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Metro | *Agenda*

Meeting: Transportation Policy Alternatives Committee (TPAC)

Date: Friday, December 5, 2008

Time: 9:30 a.m. to 12 p.m.

Place: Oregon Convention Center, Rms. D133-134

9:30 AM	1.		Call to Order and Declaration of a Quorum	Tom Kloster
9:30 AM	2.		Comments from the Chair and Committee Members • New TPAC Community Representatives	Tom Kloster
9:35 AM	3.		Citizen Communications to TPAC on Non-Agenda Items	
9:40 AM	4.		Future Agenda Items • Regional Transportation Plan Update – System Development • ODOT Safety, Preservation & Bridge Programs • PSU Bicycle Transportation Study • ODOT's Transportation Enhancement Programs • Review of MTIP Process	Tom Kloster
9:45 AM	5.	*	Approval of TPAC Minutes for October 31, 2008	Tom Kloster
	6.		INFORMATION / DISCUSSION ITEMS	
9:50 AM	6.1	*	High Capacity Transit Screened Corridors and Evaluation Criteria – Discussion and Confirmation of Evaluation Criteria	Tony Mendoza
10:20 AM	6.2		Status Report:	
		*	• Res. No. 09-XXXX, For the Purpose of Endorsing A Regional Position on Reauthorization of the Safe, Accountable, Flexible, Efficient, Transportation Act: Legacy for Users (SAFETEA-LU) – INFORMATION	Andy Cotugno
		*	• Resolution No. 08-4003, For the Purpose of Endorsing the Final Regional Priorities for 2009 State Transportation Funding Legislation – INFORMATION	Randy Tucker
10:45 AM	6.3	*	Metropolitan Transportation Improvement Program (MTIP) Local Project Solicitation Process - DISCUSSION	Ted Leybold
11:10 AM	6.4	*	Regional Transportation Plan (RTP) System Map Update Process – INFORMATION	John Mermin
11:25 AM	6.5	#	Bicycle Transportation Study – INFORMATION	Jennifer Dill
11:55 AM	6.6	*	RTP Joint TPAC/MTAC Work Group – INFORMATION	Kim Ellis
12:00 PM	7.0		ADJOURN	Tom Kloster

* 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.

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TRANSPORTATION POLICY ALTERNATIVES COMMITTEE
October 31, 2008
Metro Regional Center, 370A/B

MEMBERS PRESENT	AFFILIATION
Sorin Garber	Citizen
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
Satvinder Sandhu	FHWA
Paul Smith	City of Portland
Rian Windsheimer	ODOT

MEMBERS ABSENT	AFFILIATION
Jack Burkman	WSDOT
Bret Curtis	Washington County
Elissa Gertler	Clackamas County
John Hoefs	C-TRAN
Susie Lahsene	Port of Portland
Dean Lookingbill	SW Washington RTC
Louis A. Ornelas	Citizen
Sreya Sarkar	Citizen
Karen Schilling	Multnomah County
April Siebenaler	Citizen

ALTERNATES PRESENT	AFFILIATION
Andy Back	Washington County
Lynda David	SW Washington RTC
Scott King	Port of Portland
Jane McFarland	Multnomah County
Ron Weinman	Clackamas County

STAFF
Tom Kloster, Ross Roberts, John Mermin, Barry Hennelly, Crista Gardner, Ted Reid, Alan Gunn, Karen Withrow, Pat Emmerson, Matt Bihn, Kim Ellis, Josh Naramore, Deena Platman, Ted Leybold, Kelsey Newell, Tony Mendoza

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Mr. Tom Kloster declared a quorum and called the meeting to order at 9:31 a.m.

2. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

There were none.

3. FUTURE AGENDA ITEMS

Mr. Kloster briefly overviewed the future agenda items.

4. APPROVAL OF TPAC MINUTES FOR SEPTEMBER 26, 2008

Approval of TPAC Minutes from September 26, 2008

Mr. Scott King requested at the meeting minutes be corrected to read, "… the vacant Deputy Director of Planning and ~~Placement~~ Placemaking director position..."

MOTION: Mr. Dave Nordberg moved, Mr. King seconded, to approve the September 26, 2008 meeting minutes with the amended language.

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

5. ACTION ITEMS

5.1 High Capacity Transit Screening Criteria

Mr. Tony Mendoza of Metro briefed the committee on the High Capacity Transit (HCT) system screening criteria. His presentation included information on:

- Project Process and Next Steps for 2009
- Issues Identified at "Think Tank" Meetings
    - Including placemaking, access, speed, equity, centers and corridors, marketing, concepts, future growth and present population, and federal policy changes.
- Themes Identified by Public Outreach
    - Including access, service and speed, safety and security, and land use.
- Goal Priorities Identified by Regional Workshops
    - 1) Foster vibrant communities and efficient urban form
    - 2) Expand transportation choices
- Review of Qualitative and Quantitative Screening Criteria

Committee members recommended:

- A line be added to connect the cities of Tualatin/Wilsonville/Sherwood and Hillsboro.
- A line be added to provide a northern east west connection along the Columbia corridor from Troutdale to St. Johns.
- Update the land use criterion to reflect the RTP land use definition and qualifications.
- Include a criterion that addresses impacts to the region's natural environment.

Committee discussion included social equity and ridership demand (e.g. choice riders), 2040 land use priorities, geographic equity, industrial and employments centers (e.g. Intel and OHSU), and system connectivity.

Committee members confirmed the screening criteria with the above additions and recommendations.

6. INFORMATION / DISCUSSION ITEMS

6.1 High Capacity Evaluation Criteria

Mr. Alan Jones of Steer, Davies, Gleave in London, United Kingdom (with assistance from Tom Brennan of Nelson & Nygaard) provided a presentation on the HCT evaluation framework. His presentation included information on:

- Evaluation Approach
- Multiple Account Evaluation (MAE) (e.g. approach, framework, goals, deliverability)
- Liverpool vs. Portland – HCT Planning and Approach
- Network Evaluation (e.g. problem identification, access alternatives, think network, project development)
- Summary Table Examples
- Proposed Evaluation Criteria
    - Including corridor, community environment, economy and deliverability characteristics

TPAC will be asked to confirm the evaluation criteria at their November 21st meeting.

6.2 RTP System Development – Formation of RTP Subcommittee

Mr. Kloster briefly announced the development of a Regional Transportation Plan (RTP) subcommittee to TPAC and MTAC. This subcommittee, comprised of agency and jurisdictional staff from both committees, would review materials related to the RTP update and assist Metro staff with other technical coordination activities related to the RTP work program. The subcommittee is scheduled to begin monthly meetings in January 2009.

Committee members recommended the subcommittee increase the recommended city representatives from 3 to 5- 6 seats.

6.3 Regional Transportation Plan Scenario Results & Policy Implications

Ms. Kim Ellis of Metro provided an abbreviated presentation on the RTP "Cause and Effect" scenarios which link transportation and land use to the economy and environment. Her presentation included information on:

- Notable Household, Air Quality and Job Effects
- TPAC and MTAC Workshop Themes
    - Benefits and tradeoffs to consider
    - Hybrid scenarios approach (including land use and transportation menus)

Committee members recommended tolling findings not be highlighted given the need to further evaluate this strategy and potential effects on parallel arterials, low-income households and land use patterns. Additional discussion included model methodology, economic data, and reporting on air quality and greenhouse gas emission results and implications separately.

6.4 Regional Transportation Plan Bicycle Policy Requirements

Mr. John Mermin of Metro briefed the committee on the RTP bike policy work completed in spring 2008 and recommended policy refinements. Refinements highlighted include RTP bicycle policy language, updates to the existing bicycle system map and potential actions. Local jurisdictions will have an opportunity to recommend edits to the system map consistent with the new policy language by the end of January 2009. Refinements to the map will inform the RTP system development planned to begin in February 2009. In addition, there will be a second opportunity to recommend amendments to the map during the formal 45-day comment period to be held in fall 2009.

Committee discussion included system connectivity, MTIP and regional flexible funds, and flexibility of the policy.

7. ADJOURN

As there was no further business, Mr. Kloster adjourned the meeting at 12:02 p.m.

Respectfully submitted,

Kelsey Newell
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR OCTOBER 31, 2008
The following have been included as part of the official public record:

ITEM	TOPIC	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
5.1	PowerPoint	10/31/08	*HCT Screening Criteria* presented by Tony Mendoza	103108t-01
5.1	Chart	10/31/08	Updated proposed Screening Criteria	103108t-02
6.1	Memo	10/30/08	To: HCT Team From: Steer, Davies, Gleave and Nelson & Nygaard RE: Detailed HCT Evaluation Framework – Draft for Discussion	103108t-03
6.1	PowerPoint	N/A	*HCT Evaluation Framework* presented by Alan Jones	103108t-04
6.2	Memo	10/31/08	To: TPAC, MTAC and Interested Parties From: Kim Ellis RE: RTP Update – Scenarios Results	103108t-05
6.2	PowerPoint	10/31/08	*RTP "Cause and Effect" Scenarios* presented by Kim Ellis	103108t-06
6.2	Report	10/2008	2035 RTP "Cause and Effect" Transportation Scenarios	103108t-07
	Report	11/2008	*Choices: Land Use and Investment Scenarios* discussion guide	103108t-08

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Date: December 5, 2008

To: TPAC

From: Tony Mendoza, Transit Project Analysis Manager

Re: High Capacity Transit System Plan Screening Criteria Update

The HCT System Plan is a 30 year plan for prioritizing HCT investments in new corridors and changes to existing corridors. The results will be incorporated into the RTP. The *HCT System Plan* tells us where the best locations are for major rail and bus transit capital investments based on evaluation criteria derived from the *RTP*. The *RTP* tells us whether HCT is the right transportation choice relative to other potential transportation investments. *Making the Greatest Place* tells us whether HCT is the right transportation choice to support the land use in any given corridor or center.

The Screening Criteria (Figure 1) was finalized and confirmed by the MTAC/TPAC HCT Subcommittee on October 22, 2008, by TPAC on October 31, 2008 and MTAC on November 5, 2008. The Screening Criteria constitutes the first phase of the HCT evaluation framework (Figure 2). The Screening Criteria will be used to narrow the wide array of High Capacity Transit Corridors and System Improvements assembled for the RTP Scenario B[1] and suggested in stakeholder interviews, public workshops, and Metro Committee meetings that began in July 2008.

The Corridor Screening Results and the Evaluation Criteria are scheduled to be confirmed by MTAC on December 3, 2008 and by TPAC on December 5, 2008. The initial screened corridors proposed for advancement through the evaluation criteria are shown on Figure 3 and described in Figure 4.

Attachments:
Figure 1 – Screening Criteria
Figure 2 – Evaluation Framework diagram
Figure 3 – Initial Draft Map of Corridor Screening Results
Figure 4 – Initial Draft List of Corridor Screening Results

1 Scenario B HCT improvements were gathered from the following sources: Region 2040 Concept, TriMet Transit Investment Plan (2007), RTP Federal Component (2007), and local jurisdiction comments received from TPAC/MTAC/JPACT/MPAC.

Figure 1: Initial Screening Criteria FINAL REVISED DRAFT, 11-7-08, based on 10-22-08 Subcommittee, 10-31-08 TPAC and 11-05-08 MTAC

CRITERION	MEASUREMENT	PROPOSED SCREENING TARGET	
QUANTITATIVE CRITERIA			
Existing Potential Ridership	Transit Orientation Index	High	> 5.0 riders per acre
		Medium-High	4.0-5.0 riders per acre
		Medium	3.0-4.0 riders per acre
		Low-Medium	1.5-3.0 riders per acre
		Low	< 1.5 rider per acre
Future Potential Ridership	Transit Orientation Index	High	> 5.0 riders per acre
		Medium-High	4.0-5.0 riders per acre
		Medium	3.0-4.0 riders per acre
		Low-Medium	1.5-3.0 riders per acre
		Low	< 1.5 rider per acre
QUALITATIVE CRITERIA			
Corridor Availability and Cost	Qualitative assessment of right of way availability and associated access improvements (Includes geological hazards)	High	Minimal right of way or few structures required
		Medium	Moderate right of way or structures required
		Low	Major land acquisition, tunneling, bridge work or extensive ROW required
Environmental Constraints	Qualitative assessment of impact on natural resources	High	Minimal potential negative impacts to natural resources
		Medium	Moderate potential negative impacts to natural resources
		Low	Significant potential negative impacts to natural resources
Equity	Qualitative assessment of social equity needs	Does promote equity	Directly serves low-income and minority communities
		Slightly promotes equity	Provides indirect access to low-income and minority communities
		Does not promote equity	No access provided to low-income and minority communities
Connectivity and System	Qualitative assessment of transit system connectivity, intermodal connectivity, maintenance yard site or other transit system needs.	High	Strong connectivity and/or system benefits
		Medium	Moderate connectivity and/or system benefits
		Low	Poor connectivity, and/or system benefits

