



Metro | Agenda

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)
Date: Thursday, February 12, 2009
Time: 7:30 a.m. to 9 a.m.
Place: Metro Regional Center, Council Chambers

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|---------|-----|--|----------------------------|
| 7:30 AM | 1. | CALL TO ORDER AND DECLARATION OF A QUORUM | Rex Burkholder, Chair |
| 7:32 AM | 2. | INTRODUCTIONS | Rex Burkholder, Chair |
| 7:35 AM | 3. | CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS | Rex Burkholder, Chair |
| 7:40 AM | 4. | COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS | Rex Burkholder, Chair |
| 7:40 AM | 5. | CONSENT AGENDA | Rex Burkholder, Chair |
| | * | Consideration of the JPACT Minutes for January 15, 2009 | |
| | 6. | <u>ACTION ITEMS</u> | |
| 7:45 AM | 6.1 | * Resolution No. 09-4018, For the Purpose of Consideration of the Regional Travel Options Program Work Program and Funding Sub Allocations for Fiscal Year 09-10 – <u>APPROVAL REQUESTED</u> | Pam Peck |
| | 7. | <u>INFORMATION / DISCUSSION ITEMS</u> | |
| 7:55 AM | 7.1 | * Regional Transportation Plan (RTP) Framework: <ul style="list-style-type: none">• 2009 Calendar• Transportation System Management and Operations (TSMO) Framework | Kim Ellis
Deena Platman |
| 8:15 AM | 7.2 | * Economic Stimulus Bill - Direction to staff on project selection process: <ul style="list-style-type: none">• Regional STP Suballocation• ODOT Region 1 Project List• Transit Project List | Andy Shaw |
| 9 AM | 8. | ADJOURN | Rex Burkholder, Chair |

* Material available electronically.
** Material to be e-mailed at a later date.
Material provided at meeting.
All material will be available at the meeting.

For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: kelsey.newell@oregonmetro.gov.
To check on closure or cancellations during inclement weather please call 503-797-1700.

2009 JPACT Work Program

2/4/09

<p><u>January 8, 2009 – Additional Meeting</u></p> <ul style="list-style-type: none"> • Federal Priorities and Project List • Res. No. 08-4013, For the Purpose of Endorsing the Transportation for America Platform – Action • Regional Economic Stimulus Bill - Discussion <p><u>January 15th – Regular Meeting</u></p> <ul style="list-style-type: none"> • HCT Evaluation Criteria and Screened Corridors – Action • Adopt regional position of federal reauthorization policy and projects – Action • Report/Debrief on 2009 Joint MPAC/JPACT meetings – Discussion • Economic Stimulus Bill 	<p><u>February 12, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Economic Stimulus • Resolution No. 09-4018, For the Purpose of Consideration of the Regional Travel Options Program Work Plan and Funding Sub Allocations for Fiscal Year 09-10 – Action • RTP Framework: TSMO Framework <p><u>February 12th – Joint JPACT/Council Hearing on MTIP</u> Location: Metro Council Chambers Time: 4 p.m. (Time Certain)</p>
<p><u>March 5, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Final MTIP Regional Flexible Fund Approval – Action • RTP Framework – Freight Framework • Economic Stimulus Phase I (MTIP Amendment) • Sellwood Bridge LPA • Report on Federal Quadrennial Certification • <p><u>March 2nd – Washington, DC Prep Meeting</u> Location: Metro, Rm. 370A Time: 5 p.m.</p> <ul style="list-style-type: none"> • Final preparation for members attending the Washington, DC trip <p><u>March 10-12th</u></p> <ul style="list-style-type: none"> • Washington, DC Trip 	<p><u>April 9, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Portland Metropolitan Area Compliance with Federal Transportation Planning Requirements – Certification • Economic Stimulus Phase II (MTIP Amendment) • Federal Fiscal Year 2010 Unified Planning Work Program – Adoption • Recommended HCT Priorities and Draft Plan – Information and Discussion • RTP Framework – Mobility Corridors <p><u>Late April/May – Proposed JPACT Retreat or Special Meeting</u></p> <ul style="list-style-type: none"> • Greatest Places Initiative Status • RTP Framework: Funding Strategy
<p><u>May 14, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Direction on Regional Funding Package • Recommended HCT Priorities and Draft Plan – Information and Discussion • RTP Framework – Funding Strategy 	<p><u>June 11, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Direction on Recommended RTP Investment Strategy and Plan Elements • 2010 TriMet Transit Investment Plan – Review/Comment • RTP Framework – Funding Strategy
<p><u>July 9, 2009 Regular Meeting</u></p>	<p><u>August 13, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Adopt air quality conformity analysis of 2010-13 MTIP • Adopt 2010-13 MTIP
<p><u>September 10, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Release Draft RTP for Public Review – Action 	<p><u>October 8, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Draft RTP – Discussion
<p><u>November 12, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Draft RTP – Discussion 	<p><u>December 10, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Adopt 2035 RTP, Pending Air Quality Conformity – Action

