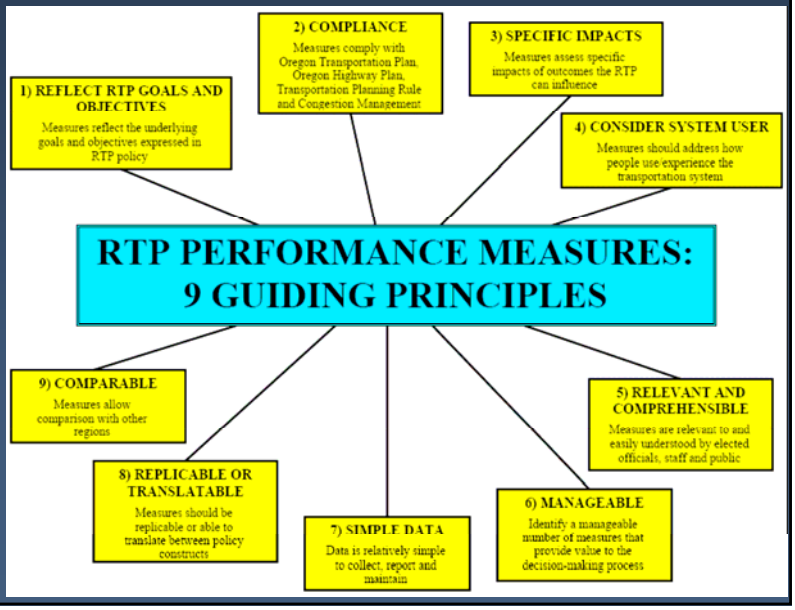
Framework Elements

Performance Measures	RTP Goals	Geographic Extent	Application
	2035 RTP Goals 1 – 10	❑ Regionwide ❑ Mobility Corridor ❑ Community	❑ System Evaluation ❑ Plan Monitoring ❑ Congestion Management Process

METRO
PEOPLE PLACES OPEN SPACES

2035 Regional Transportation Plan Update

Guiding Principles



METRO
PEOPLE PLACES
OPEN SPACES

2035 Regional Transportation Plan Update

Performance Measures for System Evaluation

- RTP Goal–Performance Measure Matrix
- Model-based performance measures
- Selection considerations included
  - Accessibility
  - Mode choice
  - System travel time and reliability
  - Level of service
  - Safety
  - Urban form
  - Environment
  - Cost

METRO
PEOPLE PLACES
OPEN SPACES

2035 Regional Transportation Plan Update

Outstanding Issues

- Still too many performance measures on list
  Performance measures only model-based
  Need benchmarks/targets
  Prioritize performance measures?
  How to use for project selection process?

METRO
PEOPLE PLACES
OPEN SPACES

2035 Regional Transportation Plan Update

Next Steps

- MPAC and JPACT Review – June 2008
- Performance Measurement Framework Assessment – July to October 2008
- Investment Prioritization Criteria – October 2008 to January 2009
- Benchmarks and Recommendation – January to June 2009

METRO
PEOPLE PLACES
OPEN SPACES

2035 Regional Transportation Plan Update

Discussion

- Provide feedback on performance measurement framework elements.
- Provide guidance on presentation of information to JPACT.

METRO
PEOPLE PLACES
OPEN SPACES

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: May 30, 2008

TO: TPAC and MTAC Members and Interested Parties

FROM: Kim Ellis, Principal Transportation Planner
Deena Platman, Principal Transportation Planner

SUBJECT: RTP Performance Measurement Framework

****

Purpose

This memo summarizes Regional Transportation Plan (RTP) performance measures work completed to date and describes the overall framework for evaluating and monitoring the 2035 RTP. The memo also recommends a set of performance measures to be further evaluated as part of the RTP Investment Scenarios analysis this summer. The recommended measures were narrowed from more than 100 potential performance measures identified in the federal component of the 2035 RTP *(dated December 14, 2007).* The process for developing, testing and refining the performance measures will be iterative throughout the RTP update process, and coordinated with the Performance-Based Growth Management work that is also underway.