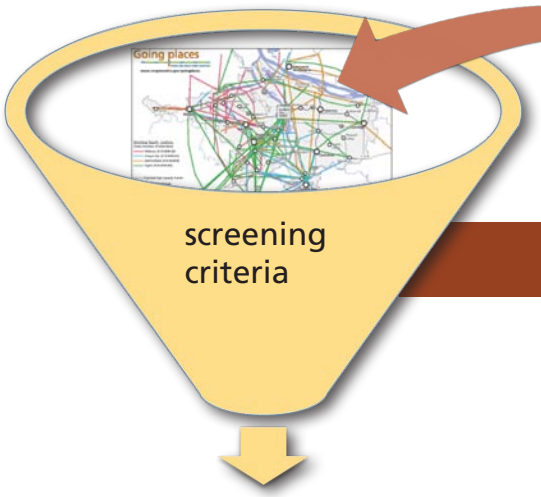
Congestion	Recognition of congestion parallel to proposed corridor	High	LOS F (2035 PM Peak 2-Hour; Mid-Day 1-Hour); Vehicle/Capacity Ratio
		Medium-High	LOS E (2035 PM Peak 2-Hour; Mid-Day 1-Hour); Vehicle/Capacity Ratio
		Medium	LOS D (2035 PM Peak 2-Hour; Mid-Day 1-Hour); Vehicle/Capacity Ratio
		Low-Medium	LOS C (2035 PM Peak 2-Hour; Mid-Day 1-Hour); Vehicle/Capacity Ratio
		Low	LOS A-B (2035 PM Peak 2-Hour; Mid-Day 1-Hour); Vehicle/Capacity Ratio
2040 Land Use	Support Region 2040 land use designations based on RTP priority areas	High	• Central city • Regional centers • Industrial areas • Freight and Passenger Intermodal facilities
		Medium	• Employment areas • Town centers • Station Communities • Corridors • Main Streets
		Low	• Inner neighborhoods • Outer neighborhoods

MAKING THE Greatest PLACE

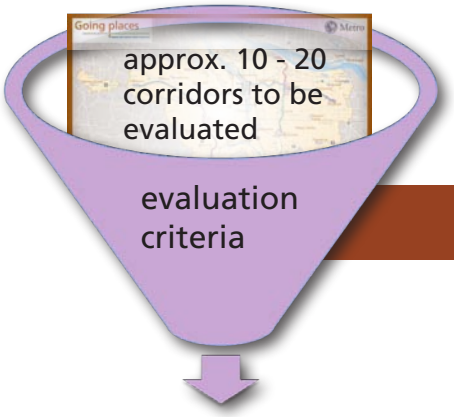
2035 REGIONAL TRANSPORTATION PLAN

Going places

potential HCT corridors and projects from historic planning and outreach

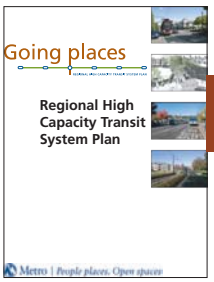


November 2008
MTAC/TPAC



January 2009
Council/MPAC/JPACT/MTAC/TPAC

March 2009
Council/MPAC/JPACT/MTAC/TPAC



Late spring 2009

2035 REGIONAL TRANSPORTATION PLAN

December 2009
RTP adoption

2010/2011
implementation of Making the Greatest Place

Going places

REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN

High Capacity Transit Plan:
Corridor and Project Ranking Against Screening Criteria

Metro

Metro Council
11/25/2008

L E G E N D

Transit
- High Capacity Transit (2009)
- Planned High Capacity Transit (adopted)
- Existing Frequent Bus Route

HCT Corridors
- Corridors Recommended For Advancement
- Corridors Not Recommended For Advancement
- Pending Agency Review
- RTC HCT Corridors
- Central City Improvements

2040 Growth Concept
- Central City
- Regional Center
- Town Center
- Urban Growth Boundary

- Railroad
- School
- Regional Trail
- Parks/Open Space

0 2 4 Miles

Portland Central City

High Capacity Transit System Plan
Initial Screened Transit Corridors
Metro Council Review 11/25/08

Not in priority order

Segment / Corridor ID*	Segment / Corridor Name
18	Improvements to Steel Bridge
19	Bridge/Rose Quarter Access Improvements
49	Eastside Connector
50	Downtown Tunnel - Lloyd 11th to Goose Hollow 18th
51	Downtown Jefferson/Columbia via 1st Ave
52	Downtown Everett/Glisan to 18th Ave
8	(CTC - OCTC) via I-205
9	(Park - OCTC) via McLoughlin
10	(Portland - Gresham) via Powell
11	(Portland to Sherwood) via Barbur Hwy 99w
12	(Hillsboro - Forest Grove)
13	(Gresham - Troutdale MHCC) via Kane Dr
16	(CTC - Damascus)
17	(STC - Hillsboro)
28	(Oregon City - WSTC)
29	(Washington Square - Clackamas)
32	(Hillsboro - Hillsdale)
34	(Beaverton - Wilsonville)
43	(St. Johns - Vancouver/Union Station)
54	(Troutdale - St. Johns)
6	(Amber Glen to Tanasbourne)
48	(Murray Hill - Bethany)
56	(Orenco - Clark Hill Rd)
17D	(Red Line extension to Tanasbourne)
15	(Lents to Pleasant Valley) via Foster Road
27	(Oregon City - Clac CC) - via Hwy213/RRROW
38	(Tualatin - Sherwood) via Sherwood Rd
41	(Lake O - McLoughlin connector)
42	(Vancouver - Damascus)
46	(Cornell - St. Johns)
53	(Hillsboro - Tualatin)
55	(Sunset TC - St. Johns)
57	(Scholls Ferry - Sherwood) via Roy Rogers Rd
17C+46A+46B+43B	(Hillsboro - Vancouver)
41+32B+32C	(McLoughlin - Beaverton)

*Note: Corridors extending to neighboring cities were not considered in this analysis

LEGEND
Central City improvement - staff/Subcomittee recommended for advancement
Corridor - staff/Subcomittee recommended for advancement
Corridor - staff/Subcomittee - one Corridor to be determined by Hillsboro
Corridor - staff/Subcomittee considered, but not recommended for advancement

Screening Results by Segment/Project

Segment / Corridor ID	Segment / Corridor Name	Screening Results									
		1-3	1-5	1-5	1-5	1-3	1-3	1-3	1-5	1-5	1-3
		Connectivity and System Score	O-D	Existing Potential Ridership	Future Potential Ridership	Corridor Availability and Cost	Environmental Constraints	Equity	Congestion (Midday)	Congestion (Peak)	2040 Land Use
6	(Amber Glen to Tanasbourne)	Low	Low	Low	Low-Medium	Medium	High	Low	Low	Medium-High	Low
8	(CTC - OCTC) via I-205	High	Medium	Low	Low-Medium	Medium	Medium	Medium	Medium-High	High	Medium
9	(Park - OCTC) via McLoughlin	High	Low	Low	Low	Medium	Medium	Low	Low	High	Medium
10	(Portland Mall - Gresham) via Powell	Medium	Low-Medium	Low-Medium	Medium	Medium	Medium	High	High	High	High
10A	(Portland Mall - I-205) via Powell	High	High	Medium	High	Low	Medium	Low	High	High	High
10B	(I-205 - Gresham) via Powell	Medium	Low-Medium	Low	Low	Medium	High	High	High	High	High
11	(Portland to Sherwood) via Barbur Hwy 99w	Low	Low-Medium	Low-Medium	Medium	Medium	Medium	Low	High	High	High
11A	(Portland to Terwilliger) via Barbur Hwy 99W	Medium	Medium-High	High	High	Low	Medium	Low	Low	High	High
11B	(Terwilliger to Multnomah) via Barbur Hwy 99w	Low	Medium	Low	Low	Low	Medium	Low	Low	High	High
11C	(Multnomah to Tigard) via Barbur Hwy 99w	Low	Low	Low	Low-Medium	Medium	Medium	Low	Medium-High	High	High
11D	(Tigard -King City) via Barbur Hwy 99w	Low	Low	Low	Low	Medium	High	Low	High	High	High
11E	(King City - Sherwood) via Barbur Hwy 99w	Low	Low	Low	Low	Medium	High	Low	High	High	High
11T	(Portland to Multnomah) via TUNNEL Barbur hwy 99w	Medium	Medium-High	Medium	High	Low	Medium	Low	Low	High	High
12	(Hillsboro - Forest Grove)	Medium	Medium	Low	Low	High	Medium	High	Medium-High	High	Medium
13	(Gresham - Troutdale MHCC) via Kane Dr	Medium	Low	Low	Low-Medium	Medium	Medium	Low	Low	High	Medium
15	(Lents to Pleasant Valley) via Foster Road	Low	Low	Low	Low	Medium	Medium	Low	Medium-High	High	Low
16	(CTC - Damascus)	Medium	Low-Medium	Low	Low	High	Medium	High	High	High	Medium
16A	(CTC - Damascas) via Sunnyside	Medium	Low-Medium	Low	Low-Medium	Medium	High	Low	Medium	High	Medium
16B	(Gresham - Damascus) via 232nd/242nd Ave	Low	Low	Low	Low	High	High	Low	Medium	High	Medium
16C	(CTC - Damascas) via Hwy 212/224	Medium	Low-Medium	Low	Low	Medium	Medium	High	High	High	Medium
17	(STC - Hillsboro)	Low	Low-Medium	Low	Low-Medium	High	Medium	Low	Medium-High	High	Medium
17A	(Shute - St Vincent) via Evergreen/US26	Medium	Low-Medium	Low	Low-Medium	Medium	Medium	Low	Medium-High	High	Medium
17B	(Hillsboro -Shute) via Evergreen	Low	Medium	Low	Low	Medium	High	Low	Medium	High	Medium
17C	(Hillsboro-Shute) via Cornel/Shute	Low	Medium	Low	Low-Medium	High	Medium	Low	Medium	High	Medium
17D	(Tanasbourne - Blue Line)	Low	Medium	Low	Medium	Medium	Medium	Low	Low	Medium-High	Medium
18	Improvements to Steel Bridge	High	High	High	High	High	High	Low	Low	Medium	High
19	Bridge Improvements	High	High	High	High	Medium	Low	Medium	Low	Medium	High
27	(Oregon City - Clac CC) - via Hwy213/RRROW	Low	Low	Low	Low	Medium	Low	Low	Medium-High	High	Low
28	(Oregon City - WSTC)	Low	Low	Low	Low-Medium	High	Medium	Low	High	High	Medium
28A	(Oregon City - West Linn) via new bridge	Low	Low	Low	Low	Low	Low	Low	High	High	Medium
28B	(West Linn - Tualatin) via I-205	Low	Low-Medium	Low	Low	Medium	Medium	Low	Medium	High	Medium
28C	(Tualatin - Tigard) via WES	Medium	Low	Low-Medium	Low-Medium	High	High	Low	High	High	Medium
28D	(Tigard - WSTC) via WES	Low	Low-Medium	Low-Medium	Medium	High	High	Low	Low	High	Medium
29	(CTC - Clackamas)	Medium	Low	Low	Low-Medium	High	Medium	High	Medium-High	High	Medium
29A	(CTC - Milwaukie) via Hwy 224	Medium	Low-Medium	Low	Low-Medium	Medium	Medium	Medium	Medium	Medium-High	Medium
29B	(Milwaukie - Lake O) via RR bridge	High	Low	Low	Low-Medium	High	Medium	Medium	Medium-High	High	Medium
29C	(Lake O - Tigard TC) via RR ROW	Medium	Low	Low	Low-Medium	High	Medium	Low	Medium-High	High	Medium
29D	Tigard TC - WSTC) via WES ROW	Low	Low-Medium	Low-Medium	Medium	High	Medium	Low	Medium-High	High	Medium
29E	(Boones Ferry - Tualatin) via RR ROW	Low	Low-Medium	Low-Medium	Low-Medium	High	Medium	Low	Medium-High	High	Medium
29F	(Milwaukie - Clackamas)	High	Low-Medium	Low	Low-Medium	Medium	High	Low	Low	Low	Medium
32	(Hillsboro - Hillsdale)	Low	Low	Low	Low-Medium	High	Medium	Medium	Medium-High	High	Medium
32A	(Hillsboro - Aloha - Beaverton) via TV Hwy	Medium	Low-Medium	Low	Low-Medium	High	Medium	High	Medium-High	High	Medium
32B	(Barbur - Lake O connector)	Low	Low	Low	Low	Medium	Medium	Low	Medium-High	High	Medium
32C	(Beaverton - Raleigh Hills - Hillsdale) via Beaverton Hillsdale	Low	Low-Medium	Low	Low-Medium	Medium	Medium	Low	Medium	High	Medium
34	(Beaverton - Wilsonville)	Low	Low	Low	Low-Medium	Medium	Medium	Medium	High	High	Medium
34A	(Beaverton - Washington Sq) via Hall	Medium	Medium	Low-Medium	Medium	Medium	High	Low	Medium	High	Medium
34B	(Washington Sq - Tigard) via Hall	Low	Low-Medium	Low	Low-Medium	Medium	High	Low	Medium-High	High	Medium
34C	(Tigard - Tualatin) via 217/I5	Low	Low	Low-Medium	Medium	Medium	Medium	Low	High	High	Medium
34D	(Tualatin - Wilsonville) via I5	Low	Low	Low	Low	Medium	High	Low	High	High	Medium
38	(Tualatin - Sherwood) via Sherwood Rd	Low	Low	Low	Low	Medium	High	Low	Medium	High	Low
41	(Lake O - McLoughlin connector)	Medium	Low	Low	Low	Low	Medium	Low	High	High	Low
42	(Vancouver - Damascus)	Low	Low	Low	Low	Medium	Low	Medium	Medium-High	High	Medium