Parking Lot:

- When to Consider LPA/RTP Actions for Sunrise, I-5/99W
- ODOT Tolling Policy
- ODOT Study of MPOs and ACTs
- Involvement with Global Warming Commission
- Status Reports from TOD, RTO, ITS
- OTREC
- Joint JPACT/MPAC meeting on Making the Greatest Place and RTP



METRO

Joint Policy Advisory Committee on Transportation

MINUTES

January 15, 2009

7:30 a.m. – 9:00 a.m.

Council Chambers

MEMBERS PRESENT

Rex Burkholder, Chair
Robert Liberty, Vice Chair
Sam Adams
Shane Bemis
Nina DeConcini
Craig Dirksen
Fred Hansen
Kathryn Harrington
Donna Jordan
Lynn Peterson
Roy Rogers
Jason Tell
Don Wagner
Ted Wheeler

AFFILIATION

Metro Council
Metro Council
City of Portland
City of Gresham
Department of Environmental Quality
Cities of Washington County
TriMet
Metro Council
City of Lake Oswego, Representing Cities of Clackamas Co.
Clackamas County
Washington County
Oregon Department of Transportation
Washington Department of Transportation
Multnomah County

MEMBERS EXCUSED

Royce Pollard
Steve Stuart
Bill Wyatt

AFFILIATION

City of Vancouver
Clark County
Port of Portland

ALTERNATES PRESENT

Dean Lookingbill

AFFILIATION

Representing City of Vancouver

STAFF: Andy Contugo, Kelsey Newell, Deena Platman, Kathryn Sofia, Karen Withrow, Crista Gardner, Kayla Mullis.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Rex Burkholder declared a quorum and called the meeting to order at 7:30 a.m.

2. INTRODUCTIONS

There were none.

3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

Ms. Sharon Nasset expressed concern to the committee about congestion pricing and its effect on citizens' freedom of movement. Ms. Nasset felt citizens should continue to have the right to choose driving destinations and times of travel without incurring fees.

4. COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS

Chair Burkholder announced that Councilor Robert Liberty will no longer be a member on JPACT. Councilor Carlotta Collette will replace Councilor Liberty who will now be a member of MPAC.

5. CONSENT AGENDA

Consideration of the Joint MPAC/JPACT Minutes for October 22, 2008

Consideration of the Joint MPAC/JPACT Minutes for November 12, 2008

Consideration of the Joint MPAC/JPACT Minutes for December 10, 2008

Consideration of JPACT meeting minutes for December 11, 2008

Consideration of JPACT meeting minutes for January 8, 2009

MOTION: Commissioner Lynn Peterson moved, Mayor Craig Dirksen seconded, to approve the consent agenda.

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

6. High Capacity Transit Screened Corridors and Evaluation Criteria

Mr. Tony Mendoza and Mr. Ross Roberts of Metro briefed the committee on the status of the High Capacity Transit (HCT) screened corridors and evaluation criteria. Metro staff has proposed to apply multiple account evaluation methodology to evaluate the HCT screened corridors.

Components that will be incorporated at the recommendation of MPAC are:

- Applying criteria of cost per mile to each corridor
- Noting that corridors, shown as lines on the map of HCT corridors, only represent the potential final alignment

- Using a tier or grouping system for final product

The committee suggested the following changes and additions to the HCT screened corridors and evaluation criteria:

- Use a collective strategy to build a complete transit system
- Focus on the cohesiveness of the entire project
- Investigate an evaluation method that would monetize the benefits of each corridor, including the green dividend
 - Cost benefit per rider as an accessible method for monetizing benefits
- Include level of city preparedness in the evaluation criteria.

MOTION: Councilor Kathryn Harrington moved and Commissioner Peterson seconded, to approve the HCT screened corridors and evaluation Criteria with the suggested changes and additions.

VOTE: With all in favor, the motion passed.

7. Resolution No. 09-4016 for the Purpose Of Approving the Federal Priorities

Mr. Andy Cotugno of Metro briefed the committee on Resolution No. 09-4016 which will endorse the regional position on the reauthorization of the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU). (See errata sheet in the record.)