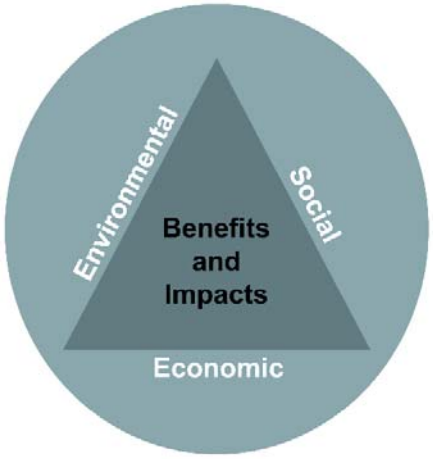
Action Requested

Confirm the RTP Performance Measurement Framework and the advancement of "forecastable" performance measures into the RTP Investment Scenarios phase for further evaluation and refinement (See Attachment B).

Background

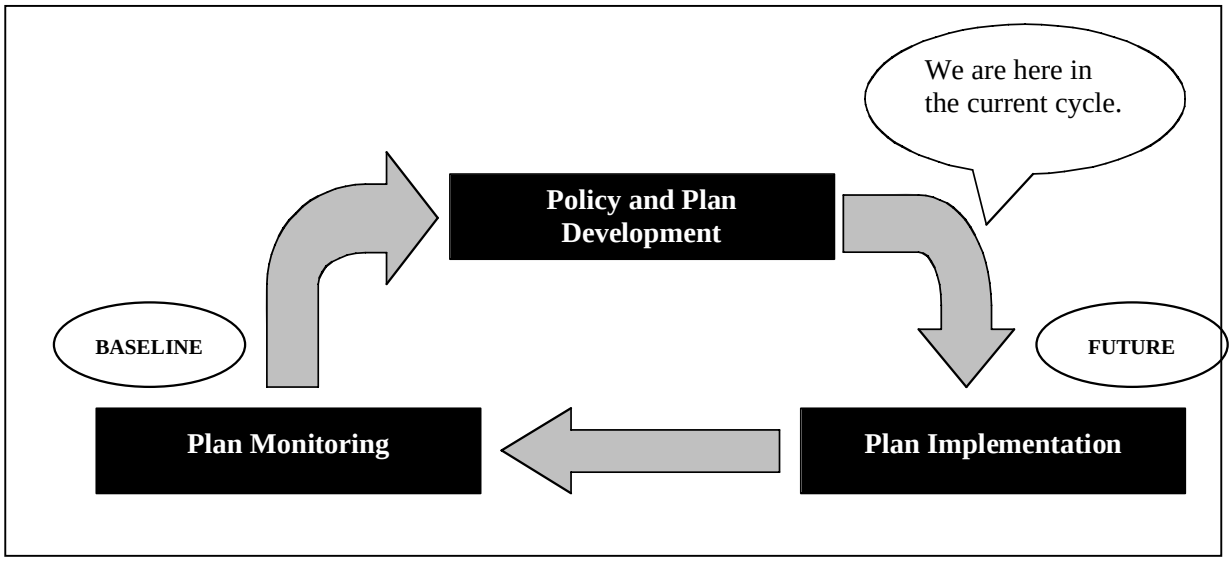
The primary aim of the 2035 Regional Transportation Plan (RTP) is to implement the Region 2040 vision for land use, transportation, the economy, and the environment. To accomplish this, the 2035 RTP Update is embracing new ways to think more holistically and strategically about how to efficiently and effectively move people and freight around and through the Portland metropolitan region. A key element is the development and application of an outcomes-based evaluation framework that considers economic, social and environmental benefits and impacts as shown in Figure 1.