Segment / Corridor ID	Segment / Corridor Name	Screening Results									
		1-3	1-5	1-5	1-5	1-3	1-3	1-3	1-5	1-5	1-3
		Connectivity and System Score	O-D	Existing Potential Ridership	Future Potential Ridership	Corridor Availability and Cost	Environmental Constraints	Equity	Congestion (Midday)	Congestion (Peak)	2040 Land Use
42A	(Marine Drive - Vancouver) via 182nd	Low	Low	Low	Low	Low	Low	Low	Low	Medium-High	Low
42B	(Marine Drive - Rockwood) via 182nd	Low	Low-Medium	Low	Low-Medium	Medium	Medium	Low	Low	Medium-High	Medium
42C	(Rockwood - Pleasant Valley) via 182nd	Low	Low	Low	Low	Medium	Medium	Medium	Low	High	Medium
42D	(Pleasant Valley - Damascas) via Foster	Low	Low	Low	Low	High	High	Low	Medium-High	High	Low
43	(St. Johns - Vancouver/Union Station)	Low	Medium-High	Low-Medium	Medium	High	Low	High	High	High	High
43A	(St. Johns to RR)	Low	Medium	Low	Low-Medium	High	Medium	Low	Low	Low	High
43B	(RR to Vancouver) via UPRR Railroad Bridge	Low	Low	Low	Low-Medium	High	Low	Medium	Low	Medium	High
43C	(Union Station - St. Johns) via RR Bridge	Medium	High	Low-Medium	High	High	Medium	Medium	High	High	High
43D	(St. Johns - Vancouver) via Freight Corridor	Medium	Low	Low	Low	High	Low	Low	Low	High	High
46	(Cornell - St. Johns)	Low	Low	Low	Low	High	Low	Low	High	High	Medium
46A	(Cornell to UPRR) via Corn Pass Tunnel	Low	Low	Low	Low	High	Low	Low	High	High	Medium
46B	(UPRR - St. Johns) via Freight	Low	Low	Low	Low	High	Low	Medium	High	High	Medium
46C	(Corn Pass - St. Johns) via Northern Bridge	Low	Low	Low	Low	High	Low	Low	Low	Low	Medium
48	(Murray Hill - Bethany)	Low	Low	Low	Low	Low	Medium	Low	Medium	High	Low
49	Eastside Connector	High	Medium	High	High	Low	Medium	High	Low	Medium	High
50	Downtown Tunnel - Lloyd 11th to Goose Hollow 18th	High	Low-Medium	High	High	Low	Medium	High	Low	Low	High
51	Downtown Jefferson/Columbia via 1st Ave	Low	High	High	High	Low	Medium	Medium	Low	Medium	High
52	Downtown Everett/Glisan to 18th Ave	Low	High	High	High	Low	High	Medium	Medium	Medium	High
53	(Hillsboro - Tualatin)	Low	Low	Low	Low	Medium	Low	High	Low	High	Medium
54	(Troutdale - St. Johns)	Low	Low	Low	Low	High	Low	High	Low	Medium-High	Medium
55	(Sunset TC - St. Johns)	High	Low	Low	Low	Low	Low	Low	High	High	Low
56	(Orenco - Clark Hill Rd)	Low	Low	Low	Low	Medium	Low	Medium	Low	High	Low
57	(Scholls Ferry - Sherwood) via Roy Rogers Rd	Low	Low	Low	Low	Medium	Low	Low	High	High	Low
28A+28B	(Oregon City - Tualatin)	High	Low	Low	Low	Low	Medium	Low	Medium-High	High	Medium
17C+46A+46B+43B	(Hillsboro - Vancouver)	Low	Low	Low	Low	High	Low	High	Medium-High	High	High
41+32B+32C	(McLoughlin - Beaverton)	Medium	Low	Low	Low-Medium	Low	Medium	Low	Medium-High	High	Medium

Note: Methods for determining High, Medium, Low rankings are described in detail in the Screening Results Technical Memorandum
Note: All High ratings indicate positive results as related to project viability; all low ratings indicated negative results

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Metro | *Memo*

Date: December 5, 2008

To: TPAC

From: Tony Mendoza, Transit Project Analysis Manager

Re: HCT Evaluation Criteria

At the November 14, 2008 meeting, the HCT subcommittee confirmed the attached Draft Evaluation Criteria and to recommended the Evaluation Criteria to MTAC and TPAC. The Evaluation Criteria constitutes the second phase of the HCT evaluation framework (see attached October 30, 2008 memo from Steer Davies Gleave). The Evaluation Criteria will be used to prioritize the list of High Capacity Transit Corridors and System Improvements.

The draft Evaluation Criteria is based upon the vision and goals set forth in the Region 2040 Concept, the Metro Council adopted definition of a successful region, and the Regional Transportation Plan. The Evaluation Criteria further incorporates measures from the Regional Transportation Plan Performance Measures and the input of the HCT MTAC/TPAC Subcommittee.

At the December 5, 2008 meeting, TPAC will be asked to confirm the attached Draft Evaluation Criteria and to recommend the Evaluation Criteria to JPACT at their December 11, 2008 meeting. At the December 3, 2008 meeting, MTAC will be asked to confirm the attached Draft Evaluation Criteria and to recommend the Evaluation Criteria to MPAC at their December 17, 2008 meeting. The Metro Council will then be asked to review the Evaluation Criteria during the January 20, 2009 work session and to confirm the Evaluation Criteria during the February 10, 2009 work session.

Attachments:
Detailed HCT Evaluation Framework – DRAFT FOR DISCUSSION memo, November 25, 2008

memo

To	HCT Team		
Cc			
From	Steer Davies Gleave & Nelson\Nygaard		
Date	25 November 2008		
Project	Portland HCT	Project No.	22026001

Subject Detailed HCT Evaluation Framework –DRAFT FOR DISCUSSION

Overview

In order to select and prioritize the 'best' HCT corridors for investment a robust, coherent and transparent framework for the detailed evaluation of options is required. To date a long list of corridors has been identified and is being refined. These will be screened, based upon agreed criteria, in order to identify a short list of corridors (~20) that will be subject to the detailed evaluation.

The objective for the detailed evaluation framework is to enable a comparative assessment of the corridors to be made. The framework therefore must:

- Assume a common baseline scenario (2035 Regional Transportation Plan Financially Constrained System) against which each corridor is compared
- Ensure a consistent level of detail across the criteria and be commensurate with the level of project information available
- Enable sufficiently disaggregate scoring, in order that the level of impact can be differentiated between corridors
- Present the information clearly, concisely and on a consistent basis so that decision makers can compare corridors against each other

It is proposed that no explicit weighting is given to the criteria. Having undertaken the initial evaluation there will be a review phase to gain agreement on the prioritization of corridors; for this it is important that decision makers can consider the implications and understand the potential effect of implicitly applying different weightings.

Associated with this approach the assessment of each criterion will be quantified (potentially, as appropriate, as a monetary value) or qualitatively scored, e.g. adverse, beneficial. The intention of this approach is to avoid the addition of scores and the creation of a 'single' number for each corridor, which would negate the whole ethos of undertaking the multiple account evaluation.

Evaluation Approach

The detailed evaluation is not a 'single step' in the process, but rather a tool that is employed on an ongoing basis to assist the shaping and refinement of the corridor prioritization. For each short listed corridor it is anticipated that the project development phase will identify the most plausible forms of mode investment for each corridor based upon the screening assessment (e.g. potential ridership, environmental, land take issues). For example light rail may be the only mode option for corridors which are extensions of the existing system, whereas for other corridors light rail, BRT, commuter rail and streetcar[1] options may be identified and evaluated.

Therefore for each of the (~20) short listed corridors it is likely that there will be several plausible mode investments defined. It is against these definitions that the preliminary evaluation will be undertaken.

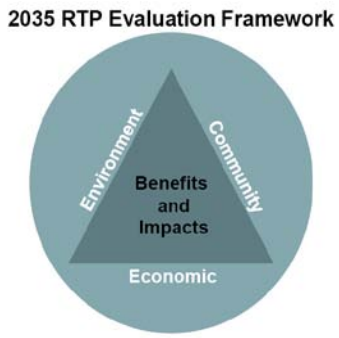
The output from this will support confirmation that the appropriate mode investments have been assumed and inform the strongest candidate, by highlighting the trade-offs that could occur and may deserve further investigation. As appropriate, the draft definition may be refined and the evaluation results revised accordingly.

Supporting this iterative process will be the consideration of the system network effects, in order to ensure the definition of individual corridors does not result in precluding valuable opportunities for integration and delivering benefits due to the 'whole being greater than the sum of the parts'.

Proposed MAE Framework

The Multiple Account Evaluation (MAE) approach is consistent with the Regional Transportation Plan (RTP) Outcomes-Based Evaluation Framework. The framework is organized in three evaluation categories:

- Community
- Environment
- Economy



[1] The 2035 RTP transit policy does not currently contain rapid streetcar as a HCT mode. This concept will be further explored in the context of the HCT system plan, and may result in policy refinements to the 2035 RTP.

Each of the categories is focused upon the effect once the investment is made, namely the transit line opens. However, for the evaluation of the corridors it is also important to consider the implications of attempting to implement the identified transit solution. A fourth account is therefore included in the MAE to address deliverability.

The MAE framework aligns with the hierarchy of objectives.

- Region 2040 Vision
- Council Adopted Definition of what makes a successful region
- 2035 RTP –implementing the Region's 2040 Vision
- HCT – supporting the RTP Goals

The Council Adopted Definition of what makes a successful region includes six goals to promote:

- Vibrant, walkable communities
- Sustained economic competitiveness and prosperity
- Safe and reliable transportation choices
- Minimal contributions to global warming
- Clean air, clean water, healthy ecosystems
- Benefits and burdens of growth distributed equitably

The 10 RTP Goals are:

- 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

These goals can be grouped under the three evaluation categories used in the RTP, which provide the structure for the MAE framework (see Figure 1), alongside the consideration of deliverability and a summary of the corridor characteristics as produced from the screening exercise. For each evaluation category criteria addressing different aspects of the category are presented.

The evaluation will be both quantitative and qualitative, depending on the level of project development and extent of information available. As more information becomes available the assessment can be revisited.

Deriving from the framework structure will be a summary sheet designed to provide an overview for each corridor that will allow decision makers to identify and confirm the mode investments and corridors to be prioritized. Appendix A presents an example of a summary sheet. Associated documentation will provide supporting evidence for the detailed evaluation findings.

In the summary sheet, commentary will present the most significant findings against the criteria and provide a justification of the assessment score (including any assumptions made due to the absence of full information). Where mitigation of a negative impact would be required, it will be described and the score will reflect the mitigated effect.

In the initial stage the scoring will be based upon a seven-point scale:

- Significant benefit
- Moderate benefit
- Slight benefit
- Neutral
- Slightly adverse
- Moderately adverse
- Significantly adverse

Multiple Accounts

The following sections detail the specific criteria that will be used to evaluate corridors against the four accounts:

- Community
- Environment
- Economy
- Deliverability

A description of essential corridor characteristics will also be provided as part of the evaluation. This information is described in the first table of Figure 1.

System Expansion Policy

It is important to note that this level of evaluation is designed to provide a preliminary prioritization of corridors and narrow mode investment options. The assessment will be based on current and projected land use conditions. However, it is recognized that projections are never completely accurate and that conditions will change over time. To account for these changes, a System Expansion Policy including a separate set of criteria required for project advancement is proposed.

These criteria would provide communities along a corridor an opportunity to make proactive changes to land use and access policies. Jurisdictions benefiting from a proposed alignment or project would be required to submit Ridership Development and Financial Plans before moving to the next phase of project advancement.

The following graphic illustrates how HCT projects are prioritized in the System Plan process and the role of proposed project advancement criteria, which would allow jurisdictions to change the priority of an adopted HCT system project.