Further changes suggested by the committee include amending the Note in the Authorization Priorities Chart to reflect the agreed \$10 million earmark for Bike path and Trails rather than \$5 million per Congressional District if the Rails-to-Trails Conservancy Proposal is not successful.

MOTION: Mr. Fred Hansen moved and Commissioner Peterson seconded to approve Resolution No. 09-4016 with the amended language.

VOTE: With all in favor, the motion passed.

8. Direction For Draft Regional Transportation Plan (RTP): Report/Debrief On the 2008 Joint MPAC/JPACT Meetings

Mr. Cotugno and Ms. Robin McArthur of Metro provided a brief synopsis on the major elements of direction identified in the series of Joint JPACT and MPAC meetings in 2008. The purpose of the meetings was to determine a policy direction by sharing information on land use and transportation.

The major elements of direction discussed included:

- Focusing Growth in Centers and Corridors
- Employment and Industrial Areas
- Urban Growth Boundary Expansion

- Transportation
- Climate Change

The committee discussed:

- Parking management and its effect on developing downtowns
- Increasing job opportunities
- Protecting the capacity of interchanges
- Achieving goals of previous UGB expansion before expanding again
- How to utilize demand management
- Using technology and a moderate pricing scheme to help reduce CO2 emissions
- Preserving industrial land for industrial purposes.

9. Economic Stimulus

Mr. Andy Shaw of Metro briefed the committee on the pending federal economic stimulus package for local agency transportation projects. He emphasized that the time frame for starting projects will likely be very limited. The Metropolitan Transportation Improvement Program (MTIP) will also have to be amended before any project can be obligated funding. Jurisdictions should be compiling a potential project list for economic stimulus funds.

The committee discussed:

- Ideal project types for the stimulus will be small scale and will likely amend larger projects already in place
- Focus should be put on getting jobs on the ground quickly

The action item to approve the Resolution No. 09-4022 which would give Metro staff a direction for a project list was tabled for a future meeting when the topic can be discussed more thoroughly.

10. ADJOURN

With no further business, Chair Burkholder adjourned the meeting at 9:04 a.m.

Respectfully submitted,

Kayla Mullis
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR JANUARY, 15 2009

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

ITEM	TOPIC	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
1.0	Agenda	01/15/09	Updated Agenda for January 15, 2009 JPACT meeting	011509j-01
1.0	Handout	01/15/09	Updated 2009 JPACT Work Program Schedule	011509j-02
5.0	Minutes	10/22/08	Minutes for the October 22, 2008 Joint JPACT/MPAC meeting.	011509j-03
5.0	Minutes	01/08/09	Minutes for the January 8, 2009 JPACT meeting.	011509j-04
6.2	Report	N/A	Resolution No. 09-4016 for the Purpose of Approving the Federal Priorities	011509j-05
6.2	Report	N/A	Errata sheet to Resolution No 09-4016.	011509j-06
6.4	Report	N/A	Resolution No 09-4022 for the Purpose of Approving Federal Economic Stimulus Priorities	011509j-07
6.4	Letter	01/09/09	To: Chair Rex Burkholder From: ODOT Director Matthew Garrett Re: In regards to the Federal Economic Stimulus Package	011509j-08
6.4	Handout	N/A	Federal Economic Stimulus for Local Agency Transportation Projects	011509j-09
6.4	Report	1/14/09	Potential State Highway Systems Projects For a Federal Economic Stimulus Package	011509j-10
6.3	Letter	12/16/08	To: Council President David Bragdon From: Home Builders Association of Metropolitan Portland Re: Metro Council Policy Decisions- Impacts to Industry	011509j-11
6.3	Letter	01/06/09	To: Home Builders Association of Metropolitan Portland From: Council President David Bragdon Re: Response to <i>Metro Council Policy Decisions- Impacts to Industry</i>	011509j-12
4.0	Flyer	01/29/09	Announcing a Presentation on January 29, 2009 by Dr. Robert Sanchez focusing on Equity in regional Transportation.	011509j-13



Metro | Memo

Date: February 2, 2008
To: JPACT Members
From: Pam Peck, Metro RTO Manager
Re: **Regional Travel Options Resolution 09-401 Summary**

Background

The Regional Travel Options (RTO) Program implements regional policy to reduce reliance on the automobile and promote alternatives to driving alone for all trips. The program emphasizes all alternative modes of travel and all trip purposes, reflecting policies in the Regional Transportation Plan. JPACT and the Metro Council approved a five-year strategic plan for the Regional Travel Options program in March 2008 that established goals and objectives for the program. Resolution 09-4018 approves the work plan and funding sub-allocations that will advance strategic plan implementation for fiscal year 2009-2010.