Figure 1. RTP Outcomes-Based Performance Measure Framework



Performance measurement is a critical element of this approach, creating a communication tool to convey progress towards meeting planning goals, provide data for system evaluation and assist policy development and investment decision-making. Development of a performance measurement framework also satisfies benchmarks mandated by the Oregon Transportation Planning Rule (TPR) and federal requirements to establish a performance monitoring system as part of the region's Congestion Management Process (CMP). Figure 2 provides a diagram of the performance measurement cycle.

Figure 2. RTP Performance Measurement Cycle



RTP Performance Measure Work Group Process and Recommendations

The RTP Performance Measure (PM) Work Group comprised of TPAC and MTAC members/alternates, and other key stakeholders are leading the effort to identify performance measures in this framework. The process for developing, testing and refining the performance measures will be iterative throughout the RTP update process, and coordinated with the Performance-Based Growth Management work that is also underway.

Since Fall 2007, Metro convened six meetings of the work group. Attachment A includes the roster of work group members. Initially, the work group focused on defining a framework for RTP performance measurement and establishing a set of guiding principles to select candidate measures. The guiding principles used to narrow the list of potential performance measures are shown in Table 1.

Table 1. Principles to Guide Selection of RTP Performance Measures

1. Reflect RTP Goals and Objectives	*Measures reflect the underlying goals and objectives expressed in RTP policy.*
2. Compliance	*Measures comply with Oregon Transportation Plan, Oregon Highway Plan, Transportation Planning Rule, and Congestion Management.*
3. Specific impacts	*Measures assess specific impacts of outcomes the RTP can influence.*
4. Consider system user	*Measures should address how people use/experience the transportation system*
5. Relevant and comprehensible	*Measures are relevant to and easily understood by elected officials, staff, and public.*
6. Manageable	*Identify a manageable number of measures that provide value to the decision-making process.*
7. Simple data	*Data is relatively simple to collect, report and maintain.*
8. Replicable or translatable	*Measures should be replicable or able to translate between policy constructs.*
9. Comparable	*Measures allow comparison with other regions.*

On May 19, the RTP Performance Measure Work Group endorsed the staff recommended performance measurement framework and selected system evaluation measures for assessment in the RTP scenarios phase. The recommended measures were narrowed from more than 100 potential performance measures identified in the federal component of the 2035 RTP *(dated December 14, 2007).*

Recommended RTP Performance Measurement Framework

The framework reflects the continued evolution of regional transportation planning from a primarily project-driven endeavor to one that is framed by the larger set of outcomes that affect people's everyday lives, commerce and the quality of life in this region. The framework acknowledges the broader impacts of transportation on these outcomes. Figure 3 lays out the RTP performance measurement framework graphically to show the elements of the performance measurement system.

Figure 3. 2035 RTP Performance Measurement Framework Elements

Performance Measures	RTP Goals	Geographic Extent	Application
	1. Foster Vibrant Communities and Compact Urban Form 2. Sustain Economic Competitiveness and Prosperity 3. Expand Transportation Choices 4. Effective and Efficient Management of Transportation System 5. Enhance Safety and Security 6. Promote Environmental Stewardship 7. Enhance Human Health 8. Ensure Equity 9. Ensure Fiscal Stewardship 10. Deliver Accountability	A. Regionwide B. Mobility Corridor C. Community	A. System Evaluation B. Plan Monitoring C. Congestion Management Process

Performance Measures – Performance measures form the heart of the system. They are the ***quantitative method of analysis*** used to evaluate condition or status to determine the degree of success a project or program has had in achieving its stated goals and objectives. Some measures can be used to predict the future as part of an evaluation process using forecasted data, while other measures can be used to monitor changes of based on actual empirical or observed data. In many instances, a single measure can be use to assess progress towards meeting multiple goals.

RTP Goals – The ten RTP goals each provide a statement of purpose that describes ***long-term desired outcomes*** for the region's transportation system to support and implement the Region 2040 vision. In many instances, a goal has multiple performance measures providing feedback on achievement.