HCT System Plan Evaluation and System Expansion Policy

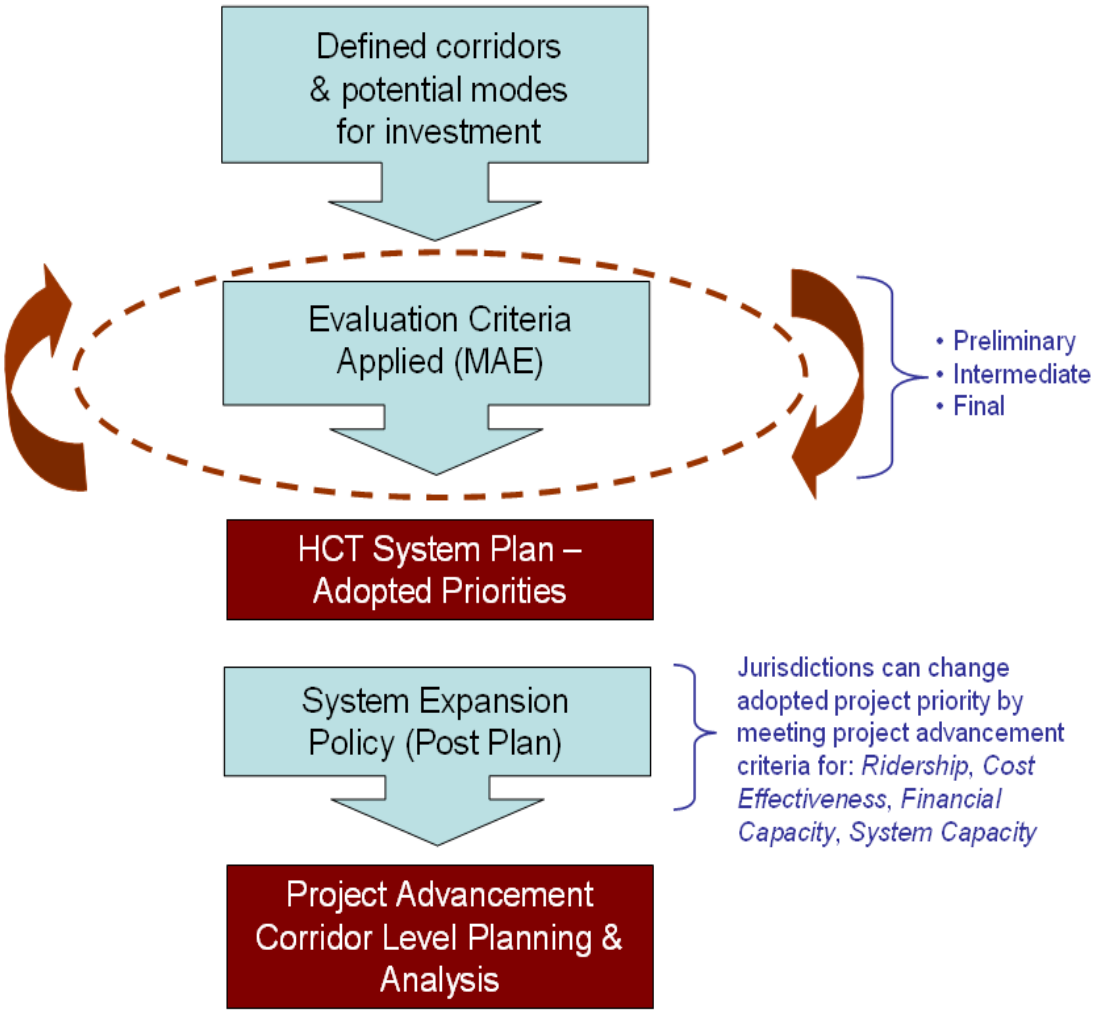


Figure 1 – MAE FRAMEWOR

COMMUNITY EVALUATION CATEGORY

Criteria	Measure	Role	Method
Supportiveness of existing local land use and adopted local transportation plans and policies	Qualitative scoring based on plan review	Identification in strategic terms of consistency or inconsistency with other proposed plans or policies	Existing LU
Acceptability to local communities	Qualitative scoring based on *Local Aspirations* outputs	Local populations may or may not wish to trade-off improved transit against other potential investments or may have concerns about the impact of HCT on urban form. Since a high level of local commitment is required for project development, communities that display strong commitment to project success should be acknowledged.	Rely on Metro Local Aspiration Process (reflective of regional goals/policies) Criterion to support local aspirations process with INDEX model
Ridership generators	Identification of major activity centers served, e.g. l Hospital & medical centers l Major retail sites l Colleges / universities l Major Federal / State Government offices l Employers > 500 employees l Sports sites / venues	Ensuring the proposed corridor encompasses both current and future key demand attractors and generators and meets the requirements of transit to provide a service to and from where people wish to travel.	Evaluate TriMet's top 30 generators; o-d date from travel demand model. Housing not included as a major activity center, but is captured via TOI analysis
Support 2040	1. Central City, Regional Centers, Industrial areas, Freight and	Rank based on Service to 2040	Support Region 2040 land use

	Passenger Intermodal facilities 2. Employment areas, Town Centers, Station Communities, Corridors, Main Streets 3. Inner and Outer Neighborhoods	Land use types	designations based on RTP priority areas
Transportation network integration	Identification of full trip benefits due to integration with transit transfer centers and interchange opportunities	Consideration of the network benefits that can be achieved, including both physical integration (i.e. good interchange opportunities) and system integration (i.e. timetabling connecting services, through ticketing).	Metro and TriMet to conduct a similar exercise to the screening criterion
Equity	Catchment analysis for social groups (low income and minority census tracts) within walking access (1/4 mile) to a stop Analysis of % of households with no vehicle available	Consideration of those who may receive greatest benefit from the transit investment due to reduction of current barriers to travel reduced cost of travel. Members of these households are likely transit consumers. Analysis includes: low and very-low income, racial minority, seniors, disabled people, low car ownership.	Census and Metro Transportation Equity Analysis for the RTP
Safety	Qualitative, based on adherence to good siting and design standards	Direct safety impacts due to design and placement of HCT in ROW (i.e. physically segregated, running with general traffic, on-street stops).	Selection of corridors that have extraordinary conditions that may present a safety issue (e.g., freeway, elevated, trench, etc)
Health (Promote physical activity)	Comprehensiveness of pedestrian and cycling network	Assess benefits from increased physical activity caused by greater pedestrian access to transit and	Model and spreadsheet analysis

	Increase in average bicycle and pedestrian mode share	increased walking and cycling within the corridor.	
Housing + Transportation Affordability Index	Analysis of housing and transportation costs as percent of total household income.	Indirect measure of areas where transit demand by assessing the impact of transportation costs on housing choices.	Metro
Placemaking/Urban form	Identification of impacts on urban composition and public space function	Impacts on the potential to enhance land development; increase mix of land uses; enhance public spaces	Focus this on an assessment of vacant and underdeveloped land. Metro has done work on developable land in the region.

ENVIRONMENT EVALUATION CATEGORY

Criteria	Measure	Role	Method
Emissions & disturbance	Change in VMT and resulting emission levels for CO2 and other harmful pollutants such as NOx and SOx. (Potentially for the full project life-cycle)	Impacts on local air pollution, greenhouse gases and noise. Transportation related environmental impacts tend to track closely to VMT, making it a valuable proxy for emissions and air quality related measures.	Model
Natural resources	Length of alignment impacting identified sensitive habitats and/or natural resources	Impacts on environmentally sensitive areas due to land take or proximity to major infrastructure.	RLIS
4(f) resources	Acres of 4(f) resources impacted	Impacts on the amenity value of parkland, schools and other 4(f) resources.	RLIS

ECONOMY EVALUATION CATEGORY

Criteria	Measure	Role	Method
Transportation efficiency (Users)	Average travel time benefit per rider and distribution of benefits across the line and the system	The average travel time benefit will demonstrate the effectiveness of the option across the system. The assessment of distribution will identify the 'winners and losers' across the system (e.g. if an extension results in new demand causing crowding on an existing section of route).	Model/TriMet
Transportation efficiency (Operator)	Cost per rider	To identify the financial performance of the day-to-day operations.	Model/TriMet
Economic competitiveness	Change in employment catchment	Improved transit and land use will increase the labor market's access to employment centers and promote re-development of employment sites.	Metro

DELIVERABILITY EVALUATION CATEGORY

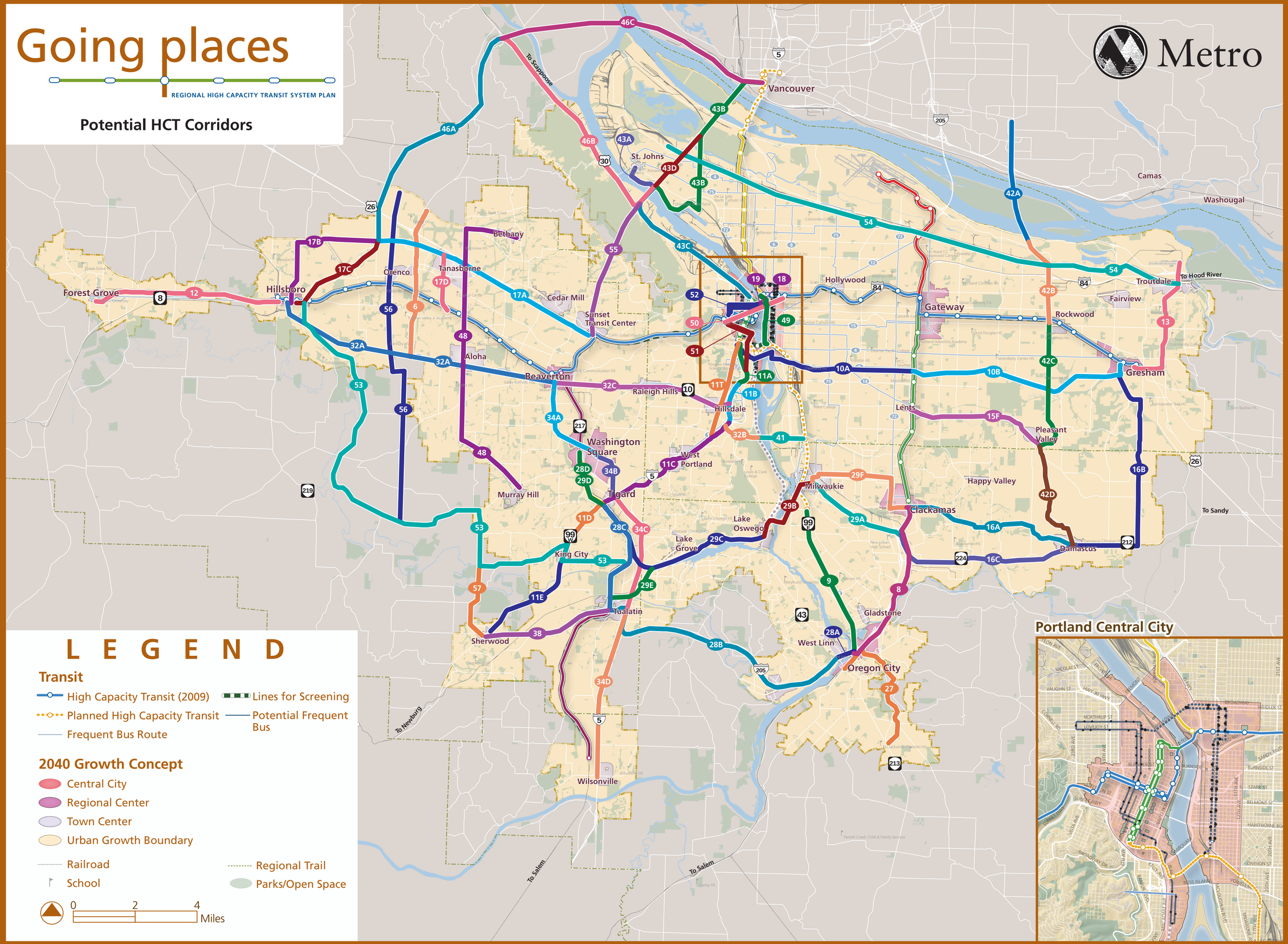
Criteria	Measure	Role	Method
Feasibility (Construction)	Capital cost	Flag for instances where negative impacts from construction of the project may be so great as to outweigh project benefits.	Sketch level engineering
Feasibility (Operations)	Operating cost	Ensure design of the project enables efficient operations; assess impact of project on existing system function/capacity.	Also focus on what impact new corridor operations would have on existing lines. TriMet should be involved in this evaluation.
Ridership	Ridership	Evaluate total ridership, ridership per revenue hour and revenue mile, system ridership impact	Model
Funding potential	Initial assessment of local and federal funding opportunities to cover estimated capital and operating costs	Most projects will not have funding sources identified. The intent is to identify key obstacles to successful funding or reward any project that has substantial identified local funding. A more detailed funding plan will be required at the project advancement phase.	Not to focus on existing FTA program criteria but assessment of likelihood of receiving federal funds.