Key program objectives for fiscal year 2009-2010

- Coordinate the regional collaborative marketing program and support implementation of the ODOT Drive Less/Save More marketing campaign in the Portland metropolitan area.
- Administer RTO travel options, individualized marketing and Transportation Management Association (TMA) grants and provide technical assistance to grant recipients.
- Coordinate multi-agency employer and commuter outreach activities and support partner collaboration.
- Market CarpoolMatchNW.org and Metro Vanpool to employers and commuters in coordination with the multi-agency employer outreach program.
- Work with partner organizations to develop a multi-state, on-line ridematching system, serving Idaho, Oregon and Washington.
- Collect, analyze and report data for each RTO program to ensure that funds are invested in the most cost effective ways.

Funding sub-allocations

The resolution sub-allocates \$385,220 of RTO program funds to support the TriMet Employer Program and \$62,315 to support Wilsonville SMART's Community and Employer Programs in fiscal year 2009-2010. The funding sub-allocations will result in an MTIP amendment that enables TriMet and Wilsonville SMART to apply directly to the Federal Transit Administration for program funds.

RTO grants to governments, non-profits and TMAs

The fiscal year 2009-2010 budget designates the portion of Metro funds that will be awarded to TMAs, government agencies and non-profit organizations through grants and funding agreements in fiscal year 2009-2010. Attachment 2 provides a summary of RTO grant awards recommended by the RTO Subcommittee of TPAC through a competitive process. The grant awards span multiple fiscal years based upon funds that are currently programmed in the MTIP to support RTO activities. TMA grants are not included in the summary, as TMA funds are awarded on an annual basis by the RTO Subcommittee. Grant awards to individual TMAs for fiscal year 2009-2010 will be considered by the RTO Subcommittee in May 2009.

Expected outcomes

At the JPACT meeting, Metro staff will provide an overview of the expected outcomes of RTO program investments in fiscal year 2009-2010, including expected reductions in vehicle miles of travel, air pollution and green house gas emissions.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVAL OF THE) RESOLUTION NO. 09-4018
REGIONAL TRAVEL OPTIONS PROGRAM)
WORK PLAN AND FUNDING SUB-)
ALLOCATIONS FOR FISCAL YEAR 2009-2010) Introduced by Councilor Rex Burkholder

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation established funding levels for the Regional Travel Options Program in the 2008-2011 Metropolitan Transportation Improvement Program through the Transportation Priorities funding process; and

WHEREAS, the Metro Council approved a five-year strategic plan for the Regional Travel Options Program in March 2008 that established goals and objectives for the Regional Travel Options Program; and

WHEREAS, the Regional Travel Options Subcommittee of the Transportation Policy Alternatives Committee (TPAC) adopted proposed work plans and funding sub-allocations to TriMet and Wilsonville SMART for Regional Travel Options program activities in fiscal year 2009-2010 on January 9, 2009; and

WHEREAS, the proposed work plans and funding sub-allocations support implementation of the Regional Travel Options Program five-year strategic plan; now therefore

BE IT RESOLVED that the Metro Council hereby approves of the Regional Travel Options Program fiscal year 2009-2010 work plan and funding sub-allocations.

ADOPTED by the Metro Council this 19th day of February 2009.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Resolution No. 09-4018

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PLA/PP/OMA/DBC sm 1/5/09

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 09-4018, FOR THE PURPOSE OF APPROVAL OF THE REGIONAL TRAVEL OPTIONS PROGRAM WORK PLAN AND FUNDING SUB-ALLOCATIONS FOR FISCAL YEAR 2009-2010

Date: December 29, 2008

Prepared by: Pam Peck
Contact No.: 503-797-1866

BACKGROUND

The Regional Travel Options (RTO) Program implements regional policy to reduce reliance on the automobile and promote alternatives to driving for all trips. The program emphasizes all alternative modes of travel and all trip purposes, reflecting policies in the Regional Transportation Plan. The Metro Council approved a five-year strategic plan for the Regional Travel Options program in March 2008 that established goals and objectives for the program.

Key components of the RTO program include a collaborative marketing program, regional rideshare program, transportation management association program, and grant program that provides funds to partner agencies and organizations through a competitive project selection process. Program activities are implemented by partner organizations and agencies, as well as by Metro staff and consultant contracts administered by Metro.