Geographic Extent – The first round of technical analysis for the Federal 2035 RTP demonstrated that system-level measures are no longer sufficient to determine whether investments lead to efficient and reliable corridors in the region or meet other RTP goals. The framework addresses this limitation by including three levels of geographic scale to measure performance.

- *Region-wide* measures focus on the performance of the entire metropolitan area, monitoring the plan at a system-level with the ability to compare this region's success with other metropolitan regions of similar size. Region-wide measures are useful on a broad level but do not provide the level of detail to effectively diagnose problems or inform make decisions about individual corridors or 2040 land use types.
- *Mobility corridors* are 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 regional trails. The multi-modal 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. Measuring performance at this geographic scale will provide a not only a better understanding individual mobility corridor performance but also allow comparison of performance across multiple mobility corridors.

- *Community* level measures focus on the 2040 land use types, addressing how the physical design of the transportation system fosters an efficient urban form and vibrant communities envisioned in the 2040 Growth Concept. The 2000 RTP began this move toward community level measures by adopting the 2040 Non-SOV Modal Targets and Area of Special Concern into regional policy.

Application
The framework acknowledges the multiple uses for performance measures by defining three applications of use in the RTP.

- *System evaluation* measures provide the basis for evaluating alternatives and comparing different levels of transportation investment during an RTP update. This application relies largely on measures that can be forecasted into the future using predictive travel demand and land use models.

- *Plan monitoring* measures allow the region to track progress in achieving its goals ad objectives over time. Monitoring can occur between RTP updates to determine whether refinements to the policy framework, investment priorities, or other plan elements are needed. Monitoring measures can draw from observed as well as modeled data.

- *Congestion management process (CMP)* measures are similar to plan monitoring in that they track progress in achieving goals but are focused specifically on the efficiency and effectiveness of the transportation system to move people and goods in a timely manner. CMP measures are likely to draw from the growing availability of real-time transportation system data and will be assessed with greater frequency.

Recommended Performance Measures for System Evaluation
Metro staff and the RTP Performance Measure Work Group spent the past several months developing and refining a set of proposed performance measures that can be applied in the system evaluation phase of the 2035 RTP. Attachment B, RTP Goal-Performance Measure Matrix, lists all of the recommended performance measures to be advanced into the RTP scenarios phase for testing. The matrix links the individual performance measures to the RTP goals they address.

Schedule
Development of the RTP Evaluation Framework and corresponding performance measures will occur in six steps during the next 18 months.

- **Step 1 – Scoping** – Completed February ‘08

Define issues to be addressed and develop a conceptual framework for identifying performance measures and mobility corridors.

- **Step 2 –Performance Measurement Framework Development** – March ’08 to June ‘08
  Develop a preliminary set of diagnostic performance measures that can be evaluated in RTP Investment Scenarios analysis and applied in Mobility Corridor Atlas.
- **Step 3 – Performance Measurement Framework Assessment** – July ’08 to September ‘08
  Apply preliminary performance measure framework to base year and future year RTP Investment Scenarios and Mobility Corridor Atlas. Evaluate results, refine measures as needed, and confirm data outputs for Mobility Corridor Atlas. Finalize Mobility Corridor Atlas report.
- **Step 4 – Investment Prioritization Criteria Development** – October ’08 to January ‘09
  Using insight from Step 3, develop investment prioritization criteria to guide RTP System Development task.
- **Step 5 – RTP System Development and Evaluation Framework Recommendation**– January ’09 to June ‘09
  Apply Step 4 investment criteria and compare Step 3 base year with Round 1 and Round 2 modeling outputs (region-wide, mobility corridor and community building measures). Finalize evaluation framework and performance measures recommendations (including benchmarks/targets) and identify recommended refinements to state policies. The analysis in this step will inform prioritizing regional transportation investments and result in an updated RTP financially constrained system and recommended RTP state system of investments. Create a reporting structure that can be used for ongoing CMP monitoring and satisfy benchmarks required by the TPR.
- **Step 6 - – Adoption Process** – October - December ‘09
  Release discussion draft RTP for public review. Adopt final2035 Regional Transportation Plan and provide direction to the development of local Transportation System Plans and future corridor refinement plans.