Going places

REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN

Potential HCT Corridors

Metro



Portland Central City

L E G E N D

Transit

- High Capacity Transit (2009)
- Planned High Capacity Transit
- Frequent Bus Route
- Lines for Screening
- Potential Frequent Bus

2040 Growth Concept

- Central City
- Regional Center
- Town Center
- Urban Growth Boundary

- Railroad
- School
- Regional Trail
- Parks/Open Space

0 2 4 Miles

Screening Results by Corridor

		Screening Results									
		1-3	1-5	1-5	1-5	1-3	1-3	1-3	1-5	1-5	1-3
Segment / Corridor ID	Segment / Corridor Name	Connectivity and System Score	O-D	Existing Potential Ridership	Future Potential Ridership	Corridor Availability and Cost	Environmental Constraints	Equity	Congestion (Midday)	Congestion (Peak)	2040 Land Use
6	(Amber Glen to Tanasbourne)	Low	Low	Low	Low-Medium	Medium	High	Low	Low	Medium-High	Low
8	(CTC - OCTC) via I-205	High	Medium	Low	Low-Medium	Medium	Medium	Medium	Medium-High	High	Medium
9	(Park - OCTC) via McLoughlin	High	Low	Low	Low	Medium	Medium	Low	Low	High	Medium
10	(Portland Mall - Gresham) via Powell	Medium	Low-Medium	Low-Medium	Medium	Medium	Medium	High	High	High	High
11	(Portland to Sherwood) via Barbur Hwy 99w	Low	Low-Medium	Low-Medium	Medium	Medium	Medium	Low	High	High	High
12	(Hillsboro - Forest Grove)	Medium	Medium	Low	Low	High	Medium	High	Medium-High	High	Medium
13	(Gresham - Troutdale MHCC) via Kane Dr	Medium	Low	Low	Low-Medium	Medium	Medium	Low	Low	High	Medium
15	(Lents to Pleasant Valley) via Foster Road	Low	Low	Low	Low	Medium	Medium	Low	Medium-High	High	Low
16	(CTC - Damascus)	Medium	Low-Medium	Low	Low	High	Medium	High	High	High	Medium
17	(STC - Hillsboro)	Low	Low-Medium	Low	Low-Medium	High	Medium	Low	Medium-High	High	Medium
18	Improvements to Steel Bridge	High	High	High	High	High	High	Low	Low	Medium	High
19	Bridge Improvements	High	High	High	High	Medium	Low	Medium	Low	Medium	High
27	(Oregon City - Clac CC) - via Hwy213/RRROW	Low	Low	Low	Low	Medium	Low	Low	Medium-High	High	Low
28	(Oregon City - WSTC)	Low	Low	Low	Low-Medium	High	Medium	Low	High	High	Medium
29	(CTC - Clackamas)	Medium	Low	Low	Low-Medium	High	Medium	High	Medium-High	High	Medium
32	(Hillsboro - Hillsdale)	Low	Low	Low	Low-Medium	High	Medium	Medium	Medium-High	High	Medium
34	(Beaverton - Wilsonville)	Low	Low	Low	Low-Medium	Medium	Medium	Medium	High	High	Medium
38	(Tualatin - Sherwood) via Sherwood Rd	Low	Low	Low	Low	Medium	High	Low	Medium	High	Low
41	(Lake O - McLoughlin connector)	Medium	Low	Low	Low	Low	Medium	Low	High	High	Low
42	(Vancouver - Damascus)	Low	Low	Low	Low	Medium	Low	Medium	Medium-High	High	Medium
43	(St. Johns - Vancouver/Union Station)	Low	Medium-High	Low-Medium	Medium	High	Low	High	High	High	High
46	(Cornell - St. Johns)	Low	Low	Low	Low	High	Low	Low	High	High	Medium
48	(Murray Hill - Bethany)	Low	Low	Low	Low	Low	Medium	Low	Medium	High	Low
49	Eastside Connector	High	Medium	High	High	Low	Medium	High	Low	Medium	High
50	Downtown Tunnel - Lloyd 11th to Goose Hollow 18th	High	Low-Medium	High	High	Low	Medium	High	Low	Low	High
51	Downtown Jefferson/Columbia via 1st Ave	Low	High	High	High	Low	Medium	Medium	Low	Medium	High
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55	(Sunset TC - St. Johns)	High	Low	Low	Low	Low	Low	Low	High	High	Low
56	(Orenco - Clark Hill Rd)	Low	Low	Low	Low	Medium	Low	Medium	Low	High	Low
57	(Scholls Ferry - Sherwood) via Roy Rogers Rd	Low	Low	Low	Low	Medium	Low	Low	High	High	Low
28A+28B	(Oregon City - Tualatin)	High	Low	Low	Low	Low	Medium	Low	Medium-High	High	Medium
17C+46A+46B+43B	(Hillsboro - Vancouver)	Low	Low	Low	Low	High	Low	High	Medium-High	High	High
41+32B+32C	(McLoughlin - Beaverton)	Medium	Low	Low	Low-Medium	Low	Medium	Low	Medium-High	High	Medium

Note: Methods for determining High, Medium, Low rankings are described in detail in the Screening Results Technical Memorandum
Note: All High ratings indicate positive results as related to project viability; all low ratings indicated negative results

DRAFT

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING A REGIONAL POSITION ON REAUTHORIZATION OF THE SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT, TRANSPORTATION ACT:A LEGACY FOR USERS (SAFETEA-LU)	))))))	RESOLUTION NO. 09-XXXX Introduced by Councilor Rex Burkholder

WHEREAS, the Safe, Accountable, Flexible, Efficient, Transportation Act: A Legacy for Users (SAFETEA-LU) was adopted by Congress in2005; and

WHEREAS, SAFETEA-LU is scheduled to expire at the end of federal Fiscal Year 2009 (September 30, 2009); and

WHEREAS, Congress will be considering reauthorization of SAFETEA-LU during 2009; and

WHEREAS, SAFETEA-LU has a significant policy effect on transportation planning and decision-making and funding in the Portland metropolitan region; and

WHEREAS, reauthorization results in the "earmarking" or identification of specific projects and establishes the amount of federal funding eligible to be appropriated to those projects; and

WHEREAS, further review of proposed legislation will lead to possible amendment and refinement to this policy postion and project priority list; now therefore

BE IT RESOLVED that the Metro Council:

1. Endorses the Federal Transportation Authorization Policy Priorities as reflected in Exhibit A.
2. Endorses the projects identified in Exhibit B as the region's priority projects for SAFETEA-LU reauthorization earmarking.

ADOPTED by the Metro Council this _____ day of January 2009.

_____
David Bragdon, Council President

Approved as to Form:

_____
Daniel B. Cooper, Metro Attorney

DRAFT #6

Portland Metropolitan Area
Federal Transportation Authorization Policy Priorities

Implementing a Transportation Strategy for the 21st Century

Highlights are major changes since JPACT meeting

November 26, 2008

Introduction

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was enacted August 10, 2005. SAFETEA-LU authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009, expiring September 30, 2009. The House Transportation and Infrastructure Committee has initiated the authorization process for the new 5-6 year period through a series of hearings to solicit input and share proposals.

With America confronting a new era of economic crisis, fluctuating energy prices, rapidly escalating construction costs, deteriorating infrastructure, global climate change and the need to reduce greenhouse gases, the virtual bankruptcy of the federal highway trust fund, an aging population and increased global competition, the model represented by the Portland region's strategy should be viewed as the framework around which to authorize new national transportation legislation. Or, as suggested by Congressman James Oberstar, the Portland region serves as "the template for America."

Regional Strategy for Integrating Land Use and Transportation

For over 30 years, through strong regional cooperation and determination, the Portland region has been pursuing a radically different path than most urban areas of the United States. The result is economic vitality that positions the region well in a competitive global economy, produces a high level of livability enjoyed by its citizens and a pride in significant environmental accomplishments. In the 1970's, the region chose to arrest sprawl by establishing an enforceable urban growth boundary, cancel a long standing freeway expansion program, direct resources into a multi-modal transportation system and align regional and local land use plans to support growth in targeted centers and industrial areas and complement investments in the transportation system. Through this period, the region has leveraged federal transportation programs to support the regional strategy. Through successful application of flexibility provided through federal formula programs and competitive use of federal discretionary programs, particularly "New Starts," the region has implemented an integrated strategy of targeted highway expansion, aggressive transit expansion, demand management and system management. As a result of this direction, the region has continued to maintain a strong, globally competitive economy, attractive, livable communities and have more than met federal air quality standards. Declining vehicle travel per capita as a result of strong pedestrian, bike and

greenhouse gases consistent with the national goal.

Changes to the national program consistent with the recommendations presented here can assist the region in implementing its strategy and could provide the framework for other regions to pursue. This strategy is based upon a collaborative transportation improvement strategy consisting of the following:

- a comprehensive approach to each major mobility corridor with targeted highway expansion, transit improvement, system management and integration with parallel arterials;
- aggressive development of a regional high capacity transit system comprised of light rail, commuter rail, streetcar and frequent bus service;
- implementation of an award-winning "Drive Less, Save More" demand management program;
- introduction of peak-period pricing with the replacement of the Columbia River Crossing;
- improvements for the movement of freight to industrial areas, marine and air cargo terminals and intermodal truck terminals;
- coordination with management of land uses; and
- coordination with programs to meet and exceed air pollution and air toxic standards, manage storm water runoff and reduce greenhouse gases to address climate change.

The next transportation authorization bill will encompass a very broad range of policy, programmatic and funding issues. The purpose of this paper is to define those elements of the bill that are of greatest concern to the Portland metropolitan area. This is presented in two parts: first, those issues that represent the most significant, overarching directions that the Portland region believes the bill should be structured around and second, a more detailed compilation of specific recommendations on aspects of the bill that impact the Portland region.

Priority Recommendations:

Metropolitan mobility: Recognize metropolitan mobility to support these urban economies as a key area of federal interest and establish a program structure to address a defined set of expected metropolitan mobility outcomes that provide the metropolitan area with adequate tools to implement a comprehensive program of multi-modal improvements.

Mega-projects: In addition to a formula-based Metropolitan Mobility Program, there is a need for a national discretionary funding program for transit and highway projects too large to implement through the cash-flow of an annual formula. Congress should retain and reform the New Starts/Small Starts program as a significant funding tool (rather than folding it into the Metropolitan Mobility program). In addition, retain and reform the Projects of National and Regional Significance.

Freight: Establish a program to address the movement of freight into and through metropolitan areas and across the country to ensure the federal interest in interstate commerce is addressed.

State of Good Repair: Provide funding to maintain, rehabilitate and manage the existing transportation asset with funding levels and program requirements tied to expectations on the condition of the system.

Funding: Provide a realistic funding increase tied to the outcomes that the federal legislation calls for. Without a funding increase, the program will have to be reduced by some 40% or more. If this is the case, managing and maintaining the existing asset will be all the program can fund. Furthermore, current funding levels are not sufficient to address the backlog of unmet maintenance and rehabilitation needs and an increase in funding is needed to fund improvements.

Climate change: Provide a clear integration with federal climate change policy. Individual projects cannot be held accountable for meeting regional greenhouse gas reduction targets. However, the overall regional system can be held accountable and the federal transportation programs should ensure this accountability (much like the current air quality conformity requirement).

Detailed Recommendations:

I. Program Focus

A. Energy Security and Global Warming -

At the same time that the transportation bill is up for authorization for the next six-year period, the Congress is also considering or has recently enacted legislation related to energy security and reducing greenhouse gases to support national climate change initiatives. It is important that these legislative initiatives be linked and that the transportation program reinforces and helps implement energy and greenhouse gas goals. In particular, if a carbon tax and/or a carbon cap and trade program is established, it should be structured to allow use of these funds on transportation projects that reduce greenhouse gases based upon the merits of those projects. Furthermore, if the carbon tax extends to motor vehicle fuel, these funds should be integrated with the broader transportation funding programs to ensure funding for transportation projects that reduce greenhouse gases in proportion to the share of greenhouse gases produced by motor vehicles. Finally, much like the transportation/Clean Air Act link, investments from the transportation bill should be consistent with energy and climate change mandates and include a conformity requirement.

B. Clearly establish the National Interest -

Since the completion of the Interstate system, the national purpose of the federal transportation program has been a shifting target. While ISTEA, TEA-21 and SAFETEA-LU have brought considerable state and local flexibility, the national debate has been dominated by funding equity issues (i.e.donor/donee)– which while very important – have crowded out a discussion of a performance based funding system. A lack of clarity in the program's mission has led to inadequate funding for the program**.** The key priorities for the Portland region that would help define the federal program's mission are as follows:

- Metropolitan Mobility – ensure the multi-modal transportation system supports the economic vitality of the nation's largest metropolitan areas where most of the economic activity exists.
- Interstate Commerce – ensure freight can be efficiently moved across the nation and globally through a multi-modal freight network providing for the movement of goods to and through metropolitan areas and connecting to international air cargo and marine ports.
- Manage the Asset – ensure that the substantial past federal, state and local investment in the transportation system is

maintained in good condition and is operated in an efficient manner.

- Safety – ensure the multi-modal transportation system moves goods and people in a safe manner.