The Metro Council and Joint Policy Advisory Committee on Transportation established funding levels for the Regional Travel Options Program in the 2008-2011 Metropolitan Transportation Improvement Program through the Transportation Priorities funding process. The Regional Travel Options Subcommittee of TPAC is charged with recommending detailed work plans, and grant awards and funding sub-allocations to partner agencies and organizations to support program implementation activities.

The subcommittee adopted the attached proposed work plan for fiscal year 2009-2010 (Attachment 1) at their December 10, 2008 meeting. The work plan continues implementation of the program's five-year strategic plan and includes recommendations for the sub-allocation of program funds to TriMet and Wilsonville SMART. The funding sub-allocations will result in an MTIP amendment that enables TriMet and Wilsonville SMART to apply directly to the Federal Transit Administration for funds to support RTO program implementation activities related to employer and community outreach.

In addition, the work plan budget designates the portion of Metro funds that will be awarded to Transportation Management Associations (TMA), government agencies and non-profit organizations through grants and funding agreements. Attachment 2 provides a summary of RTO grant awards recommended by the RTO Subcommittee of TPAC through a competitive process. TMA grants are not included in the summary, as TMA funds are awarded on an ongoing basis by the RTO Subcommittee to TMAs that meet performance criteria. Grant awards to individual TMAs for fiscal year 2009-2010 will be considered by the RTO Subcommittee in May 2009.

ANALYSIS/INFORMATION

1. **Known Opposition:** None.

2. Legal Antecedents:

1991 Federal Clean Air Act Amendments. The need for a comprehensive regional TDM program was addressed in Metro Resolution No. 91-1474 (For the Purpose of Amending the FY 92 Unified Work Program to Include Air Quality Planning Activities), adopted July 25, 1991), in response to the Oregon Transportation Planning Rule and the Federal Clean Air Act Amendments of 1990.

TDM Subcommittee. The TPAC TDM Subcommittee was established by Metro Resolution No. 92-1610 (For the Purpose of Establishing the TPAC Transportation Demand Management Subcommittee), adopted May 28, 1992. Oversight for the development and evaluation of TDM strategies, and formation of final recommendations to Transportation Policy Alternatives Committee (TPAC), Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council concerning TDM planning, programming and implementation activities were assigned to the Subcommittee.

TDM Relationship to DEQ's Ozone Maintenance Plan (Governor's Task Force on Motor Vehicle Emissions Reduction (HB 2214). The task force recommended a base plan focused on specific strategies to maximize air quality benefits. The air quality strategies selected by the region formed the base for a 10-year air quality maintenance plan for the Portland area. The primary TDM transportation control measures (TCMs) in the maintenance plan are the employee commute options program (ECO) and the regional parking ratio program.

Transportation Management Association (TMA) Policy. The policy basis and funding strategy for TMAs was adopted through Metro Resolution No. 98-2676 (For the Purpose of Establishing a Policy Basis and Funding Strategy for Transportation Management Associations (TMAs) For the MTIP/STIP Development Process), adopted October 1, 1998. Metro Resolution No. 99- 2864 (For the Purpose of Selection and Funding Allocation of \$1 Million to Transportation Management Associations For FY 2000 to FY 2003), adopted December 2, 1999) allocated regional funding to existing and new TMAs. Metro Resolution No. 02-3183 (For the Purpose of Revising the Regional Transportation Management Association (TMA) Policy to Provide Additional Regional Funding Options for TMAs), adopted May 2, 2002) revised TMA policy by calling for balanced support of existing TMAs with the start-up of new TMAs.

2000 Regional Transportation Plan. The RTP establishes regional TDM policy and objectives to help reduce vehicle trips and vehicle miles traveled per capita. Chapter 1 (Ordinance 00 – 869A-01 (For the Purpose of Adopting the 2000 Regional Transportation Plan; Amending Ordinance No. 96-647C and Ordinance No. 97-715B), adopted August 10, 2000, Resolution No. 00-2969B (For the Purpose of Adopting the 2000 Regional Transportation Plan as the Federal Metropolitan Transportation Plan), adopted August 10, 2000, and Ordinance No. 02-946A (For the Purpose of Adopting the Post-Acknowledgement Amendments to the 2000 Regional Transportation Plan (RTP)), adopted June 27, 2002 provides TDM policies and objectives that direct the region's planning and investment in the regional TDM program.

Regional Travel Options 5-Year Strategic Plan. The strategic plan established a new vision for the region's transportation demand management programs and proposed a reorganized and renamed Regional Travel Options program that emphasized partner collaboration to implement an integrated program with measurable results. JPACT and the Metro Council adopted the plan through Resolution No. 04-3400 (For the Purpose of Adopting the Regional Travel Options Program 5-Year Strategic Plan), which also renamed the TDM Subcommittee the RTO Subcommittee, and was adopted on January 15, 2004.