Next Steps

With endorsement of the RTP Performance Measurement Framework by MPAC, JPACT and Metro Council, the set of forecastable performance measures listed in Attachment B will be evaluated as part of the RTP Investment Scenarios analysis this summer. Results of the evaluation will be reported to technical and policy advisory committees this fall.

The RTP Performance Measure Work Group will reconvene in the fall to review results and further refine the list of based on findings. The work group will also begin to augment the forecastable performance measures with other measures that draw from observed data sources to address state and federal requirements for on-going plan and congestion management process monitoring. The work group will recommend a set of key measures and benchmarks that will be used to monitor implementation of the plan over time. Reliability, safety, accountability, and equity are areas where observed data could be used for monitoring purposes.

Attachment A

RTP Performance Measures Work Group Members

Member/Alternate	Organization	Metro Advisory Committee
Frank Angelo	Angelo Planning	N/A
Andy Back	Washington County	TPAC
Bev Bookin	Bookin Group	MTAC
Al Burns	City of Portland	MTAC
Bob Cortright	DLCD	N/A
Kate Dreyfus	City of Gresham	N/A
Denny Egner	City of Lake Oswego	MTAC
Meg Fernekees	DLCD	MTAC
John Gessner	City of Fairview	MTAC
John Gillam/Courtney Duke	City of Portland	TPAC
Brian Gregor	ODOT	N/A
Mara Gross/Ron Carley	Coalition for A Livable Future	N/A
Jon Holan	City of Forest Grove	MTAC
Robin McCaffrey	Port of Portland	TPAC
Mike McCarthy	City of Tigard	MTAC
Jay McCoy	City of Gresham	N/A
Mike McKillip	City of Tualatin	TPAC
Louis Ornelas	Shared Vision Consulting	TPAC
Lidwien Rahman/Andy Johnson	ODOT	TPAC/MTAC
Joseph Readdy	Sera Architects	MTAC
Satvinder Sandhu	FHWA	TPAC
Kelly Betteridge/Joe Recker	TriMet	TPAC
Ron Weinman	Clackamas County	TPAC

ATTACHMENT B
May 30, 2008

METRO

RTP Goal-Performance Measure Matrix

The matrix below lists all the recommended performance measures and their relationship to the adopted RTP goals. Dots are shown for each performance measure for every RTP goal that the performance measure provides information about. While each performance measure was developed to communicate the conditions, impacts or effectiveness of actions in meeting RTP goals in one primary goal area, the matrix shows that several of the performance measures report on several goals. This demonstrates the linkages between each of the goal areas and the impact of policy decisions across environmental, economic and social boundaries.