II. Program Funding

A. Adequately fund the system –

There has been considerable erosion of the gas tax from construction inflation, increased fuel efficiency of the fleet and reduced fuel consumption as gas prices rise. As a result, there is a substantial shortfall in the Highway Trust Fund's Highway Account and Mass Transit Account, both to maintain current programs and to expand programs to meet actual need. In the next authorization bill (starting in Federal Fiscal Year 2010), the equivalent of at least a 10-cent gas tax increase is needed to simply maintain current program funding levels in SAFETEA-LU. Furthermore, according to the National Surface Transportation Policy and Revenue Commission, a 25 to 40-cent gas tax increase over the next 5-years plus indexing for inflation is needed to fully meet the Preservation, Safety and Expansion needs of the national transportation system.

Clearly, a substantial increase in federal funding is needed. Regardless of the overall funding level, the authorization bill should be clear about expected outcomes and then provide a sufficient funding level to meet those outcomes.

B. Take steps toward transitioning to a VMT fee

Although Oregon was the first to implement a gas tax as the primary method for funding transportation infrastructure, it is apparent that this mechanism is not sufficient in the future. It is an inelastic revenue source that has historically lost value to inflation and improvements in fuel efficiency and is currently losing revenue due to reductions in driving. As the national fleet continues to convert to higher fuel efficiency and electric vehicles in response to energy security and global warming concerns, the long-term viability of the revenue source is greatly threatened and its role as a "user fee" is undermined.

ODOT carried out a successful pilot project demonstrating that it is feasible to implement a VMT-based fee system as a long-term replacement for the gas tax. They demonstrated that the system is technically feasible, can be implemented at the gas pump, preserves individual privacy and can be implemented with variable rates accounting

for time of day and geography.

To advance the concept, the Congress should:

- Set a six-year timetable to complete development of a new system so it can be implemented in the next authorization cycle.
- Fund research and development efforts to identify the best option and design the system and technology required to implement it.
- Create working groups within US DOT to develop the system and an independent policy oversight body with the responsibility and authority to make recommendations to Congress.
- Give the Secretary of Transportation authority to require equipment be placed in all new vehicles in order to speed transition.

III. Program Direction

A. Metropolitan Mobility -

A Metropolitan Mobility Program should be established in the 50 largest metropolitan regions to ensure a focus on supporting the movement of goods and people in the metropolitan regions of the nation, which generate 60% of the value of US goods and services. An adequate transportation system is vital to continued productivity in our nation's metropolitan areas and therefore the economic well being of the nation. Funds from the program should be distributed for use in metropolitan areas in partnership between metropolitan planning organizations, states, transit operators and local governments to implement a comprehensive set of strategies to manage demand, improve operations, and expand multi-modal capacity, while meeting goals for the reduction of greenhouse gases. Performance standards should be set and serve as the basis for certification of compliance with federal requirements in those areas. Coordination with agencies responsible for land use and natural resources should be mandatory.

B. Freight -

One of the most important and constitutionally established functions of the federal government is to ensure the free-flow of interstate commerce, which is central to the transport of freight. Because of this mandate, the U.S. Department of Transportation should develop a national multi-modal freight transportation plan that articulates a vision and strategies for achieving national freight transportation objectives. Associated with that plan, the next authorization bill should establish an integrated freight

transportation program within the U.S. Department of Transportation, and coordination between the Transportation Department and other transportation-related federal agencies should be strengthened. Federal policies and funding should strengthen the capacity of all U.S. gateways to handle the increasing volume of international trade. Creating the capacity to move more freight on mainline and shortline railroads and waterways would generate cost, efficiency, and environmental benefits.

To implement the Freight Program, a multi-modal Freight Trust Fund should be established within the Highway Trust Fund, capitalized with traditional truck user fees, fuel taxes on railroads and customs and cargo fees (those that are not already dedicated to waterways improvements and maintenance).

C. Managing the Existing System –

To protect the substantial investment in the nation's transportation system, it is essential that the federal program manage the existing asset to the greatest extent possible. This includes:

- System preservation to ensure the existing system doesn't deteriorate so severely as to compromise its function and lead to a backlog of higher costs,
- Implementation of safety measures across all parts of the system to reduce fatalities and injuries, and
- Funding for new transportation system improvements must include adequate resources to manage and mitigate their environmental impacts, and incorporate sustainable stormwater management systems into their design.
- Funding investments in the rehabilitation and enhancement of historic inter-modal facilities.

D. System Management –

Management of the transportation system through Intelligent Transportation Systems equipment and operating practices provides a cost-effective means to realize the maximum possible performance of the existing investment. Toward this, the region has developed a Transportation and System Management and Operations (TSMO) plan and Implementation Strategy. Elements of the plan includes integrated signal systems, ramp metering, interactive information signage, incident response and transit and emergency vehicle priority. Federal legislation should provide specific eligibility for system management improvements and should ensure system management elements are included in expansion projects.

E. Demand Management -

Managing travel demand is an essential strategy to reduce VMT and to complement improvements to and management of the system. Programs aimed at employers and residents assist people to meet their travel needs while making use of biking, walking, transit, carpooling, vanpooling, trip chaining and avoiding the congested peak hour. Federal funding programs should include explicit eligibility for demand management programs to reduce vehicle-miles-traveled and single-occupant vehicle trips and ensure major system expansion projects include demand management strategies. This is essential to ensure that expansion projects are cost-effective, to keep costs to the consumer reasonable and to help meet energy and greenhouse gas reduction targets.

F. Bridges -

Although Oregon has addressed the condition of many bridges statewide through the Oregon Transportation Investment Act, there is a continuing need to address deficient bridges in order to avoid impacting commerce and safety. This requires a sustained and increased funding commitment and legislative changes to ensure investment in the highest priority bridges. Specific changes include:

- Elimination of the 10-year rule which removes any bridges that have been partially rehabilitated with federal funds from the formula used to apportion funds to the state;
- Allowing states that share an adequate amount of bridge funding with local agencies to waive the requirement to spend a minimum of 15% of the federal bridge funds on bridges that are off the federal-aid highway system. This provision was created to ensure federal bridge funds are sub-allocated to bridges under the jurisdiction of local governments and agencies. However, all local government bridges on the arterial and collector systems are "on-system," leading to a requirement to spend a disproportionately high funding level on very low priority bridges.
- Creation of a Seismic Retrofit Program within the federal bridge program.

G. Intercity Passenger Rail –

The Pacific Northwest Cascades Corridor from Eugene to Vancouver, BC is one of 10 major corridors nationally that have been designated for improvements that would increase the frequency and reliability of high-speed rail service. More frequent and reliable service could make intercity passenger rail a more viable travel alternative for trips between the

Northwest's urban areas and reduce pressure on I-5. The Winter Olympics to be held in British Columbia in 2010 afford the country an opportunity to showcase that High Speed Rail can succeed in the United States and the Pacific Northwest corridor should be a major investment focus in the next bill. The region should support programs designed to carry this out and in particular should guarantee a robust funding level for Amtrak.

H. Transit and Greenhouse Gases -

With the Nation facing higher oil prices, insecure oil supplies, and greenhouse gas reduction targets, the Transit Program needs new direction and emphasis. The nation now needs to build sustainable and energy-resilient cities so that the metropolitan areas responsible for two-thirds of our nations economic output remain strong. Transit also needs to serve the growing numbers of aging citizens. To make substantial progress toward these goals, the transit program needs to grow aggressively, as suggested below:

- Increase funding for transit as recommended by the National Commission from $10.3 billion annually in FFY 2009 to a range of $21 to $32 billion. (Note: FFY 09 transit funding is $8.3 billion from the trust fund, and $1.98 billion from the general fund for new and small starts). Cover the current general fund portion of the total from an augmented trust fund.
- The Fixed Guideway Modernization program should increase from $1.6 billion annually to between $4 billion and $6 billion; growing at a rate which reflects the addition of eligible rail miles throughout the nation and the aging of the nation's essential urban transit infrastructure.
- Increase the funding for Section 5307 Urbanized Area formula funds to reflect the growth in employment and the travel needs of the demographic tsunami of aging citizens. Funding should be increased from $4 billion to between $8.5 billion and $11 billion.
- Increase the New Starts overall funding from $1.6 billion to a range of $6 billion to $11 billion annually; and Small Starts from $200 million to $500 million to $1 billion annually.
- Turn the Section 5309 Bus and Bus Facilities into the 'Very Small Starts' competitive program per current FTA guidelines (which establishes minimum 'warrants' for cost effective bus investments), and combine it with other miscellaneous grant programs such as the intermodal terminals program. Increase funding from $1 billion annually to between $2 billion and $3 billion.

I. New Starts/Small Starts -

The New Starts program has been important to building the Portland region's regional rail infrastructure, including light rail (MAX), streetcar, and commuter rail (WES). The New Starts program under the current administration has discouraged the local/federal partnership in transit, as evidenced by the decline of rail projects in the New Starts pipeline and failure to streamline smaller projects as intended by the Small Starts Program. Given the nation's need to build stronger cities, address energy security and sustainability, this must be reversed. Reauthorization priorities must focus on improving project evaluation and streamlining project delivery.

J. Walking and Cycling -

A number of converging trends – increasing gas prices, worsening congestion, growing health problems related to inactivity, climate change – all argue for increasing our national commitment to active transportation. Safer and more convenient on-street routes and off-street trails lead to substantial increases in mode share for walking and cycling, which, in addition to addressing the issues cited above, also reduces wear and tear on our nation's aging infrastructure. Metro, working with government and nonprofit partners throughout the region, has convened a Blue Ribbon Committee for Trails that is developing strategies to create the most complete urban trails network in the US. The Rails to Trails Conservancy (RTC) has launched a "2010 Campaign for Active Transportation" that aims to double federal funding for walking and biking infrastructure in the upcoming federal transportation authorization bill. The City of Portland and Metro took the lead in submitting a "case statement" to the RTC that includes a list of projects that illustrate the potential impact of walking and cycling investments. Congress should support the RTC's proposal to invest at least $50 million in each of 40 metropolitan areas in the US as a means to substantially increase mode share for cycling and walking.

K. Highway Project Delivery -

Federal transportation and environmental laws contain rigorous protections that ensure transportation projects do not unnecessarily harm the human and natural environment. Too often, however, these requirements add time and cost to projects without a corresponding improvement in environmental outcomes. Oregon, with its strong green ethos and focus on sustainability, has been a leader in ensuring that transportation projects complement rather than compromise the natural and human environment.

In order to further streamline the regulatory process, Congress should

consider a number of steps:

- Focus on accountability for overall environmental outcomes, not following processes that may or may not make sense for a particular project.
- Move FHWA from a permitting role to a quality assurance role, so the federal government would ensure environmental outcomes without having to approve every action.
- Enable and encourage states to use programmatic permits that provide a single set of terms and conditions for a specific type of work and specify expected environmental outcomes.
- Enable and encourage states to use a streamlined environmental review process that brings regulatory agencies into the project development process to identify and address issues at an early stage, such as the Collaborative Environmental and Transportation Agreement for Streamlining (CETAS) program that was pioneered by ODOT.

L. Critical Highway Corridors -

The next authorization bill should create a discretionary funding category for large, complex projects that generate benefits of national significance or of significance beyond the area within which they are located. Congress should continue the "Projects of National and Regional Significance" program created under SAFETEA-LU and also consider creating a program focused on the high-priority trade corridors such as Interstate 5 that carry most of the nation's commerce and are disproportionately impacted by rapidly rising truck volumes.

Any project to address the Columbia River Crossing will depend on this program for funding and should not be expected to be funded through the customary federal funding formulas to states and metro areas. The Columbia River Crossing Project is a model for this funding program and advances the region's strategy of implementing targeted highway improvement programs, aggressively expanding transit, managing demand, particularly through peak period pricing and managing the operation of the system. Implementation of this strategy is carried out through the following key elements:

- Replacement of the antiquated I-5 draw bridges with a new, expanded bridge;
- Reconstruction of approach interchanges to meet merge, weave and safety standards;
- Extension of light rail transit from Portland, Oregon to Vancouver, Washington;
- Financing predominantly through the implementation of tolls on a peak-period pricing basis.
- In addition to these project elements, the project is integrated

with the regional demand management program, the freeway system management program and a program to address environmental justice issues in the corridor.

M. Urban Highway Design Standards –

Federal design standards as they are applied in urban areas lead to conflicts between the land use and environmental objectives of the community and the design for roadway improvements. Of particular concern are the following circumstances:

- Boulevards/Main Streets – As a state highway built to operate as an arterial-type facility passes through a compact downtown type area, it is essential that the design treatment shift from an objective to move traffic quickly to an objective of slowing traffic, minimizing impacts and creating a compatible urban streetscape. These designs are chronically difficult to obtain approval for through FHWA. Design standards need to be revised to allow development and approval of these types of projects on a more routine basis.
- Parkways – New or expanded expressways through rural and urbanizing areas on the outskirts of metropolitan areas are increasingly difficult to build due to their environmental impacts. As an alternative to a conventional 60-70 mph fully limited access facility, there should be the option of developing a fully or partially limited access facility built to a 35-45 mph standard. This would allow tighter vertical and horizontal curves and a smaller cross-section, thereby allowing a project that can be more readily accommodated following the contours of the land and minimizing impacts.
- Orphaned or Abandoned Highways – It is common for an old arterial-type state highway to be functionally inadequate for through traffic due to the development pattern that has been established over time. In many cases, these state highways were bypassed by higher speed limited access facilities. In these circumstances, the old state highway generally falls into a state of disrepair since it no longer is of highest priority for the state transportation department. A program could be established to transfer these facilities from the state agency to the local government in recognition of their defacto function as a local facility. Funding should be provided to bring the state highway to an urban street standard in exchange for a transfer of ownership.
- Green Infrastructure – One of the biggest sources of polluted stormwater run-off is from streets and highways. Since state and local governments are under the federal mandate of the

Clean Water Act to address this issue, there should be further assistance through the federal transportation program to develop green infrastructure approaches, including stormwater infiltration design guidelines, research and development of improved green techniques, funding eligibility for green techniques and performance monitoring to evaluate the effectiveness of these techniques over time.