2035 Regional Transportation Plan. The federal component of the plan, pending air-quality analysis, was approved by Metro Council Resolution No. 07-3831B.01 (For the Purpose of Approving the Federal Component of the 2035 Regional Transportation Plan (RTP) Update, Pending Air Quality Conformity Analysis), adopted on December 13, 2007. The RTP establishes system management and trip reduction goals and objectives that are supported by the RTO program strategies.

Regional Travel Options 5-Year Strategic Plan. The strategic plan established goals and objectives for Regional Travel Options program for 2008 to 2013. JPACT and the Metro Council adopted the plan through Resolution No. 08-3919 (For the Purpose of Adopting the Regional Travel Options 2008-2013 Strategic Plan), adopted on April 3, 2008.

3. **Anticipated Effects:** Sub-allocates \$385,220 of RTO program funds to support the TriMet Employer Program and \$62,315 to support Wilsonville SMART's Community and Employer Programs in fiscal year 2009-2010.
4. **Budget Impacts:** The proposed budget includes \$21,357 in Metro funds to match federal grant funds for that will be used to support program administration, evaluation, and regional rideshare services.

RECOMMENDED ACTION

Staff recommends the approval of Resolution No. 09-4018 as follows:

1. Approval of the fiscal year 2009-10 work plan and budget for the Regional Travel Options program described in Attachment 1 to the staff report, actual budget levels for RTO activities carried out by Metro will be established through the FY 09-10 Metro budget decision-making process.
2. Approval of the funding sub-allocations to TriMet and Wilsonville SMART described in described in Attachment 1 to the staff report.

Regional Travel Options Program
FY 2009-2010 work plan

Dec. 10, 2008



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Background

The Regional Travel Options (RTO) Program implements regional policy to reduce reliance on the automobile and promote alternatives to driving for all trips. The program emphasizes all alternative modes of travel and all trip purposes, reflecting policies in the Regional Transportation Plan.

This scope of work identifies the activities and tasks that will be carried out by Metro RTO staff to implement the Regional Travel Options 2008-2013 Strategic Plan in fiscal year 2009-2010. The strategic plan was developed by the RTO subcommittee of the Transportation Policy Alternatives Committee (TPAC) in 2007 and adopted by the Metro Council in March 2008. The strategic plan established the following program goals:

Goal 1: Continue a regional collaborative marketing campaign to increase awareness and use of travel options and reduce drive-alone car trips.

Goal 2: Support employers and commuters to increase the use of travel options for commute trips.

Goal 3: Provide information and services to support increased use of travel options for all trips.

Goal 4: Promote and provide services that support increased use of travel options in local downtowns and centers.

Goal 5: Report progress to aid decision-making and encourage innovation.

Goal 6: Follow a collaborative decision-making structure that provides program oversight and advances the goals and objectives of the Regional Transportation Plan (RTP).

Key program objectives for fiscal year 2009-2010

- Coordinate the regional collaborative marketing program and support implementation of ODOT Drive Less/Save More marketing campaign in the Portland metropolitan area.
- Administer RTO travel options, individualized marketing and Transportation Management Association (TMA) grants and provide technical assistance to grant recipients.
- Coordinate multi-agency employer and commuter outreach activities and support partner collaboration.
- Market CarpoolMatchNW.org and Metro Vanpool to employers and commuters in coordination with the multi-agency employer outreach program
- Work with partner organizations to develop a multi-state, on-line ridematching system, serving Idaho, Oregon and Washington.
- Collect, analyze and report data for each RTO program to ensure that funds are invested in the most cost effective ways

Collaborative marketing

The RTO Collaborative Marketing Program works to increase awareness and use of travel options and to reduce drive-alone car trips. Metro's scope of work will focus on coordination of marketing activities carried out by all RTO partners to maximize the program's effectiveness and reach target audiences identified in the 2008-2013 RTO strategic plan. Partner coordination will be carried through the Collaborative Marketing Working group, the development of a regional events calendar and a regional earned media calendar.

Overall management of the Drive Less/Save More Marketing Campaign will shift from Metro to ODOT in June 2009. Metro RTO staff will continue to support implementation of the campaign in the Portland metropolitan area through development and coordination of earned media activities that highlight RTO programs, direct outreach at up to twelve community events selected in coordination with RTO partners, and the development of local campaign sponsors and partnerships. RTO staff will look for opportunities to collaborate with Metro's Sustainability Center to coordinate campaign outreach with other social marketing programs. In addition, Metro staff will also act as the liaison to the statewide effort and will disseminate campaign tools and information to RTO partners.