	Recommended Performance Measures for System Evaluation	**Adopted RTP Goals**									
		Foster Vibrant Communities and Compact Urban Form	**Sustain Economic Competitiveness and Prosperity**	**Expand Transportation Choices**	**Effective and Efficient Management of Transportation System**	**Enhance Safety and Security**	**Promote Environmental Stewardship**	**Enhance Human Health**	**Ensure Equity**	**Ensure Fiscal Stewardship**	**Deliver Accountability**
1.	**Vehicle miles traveled** (total and per capita)	●				*No ability to predict/forecast system safety. To be addressed in plan monitoring and Congestion Management Process (CMP) measures.*	●	●			*No ability to predict/forecast accountability. To be addressed in plan monitoring measures.*
2.	Average **commute length and time** by mode for the region, sub-districts and mobility corridors	●		●							
3.	**Average trip length** by mobility corridor **by trip purpose**	●			●						
4.	Average **travel time for** home-based **non-work trips** region-wide and comparing a regional average with average by land use type and by mode	●			●						
5.	**Motor vehicle and transit travel time** between key origin-destinations for mid-day and PM peak	●	●	●	●						
6.	**Travel Time Index** (ratio of peak period to free flow time) by Corridor		●								
7.	**Miles, percent and location of Throughways and Arterials that exceed RTP LOS-based motor vehicle performance measures** in mid-day and PM peak for the region, sub-districts and Corridors				●						
8.	**Miles, percent and location of regional freight network facilities that that exceed RTP LOS-based motor vehicle performance measures** in mid-day and PM peak for Main Roadways and Roadway Connectors, and by Corridor		●		●						
9.	**Transit Level of Service** (ratio of riders to seating) by Corridor for High Capacity Transit	●	●	●							
10.	**Total delay and cost of delay on the regional freight network** in mid-day and PM peak		●		●						
11.	**Non-drive alone trips and mode share** region-wide, by mobility corridor and for central city and individual regional centers (Number of daily walking, bicycling, shared ride and transit trips and % by mode)	●		●	●		●	●			
12.	**Daily transit trips per revenue hour**	●								●	
13.	**Annual transit riders** (total and per capita)			●			●			●	
14.	Number and percent of **households and jobs within 30 minutes of the central city, regional centers, and key employment/industrial** areas for mid-day and PM peak**	●	●								
15.	Number and percent of **homes within ¼-mile and ½-mile of 2040 central city, regional centers, town centers, mainstreets, or station communities**	●			●						
16.	Number and percent of **homes within ½-mile of regional multi-use trail system and parks/greenspaces****			●			●	●	●		
17.	Number and percent of **homes within ½-mile of HCT service and ¼-mile of frequent bus service****	●		●					●		
18.	Number and percent of **environmental justice communities (Census data) within ½-mile of HCT or ¼-mile frequent bus service** as compared to the region**			●					●		
19.	**Average housing and transportation costs per household***								●	●	
20.	**User cost per mile** (auto & truck)								●	●	
21.	Tons of transportation-related **air pollutants** (e.g. CO, ozone, and PM-10)			●			●	●			
22.	Tons of transportation-related **greenhouse gas emissions** (e.g. CO_2)			●			●				
23.	**Acres of regionally significant Goal 5 resources potentially affected** by new transportation infrastructure**	●					●				
24.	Total **acres consumed** by household & jobs*	●						●			
25.	**Households per acre** by housing type and 2040 design type	●								●	
26.	**Capture rate** (total number and percent of jobs and households attracted to UGB, neighbor cities, 2040 centers, corridors, and industrial/employment areas)*	●					●	●		●	

Matrix Notes:
* = *data derived from Metroscope analysis*
** = *data derived from GIS analysis*

**** SAVE THE DATE ****

Two Upcoming Regional Transportation Funding Events

The Seattle Experience: Regional Transportation Funding and Electoral Politics

Representatives of Strategies 360 will discuss the successful process of crafting legislation for an $18 billion regional funding proposal for the greater Seattle region, as well as the ensuing, unsuccessful battle at the ballot.

Date: Wednesday, June 25, 2008
Time: 2:00 – 4:00 p.m.
Where: Metro Council Chambers

Regional Success Stories: How Other Regions Fund Roads and Transit

Metro and the Urban Land Institute are excited to invite you to hear from transportation finance leaders from across North America talk about successful regional transportation financing initiatives. A distinguished panel of speakers will share three very different regional approaches to transportation finance and governance in the San Francisco Bay region, the greater Dallas/Ft. Worth region, and Vancouver, BC. In addition, a national leader in infrastructure investment banking will share national experience using public-private partnerships to build transportation infrastructure.

Date: Thursday, June 26, 2008
Time: 8:00 - 11:00 a.m.
Where: Governor Hotel, Downtown Portland