Regional Project Requests

Criteria

Projects must include a narrative describing how it is consistent with the region's integrated land use and transportation strategy – the 2040 Growth Concept (see narrative page 1).

Project must be in the financially constrained RTP.

The project request must be deliverable within the 6-year timeframe of the legislation.

The jurisdiction making the request must be prepared to deliver a logical project or project phase in the event of receipt of less than the requested amount. The project must be capable of being scaled down to have a smaller phase fit within the earmark or supplemented by the local government to make up the shortfall.

For requests for project planning or engineering or a partial funding request for construction, the jurisdiction should provide a financial strategy on how the ultimate project construction will be funded.

In light of the on-going development of the RTP and the likely 1-2 year period that will be required for Congress to adopt new authorization legislation, an adopted project list should remain flexible to be reexamined in the future.

The final project list should be adopted as part of the region's priorities. It should include:

1. Priorities adopted by the Oregon Transportation Commission. Note: projects that the region recommended that the OTC consider as part of their priorities that the OTC does not include may be considered for inclusion under #4 below.
2. Priorities for New Start and Small Start Programs for continued implementation of the region's light rail, streetcar and bus rapid transit system consistent with the Federal Transit Administration's project development process and the upcoming High Capacity Transit System Plan. TriMet and Metro to recommend the list for JPACT's consideration.
3. Support for reauthorization through the research section of the bill of the Oregon Transportation Research and Education Consortium (OTREC).
4. Priorities for local projects to be funded through the "highway" component of the bill based upon the following guidelines:
    a. The three counties will organize the priorities for the jurisdictions within each county.
    b. Each county and their respective cities will endeavor to submit a list that is reasonable in the size of the overall request.
    c. Each counties and their respective cities lists will be prioritized at least to the level of top third, middle third and bottom third.
    d. Metro requests should be for programs of region wide benefit.

Note: Draft project lists are due December 10 for discussion by JPACT December 11.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING FINAL REGIONAL PRIORITIES FOR 2009 STATE TRANSPORTATION FUNDING LEGISLATION	))))	RESOLUTION NO. 08-4003 Introduced by Councilor Rex Burkholder

WHEREAS, an efficient and adequately funded transportation system is critical to ensuring a healthy economy and livable communities throughout the state of Oregon; and

WHEREAS, the Portland metropolitan region has become a national model for how strategic transportation investments combined with regional land use planning can improve community livability and environmental quality while supporting a strong economy; and

WHEREAS, despite the important investments that have been made possible since 2001 by three Oregon Transportation Improvement Acts and two "ConnectOregon" multimodal packages, the state and the Portland region remain several billion dollars short of what is needed to adequately address essential transportation needs over the next 20 years; and

WHEREAS, investments in maintaining and expanding transportation facilities in the Portland region are especially critical in light of the fact that the region's population is expected to grow by approximately one million people; and

WHEREAS, freight volumes are expected to increase even more quickly than population over that same time period; and

WHEREAS, additional funding to address these transportation needs will create or sustain thousands of jobs and help stimulate the economy of the region and the state; and

WHEREAS, it is critical that we plan and fund the region's transportation system in such a way as to confront the challenge posed by global climate change; and

WHEREAS, it is in the interest of local governments inside Metro to jointly seek additional transportation funding from the 2009 Oregon Legislature; and

WHEREAS, passage of a transportation funding package will be a top legislative priority in 2009; and

WHEREAS, the report of the Governor's Transportation Vision Committee recommends significant increases in funding for both roads and multimodal investments, as well as several other short- and long-range reforms to Oregon's system of transportation funding, investment, and governance; and

WHEREAS, Governor Kulongoski released his proposed transportation package on November 10, 2008; and

WHEREAS, that proposed package includes [*to be completed after November 10*]; and

WHEREAS, by Resolution No. 08-3921, the region adopted "Metropolitan Region Principles for a Legislative Transportation Funding Package in 2009," adopted by the Metro Council on March 13, 2008; and

WHEREAS, the priorities for funding established by this resolution are consistent with those principles; and

WHEREAS, by Resolution No. 08-3956, the region adopted "Portland Metropolitan Region Transportation Priorities for the 2009 Oregon Legislature," adopted by the Metro Council on June 26, 2008; and

WHEREAS, this resolution incorporates modifications and additions to the priorities adopted in Resolution 08-3956; now therefore

BE IT RESOLVED:

1. that the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) endorse transportation funding priorities for the 2009 legislative session as reflected in Exhibit A to this resolution; and

2. that the Metro Council and JPACT endorse [*the Governor's proposed package or elements thereof – to be completed after November 10*]; and

3. that the JPACT chair shall establish a legislative working group to assist in advocating for the region's transportation priorities during the 2009 legislative session.

ADOPTED by the Metro Council this _____ day of December 2008.

_____
David Bragdon, Council President

Approved as to Form:

_____
Daniel B. Cooper, Metro Attorney

Portland Metropolitan Region Transportation Priorities for the 2009 Oregon Legislature

Policy

Do No Harm: Do not enact preemptions of local government revenue-raising authority. The transportation funding challenge will require new funding commitments at all levels of government.

50-30-20 Funding Distribution: Protect the established state funding formula to ensure distribution of new state-wide transportation resources as follows: 50 percent to the state, 30 percent to counties, and 20 percent to cities ("50-30-20"). Any legislative discussions about changing the state funding formula should ensure that the Portland region and other metropolitan regions receive equitable funding based on their contributions to state revenues and the statewide benefit of investments in the regions.

Protect Existing Assets: Oregon should protect its billions of dollars of existing transportation assets by prioritizing maintenance and preservation. New state modernization projects should be funded from the state's 50% share of new resources.

Least-Cost Decision Making: When addressing system capacity needs, Oregon should first consider transportation demand management, system management and operations strategies.

Expand Local Options: Increase local government revenue-raising options and remove existing restrictions on local transportation revenue authority.

Remove Willamette Bridge Tolling Restrictions: Eliminate existing statutory restrictions on local authority to establish tolls on Willamette River bridges in the region.

Establish More Sustainable Funding: With per-capita gas tax revenues in decline, Oregon should continue efforts to establish use-based transportation revenue from sources such as congestion pricing, tolls, and/or vehicle-miles-traveled fees, while maintaining cost responsibility between light vehicles and trucks.

Jurisdictional Transfers: The state should work in partnership with local jurisdictions by supporting the transfer of state-owned district highways that define arterial or multi-modal corridors, including road rehabilitation and permanent funding for maintenance.

New Revenues

Road Maintenance and Construction: New state investments in our road system are desperately required to address backlogged maintenance, critical safety and freight mobility projects, demand management, and bike/pedestrian projects. The equivalent of a 12-cent gas tax increase merely returns the buying power of the fuel tax to 1993 levels. Oregon should increase annual funding for the state's roads and highways by at least $550 million, using a variety of revenues sources, such as gas taxes, registration and titling fees, and indexing of taxes and fees to stay ahead of inflation.

Invest in Transit: Devote new resources (including new lottery funds) to expanding bus, light rail, commuter rail, streetcar, and other public transit services and facilities that support the state's CO_2 emissions reduction goals and efficient land use.

- **New Commitment to Transit**: Identify new, ongoing state funding to support transit.
- **Flexible Funds**: Instruct ODOT to use more flexible federal funds for public transit.
- **Elderly and disabled transit**: Increase funding for the state's Elderly & Disabled transit program.

- **Transit Oriented Development (TOD)**: Leverage private development and maximize the value of transit investments by supporting local TOD projects.

Invest in Non-Motorized Transportation: Oregon should create a comprehensive state investment program to support the acquisition, construction, and maintenance of urban, suburban and intercity trails and other non-motorized transportation corridors, both in the right of way and outside the right of way.

ConnectOregon III: The state's successful multi-modal investment program should be continued with a third round of funding for air, rail, marine and public transit projects.

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Metro | *Memo*

Date: November 25, 2008

To: TPAC and Interested Parties

From: Ted Leybold, MTIP Manager

Re: 2010-13 Regional Flexible Fund Allocation: Step 2 Local Project Applications

Proposed narrowing process

The following narrowing process is proposed to guide the 2-step allocation of funds to local projects. Following the conclusion of the public comment period, the narrowing process to develop a final list of projects to receive funding will begin. At the December 5th TPAC meeting, TPAC will be asked for their guidance on the process to recommend a narrowed list of projects to JPACT and the Metro Council.

Given the multiple policy objectives of the regional flexible fund allocation program and the five outcome based evaluation categories to measure project performance, there are trade-offs that can be made in proposing a group of projects to meet those policy objectives and desired outcomes. Technical staff is proposing a process that allows decision makers to evaluate project allocations relative to those policy objectives and outcomes yet guide the trade-offs in developing a group of projects to meet those objectives and outcomes.

To give JPACT and the Metro Council this ability, TPAC members will be asked whether to develop a single recommendation or a recommendation made up of multiple options for consideration by JPACT/Council. If TPAC's decision is to develop multiple options for consideration by JPACT/Council, then the following process is being proposed. TPAC will be asked to brainstorm and then refine three to five alternatives, based on themes, to guide creation of local project packages. Themes should represent a clear choice for decision makers in how to meet their adopted policy objectives and will need to reflect those policy objectives in their composition. Themes might include options such as an Implementation Focus, Economic Development Focus, Centers Focus, etc., as examples.

TPAC will then be asked what process should be followed to populate each package with specific project suggestions for future TPAC consideration. The packages would be constructed to address the nominated theme, but would also address the narrowing factors listed below.

These packages will then be evaluated relative to the narrowing factors and a recommendation to JPACT and Metro Council will be developed. JPACT and the Council will consider the themed packages, debate merits of the packages or candidate applications, and then propose a final list of projects whose costs are balanced with forecasted revenues. After a final public hearing on the proposed list of projects, JPACT and Council will adopt a final list of projects to receive regional flexible funds.

Narrowing factors

The following factors will be used in developing a technical staff recommendation to JPACT and the Metro Council of projects to fund from the pool of local applications.

1. Top projects within an evaluation category at clear break points in quantitative scores.

2. Qualitative issues associated with projects
    a. Prior commitments
    b. Links to other significant projects
    c. Affordable housing and school access
    d. Overmatch of required funding from other sources
    e. Economic impact and jobs benefit
    f. Environmental justice issues
    g. Project delivery issues.

3. Ability to fund projects throughout the region.

4. Meet air quality requirements for construction of miles of bike (5 miles) and pedestrian (1.5 miles) facilities and a minimum of $7.2 million on those facilities.

5. For project development applications, consider:
    a. For large projects, the ability to leverage other discretionary sources and funding strategy for future phases is in place
    b. The construction phase of the project would likely address program policy priorities and score well in a quantitative evaluation
    c. Appropriate project scope to project readiness and RTP planning goals and system needs.

6. Public comments regarding support or opposition to the project as proposed.

2009 Regional Flexible Fund (RFF) Allocation And 2010-13 MTIP:

Investing in the 2040 Growth Concept

Calendar of Upcoming Activities

2008

December 1	Public comment period ends
December 5	TPAC discussion of Narrowing Process
December 9	Metro Council work session: receive Executive Summary of Public Comment report, discuss narrowing process
December 11	JPACT: receive Executive Summary of Public Comment report, discuss policy issues for final recommendation on RFF allocation

2009

January 9	TPAC action on narrowing options for RFF allocation
January 15	JPACT discussion of narrowing options for RFF allocation
January 30	TPAC discussion/action on final recommendation for RFF allocation
February 2	TPAC action on final recommendation on RFF allocation (Special meeting if needed)
February 12	Public hearing on draft final recommendation on RFF allocation (Joint JPACT/Metro Council)
March 12	JPACT action on final recommendation on RFF allocation pending air quality analysis
	Metro Council action on final recommendation on RFF allocation pending air quality analysis

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Metro | *Memo*

Date:	December 5, 2008
To:	TPAC and interested parties
From:	John Mermin, Associate Transportation Planner
Re:	Regional Transportation Plan (RTP) Update – System map update process

Overview

Between now and the end of January 2009, Metro is coordinating an update to the RTP System Map designations with local governments through TPAC and the County Coordinating Committees. This work program element of the 2035 RTP update is an opportunity for local governments to bring forward recommended refinements that have been identified in local transportation system plans (TSPs) and special studies since 2004, when the last comprehensive update to the system maps occurred. Other opportunities to identify amendments to the RTP System Maps will occur during the system development phase of the process in Spring 2009 and during the 45-day comment period to be held in Fall 2009. As part of the process, local governments should review the recently updated Bicycle system map classifications and identify recommended refinements to individual designations consistent with the updated bicycle policy.