RTO staff will also work to promote the benefits of bicycling and walking and to increase the use of these modes for transportation purposes. Activities in this area will include disseminating safety messages and information and promoting the use of regional trails for transportation purposes. RTO staff will coordinate activities in this area with staff from Metro's Long-Range Transportation Planning and Trails Planning work groups and the regional Connecting Green Initiative. Marketing and promotions in this area will focus on Metro's Bike There! and Walk There! programs.

Metro RTO staff will provide project oversight, support sales, marketing and distribution, and implement marketing strategies for the regional Bike There! map. The Bike There! map will be updated in FY 09-10 with additional support from Metro's Long-Range Transportation Planning section and in coordination with the Regional Trails Program to include updated bicycle suitability and safety information. Funds for printing the updated map were generated by the sales of the map over the previous three years.

Metro, Kaiser Permanente and other partners distributed more than 35,000 free copies of the Walk There! guidebook in FY 08-09. Metro is in discussions with Kaiser Permanente about making the program self-sustaining by reprinting the publication in early 2009 and selling a portion of the books (some books would continue to be provided for free through Kaiser's community health programs). In addition, Metro and Kaiser are exploring the development of a series of up to 20 community walking events to promote walking for short trips and use of regional trails for transportation purposes. If Kaiser provides funds for these projects in FY 08-09, Metro RTO staff will provide project oversight, support sales, marketing and distribution, and coordinate any remaining walking events in FY 09-10. Revenue from the guidebook sales will be used to support the development and printing of future editions.

Metro RTO collaborative marketing staff will be the primary Metro staff contact for RTO individualized marketing grants, as well as for any travel options grants that have a relationship to the collaborative marketing program. In this capacity RTO staff will review progress reports, compile comprehensive progress reports for the RTO Subcommittee and the FTA, and work with the RTO financial analyst to recommend payment of grant invoices. Metro RTO program staff, augmented by contracted professional services, will carry out the following tasks:

- Support marketing working group for effective coordination and partner communication.
- Support implementation of ODOT's Drive Less/Save More campaign in the Portland metropolitan area, coordinate earned media opportunities, represent the campaign at up to twelve community events, disseminate campaign information to RTO partners, and act as liaison to ODOT.
- Develop regional calendar of events, coordinate presence of RTO partners and provide staff support for one community event per month.
- Research and develop white papers and fact sheets to support consistent messaging in RTO marketing activities.
- Develop RTO collateral materials consistent with the Drive Less/Save More campaign, including fact sheets, brochures, web pages, and other collateral materials.
- Provide oversight for Metro's regional Bike There! map product, implement map marketing strategies, oversee sales and distribution, and support collaboration with local and regional partners related to development of bike maps.
- Provide oversight for Metro's regional Walk There! guidebook, implement marketing strategies, oversee sales and distribution, and support collaboration with local and regional partners related to the promotion of walking for short trips.
- Review progress reports for individualized marketing projects and travel options grants related to collaborative marketing activities, compile comprehensive progress reports, and work with the RTO financial analyst to recommend payment of grant invoices.
- Coordinate collaborative marketing activities with other Metro departments to leverage resources and further disseminate program messages.

Key milestones for FY 09-10

- September 09 – Earned media and events calendars for next quarter completed.
- December 09 – Earned media and events calendars for next quarter completed.
- March 10 – Earned media and events calendars for next quarter completed.
- June 10 – Earned media and events calendars for next quarter completed.

Deliverables

- RTO collateral materials
- RTO events calendar
- RTO earned media calendar
- Updated Bike There! map
- Quarterly progress reports

Commuter services

The 2008-2013 Regional Travel Options Strategic Plan calls for increased efforts to coordinate the outreach activities of partner's employer and commuter programs. The intended outcomes include avoiding duplication of effort, leveraging resources, and more strategic delivery of services to locations where the greatest impact can be attained. Employer and commuter programs are projected to reduce approximately 47,660,000 vehicle miles of travel per year during the plan timeline.

Currently, the following partners carry out employer and commuter programs: Metro, Oregon Department of Environmental Quality (DEQ), TriMet, Wilsonville SMART, Vancouver Commute Trip Reduction Program, Portland Transportation Options and Transportation Management Associations (TMAs).