Purpose

The purpose of the system maps is to define the extent of the regional transportation system based on the function (s) an individual facility serves. Together, the facilities designated on the RTP system maps constitute an integrated and interconnected regional transportation system to target future investments and strategies to address transportation needs. The 2035 Regional Transportation Plan (RTP) includes six system maps:

- Street and Throughway system (functional class)
- Bicycle system
- Pedestrian system
- Transit system
- Freight system
- System design

Refinements to the System Maps will inform the RTP system development phase that is planned to begin in January 2009.

Process to submit System Map edits

To assist the process Metro will provide the following electronic files (via a separate email) to the TPAC interested parties and County Coordinating Committee mailing lists:

- A link to Metro's FTP site, where the system map PDFs can be downloaded
- Six Google Earth "KML" files (one for each map). These files will open Google Earth and zoom in to the system map, providing more detail than is available in the PDF maps.

- A "fillable PDF" GIS Change Request form, which should be completed for each recommended map edit.

Local government staff should submit completed GIS Change Request forms to Metro by January 30, 2009. The completed forms should be emailed to John Mermin at john.mermin@oregonmetro.gov

Next Steps

Metro will compile the proposed changes in February. If any major policy issues emerge for discussion, they will be brought forward as a group to the TPAC/MTAC RTP update work group (and the full TPAC and MTAC if necessary). If there are no major issues, then the edits will be made to the maps and will be used to inform the RTP system development phase in Spring 2009.

System map amendments may also be identified by the TPAC/MTAC work group in Spring 2009 as part of integrating recommendations from the Regional Freight and Goods Movement Plan, High Capacity Transit (HCT) study and Regional Transportation System Management and Operations Plan. The third, and final opportunity to identify additional amendments to the System Maps will be during the 45-day comment period to be held in Fall 2009. This will allow the RTP to capture additional changes that may result from TSPs and special studies currently underway in the region.

Questions should be directed to John Mermin by email at John.Mermin@oregonmetro.gov or by phone at 503-797-1747.

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Metro | *Memo*

Date:	November 25, 2008
To:	TPAC, MTAC and interested parties
From:	Kim Ellis, RTP Project Manager
Re:	2035 Regional Transportation Plan (RTP) Update - Joint TPAC/MTAC Work Group

Background

The 2035 Regional Transportation Plan (RTP) update has benefited from your participation on several work groups advising Metro staff on technical and policy issues at different milestones in the process. This includes the Regional Freight Technical Advisory Committee, RTP Performance Measures work group, Regional Bicycle Policy work group, RTP Finance work group, High Capacity Transit (HCT) Subcommittee and periodic joint MTAC/TPAC workshops.

As the RTP process moves forward in 2009, Metro, the Oregon Department of Transportation (ODOT), Department of Land Conservation and Development (DLCD), TriMet, the Port of Portland and local government staff will need to coordinate a significant amount of work. In October and early November, TPAC and MTAC agreed this coordination should occur through a joint TPAC/MTAC work group with the following membership:

(1) TriMet
(1) DEQ
(1) ODOT
(1) DLCD
(1) Port of Portland
(1) Clackamas County
(1) Multnomah County
(1) Washington County
(1) City of Portland
(6) city representatives

Work Group Charge

The MTAC/TPAC Work Group is charged with reviewing technical analysis and providing guidance and consensus-based recommendations to Metro staff that reflect the range of work group interests and consideration of the land use elements of the *Making the Greatest Place* effort during the system development phase of the RTP update. The work group will also provide consensus-based recommendations to MTAC and TPAC at key decision points. Key decision points include:

- Development of an evaluation framework and screening criteria for the RTP Investment Strategy
- Prioritization of investments in the RTP investment strategy tied to long-term land use aspirations and funding strategy
- Refinement of plan policies and land use and transportation implementation strategies
- Draft recommendation on the RTP investment strategy and plan implementation

In addition, County representatives of the work group will act as liaisons to other county staff and local governments within the County boundary. Representatives will also be asked to assist Metro staff in conducting subarea workshops to define needs and potential solutions for regional mobility corridor areas (RMCAs). Community-building needs and potential solutions will be identified

through current plans and separate subarea workshops that will be conducted for the local community aspirations track of the *Making the Greatest Place* effort.

Attachment 1 includes a description of the charge and membership of the work group. Attachment 2 identifies the draft meeting schedule and topics to be addressed during the system development phase of the RTP update.

All meetings of the work group will be open to the public. TPAC and MTAC members and interested parties will receive notice of the meetings. For more information or to be added to the RTP TPAC/MTAC Work Group interested parties list, please contact me by email at kim.ellis@oregonmetro.gov or by phone at 503-797-1617.

/attachments

MAKING THE GREATEST PLACE:
2035 REGIONAL TRANSPORTATION PLAN UPDATE

Joint MTAC/TPAC Work Group Charge

November 25, 2008

OVERVIEW

The MTAC/TPAC Work Group includes 15 representatives from the Metro Technical Advisory Committee (MTAC) and the Transportation Policy Alternatives Committee (TPAC) or the designees of the members.

CHARGE

The MTAC/TPAC Work Group is charged with reviewing technical analysis and providing guidance and consensus-based recommendations to Metro staff that reflect the range of work group interests and consideration of the land use elements of the *Making the Greatest Place* effort during the system development phase of the RTP update. The work group will also provide consensus-based recommendations to MTAC and TPAC at key decision points. Key decision points include:

- Development of an evaluation framework and screening criteria for the RTP Investment Strategy
- Prioritization of investments in the RTP investment strategy tied to long-term land use aspirations and funding strategy
- Refinement of plan policies and land use and transportation implementation strategies
- Draft recommendation on the RTP investment strategy and plan implementation

In addition, County representatives of the work group will act as liaisons to other county staff and local governments within the County boundary. Representatives will also be asked to assist Metro staff in conducting subarea workshops to define needs and potential solutions for regional mobility corridor areas (RMCAs). Community-building needs and potential solutions will be identified through current plans and separate subarea workshops that will be conducted for the local community aspirations track of the *Making the Greatest Place* effort.

MEETINGS

The work group will meet nine times during the system development phase on a monthly basis. Meetings will be open to the public. Topics to be considered by the work group include:

- Evaluation framework and screening criteria for RTP Investment Strategy.
- Regional Mobility Corridor Area (RMCA) planning and subarea technical workshops.
- Coordination of land use and transportation modeling assumptions and measures to assess land use and transportation investment strategies. Coordination with other *Making the Greatest Place* tracks as needed, including the identification of economic and employment trends and implications for transportation investments.

- Identification of community-building and RMCA transportation needs and universe of potential solutions to be considered in RTP Investment Strategy in support of the 2040 Growth Concept.
- Integration of the High Capacity Transit (HCT) System Plan, Transportation System Management and Operations (TSMO) Plan, Regional Freight and Goods Movement Action Plan and Congestion Management Process (CMP).
- Prioritization of infrastructure, system management and demand management projects and programs tied to state RTP funding strategy and action plan.
- Refinement of current RTP policies and implementation strategies, including RTP goals, objectives, performance measures, actions and corridor refinement studies.
- Compliance with Oregon's Statewide Planning Goals, the Transportation Planning Rule (TPR), state transportation plans and the Federal SAFETEA-LU provisions.
- Draft recommendation on RTP investment strategy and plan implementation.

MEMBERSHIP

The work group representatives are:

Representative		**Alternate(s)**	
Andy Back	Washington County	Brent Curtis	Washington County
Ron Bunch	City of Tigard	Mike McCarthy	City of Tigard
Bob Cortright	DLCD	Meg Fernekees	DLCD
Denny Egner	City of Lake Oswego	Stephan Lashbrook	City of Lake Oswego
Nancy Kraushaar	City of Oregon City	Dan Drentlaw	City of Oregon City
Susie Lahsene	Port of Portland	Scott King	Port of Portland
Jane McFarland	Multnomah County	Karen Schilling	Multnomah County
Mike McKillip	City of Tualatin	Margaret Middleton	City of Beaverton
Doug McLain	Clackamas County	Ron Weinman Elissa Gertler	Clackamas County
Dave Nordberg	DEQ	Marianne Fitzgerald	DEQ
Ron Papsdorf	City of Gresham	Jonathan Harker	City of Gresham
Lidwien Rahman	ODOT	Andy Johnson	ODOT
Pat Ribellia	City of Hillsboro	Don Odermott	City of Hillsboro
John Gillam	City of Portland	Courtney Duke Bob Clay	City of Portland
Jessica Tump	TriMet	Alan Lehto	TriMet

DRAFT – SUBJECT TO REFINEMENT

JOINT MTAC/TPAC Work Group Schedule

MEETING	TOPIC	DATE/LOCATION
1.	**KICK OFF** • Committee charge • Process overview and link to other Making the Greatest Place tracks • Regional mobility corridor area (RMCA) and local aspirations/community-building planning overview • Review RTP evaluation framework and screening criteria	**January 12, 2009** 2-4 p.m. Metro Council Chambers
2.	**EVALUATION FRAMEWORK AND LAND USE AND TRANSPORTATION INVESTMENT STRATEGIES ANALYSIS** • Review RTP evaluation framework and screening criteria • Review draft land use and transportation modeling assumptions and measures to assess land use and RTP investment strategies	**February 16, 2009** 2-4 p.m. Metro Council Chambers
3.	**RTP NEEDS ASSESSMENT AND FUNDING STRATEGY** • Review local aspirations/community-building needs assessment • Review results from regional mobility corridor area needs assessment/subarea workshops • Review preliminary urban growth report and 20-year land use capacity • Review RTP funding strategy options	**March 16, 2009** 2-4 p.m. Metro Council Chambers
4.	**LAND USE AND RTP INVESTMENT STRATEGY EVALUATION – ROUND 1** • Review results of Round 1 investment strategy evaluation • Discuss integration of HCT, TSMO and Regional Freight and Goods Movement plans • Review employment/economic trends and implications for transportation investments	**April 20, 2009** 2-4 p.m. Metro Council Chambers
5.	**LAND USE AND RTP INVESTMENT STRATEGY REFINEMENTS** • Identify Round 2 land use and RTP investment strategy refinements and modeling assumptions • Identify RTP policy and implementation refinements • Discuss connection between RTP policies and 20-year land use capacity refinements • Discuss Transportation Planning Rule (TPR), Oregon Highway Plan (OHP) and local TSP and comprehensive plan implications	**May 18, 2009** 2-4 p.m. Metro Council Chambers
6.	**LAND USE AND RTP INVESTMENT STRATEGY EVALUATION – ROUND 2** • Review results of Round 2 investment strategy evaluation • Identify transportation investment refinements tied to land use aspirations and funding strategy • Identify land use and RTP investment strategy refinements	**June 15, 2009** 2-4 p.m. Metro Council Chambers
7.	**RTP INVESTMENT STRATEGY REFINEMENTS & PRIORITIES** • Prioritize RTP investments tied to funding strategy • Identify RTP policy and implementation refinements • Discuss Transportation Planning Rule (TPR), Oregon Highway Plan (OHP) and local TSP and comprehensive plan implications	**July 20, 2009** 2-4 p.m. Metro Council Chambers

MEETING	TOPIC	DATE/LOCATION
8.	**DRAFT RECOMMENDATION** • Prioritize RTP investments • Review revised urban growth report and 20-year land use capacity • Recommend funding strategy and plan implementation actions	**August 17, 2009** 2-4 p.m. Metro Council Chambers
9.	**CLOSE-OUT** • Discuss Transportation Planning Rule (TPR), Oregon Highway Plan (OHP) and local TSP and comprehensive plan implications • Work Group close-out	**September 14, 2009** 2-4 p.m. Metro Council Chambers

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Metro | *Memo*

Date: Nov. 28, 2008

To: TPAC Members, Alternates and Interested Parties

From: Kelsey Newell, Metro

Re: 2009 TPAC meeting schedule

Please mark your calendars with the following 2009 TPAC meeting dates. TPAC meetings will be held from 9:30 a.m. to 12 p.m. in Metro Rm. 370A/B:

Friday, January 9, 2009	TPAC Meeting
Friday, January 30, 2009	TPAC Meeting
Friday, February 27, 2009	TPAC Meeting
Friday, March 27, 2009	TPAC Meeting
Friday, May 1, 2009	TPAC Meeting
Friday, May 29, 2009	TPAC Meeting
Friday, June 26, 2009	TPAC Meeting
Friday, July 31, 2009	TPAC Meeting
Friday, August 28, 2009	TPAC Meeting
Friday, September 25, 2009	TPAC Meeting
Friday, October 30, 2009	TPAC Meeting
Friday, November 20, 2009	TPAC Meeting

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