A large portion of employer outreach is generated by the Employee Commute Options (ECO) program. The DEQ is responsible for oversight and implementation of the ECO program (OAR 340.242). In its current form, this program mandates that Portland-region businesses with over 100 employees at a given worksite must have a plan in place which aims to reduce by 10 percent from an established baseline the number of drive-alone auto trips to that worksite. This regulation has been in effect in the Portland region since 1996.

The DEQ, TriMet and other regional partners are currently working with 787 affected businesses, 85 percent of which are in compliance, which represents 668,000 employees (35 percent) of the region's employees, making this an effective means of conducting outreach to businesses around the region. This work plan builds on the existing ECO program framework and will encourage all employers working with RTO partners to achieve the 10 percent reduction goal and to use a survey similar to the ECO survey to measure progress.

RTO staff will explore opportunities to collaborate with Metro's Sustainability Center to better integrate agency employer outreach efforts, leverage investments in technology, and coordinate messages.

Metro will continue management of the regional vanpool program and provide subsidies to eligible groups of commuters. Beginning in FY 09-10, C-TRAN will no longer provide funding to Metro to subsidize Washington-based vans and will instead begin operation of their own vanpool fleet. Metro will continue to work closely with C-TRAN to market their vanpools to Portland area employers. Metro will begin work in January 2009 to release a new RFP for vanpool lease providers, building on lessons learned during 06-09 vanpool contract period.

Metro RTO program staff, augmented by contracted professional services, will carry out the following tasks to coordinate the employer program and provide commuter services:

- Coordinate partner outreach activities, facilitate communication between partners and identify a lead agency or organization for each employment site.

- Develop a standardized approach to conducting, tracking and evaluating employer outreach activities.
- Identify target markets and business sectors.
- Add to and standardize the amount of data collected on employer efforts.
- Create a web-based resource for employers in the Drive Less web site that links them to RTO partner programs and services.
- Implement a regional employer recognition program.
- Utilize and maintain a shared contact management database to track employer program contacts and outcomes.
- Provide assistance to other partners at strategically selected outreach events.
- Provide lead role in working with businesses needing rideshare assistance.
- Provide initial response to phone or web-generated contacts; assess level of interest and coordinate hand-off to appropriate external partner.
- Maintain ridematching database, create scatter maps and other outreach tools and collateral materials as needed.
- Review progress reports for travel options grants related to employer outreach activities, compile comprehensive progress reports, and work with the RTO financial analyst to recommend payment of grant invoices.
- Collaborate with Metro's Sustainability Center to better integrate agency employer outreach efforts, leverage investments in technology, and coordinate messages.

Key milestones for FY 09-10

- September 09 – Implementation of contact management database
- September 09 – Employer outreach coordination plan complete
- September 09 – Quarterly report completed
- December 09 – Collateral materials web site online (ongoing development)
- December 09 – Quarterly report completed
- March 10 – Quarterly report completed
- June 10 – Quarterly report completed

Deliverables

- Plan for standardizing, conducting and evaluating employer outreach activities.
- Contact management database.
- Collateral materials and web information
- Employer outreach calendar.
- Quarterly progress reports.

Traveler information tools

This program activity serves to provide information and services supporting increased use of travel options for all trips. In FY 09-10 RTO staff will continue to work with partner organizations led by Washington State Department of Transportation (WSDOT) to develop a multi-state, on-line ridematching system, serving Idaho, Oregon and Washington. The proposed system will be an off-the-shelf program procured by WSDOT to replace a variety of systems currently in use by transit and rideshare agencies in the Northwest. This system will replace Metro's existing system, CarpoolMatchNW.org. Initial implementation is expected to take place late summer/fall 2008 with various system expansions taking place over the next two to three years. Development of a new marketing and outreach effort will be conducted, potentially at the state level in concert with other rideshare agencies and Oregon Department of Transportation (ODOT).

Metro RTO staff will carry out the following tasks in 09-10:

- Continue discussions Oregon Department of Transportation (ODOT) staff to expand their involvement and commitment to marketing and operation of the regional rideshare system.
- Work with WSDOT on implementation issues related to the new rideshare system.
- Establish contracts and agreements related to rideshare system operations and maintenance.
- Review progress reports for travel options grants related to traveler information tools, compile comprehensive progress reports, and work with the RTO financial analyst to recommend payment of grant invoices.

Key milestones for FY 08-09

- September 09 – Quarterly report completed
- December 09 – Quarterly report completed
- December 09 – Ridematching system implementation and agreements
- March 10 – Quarterly report completed
- June 10 – Quarterly report completed

Deliverables

- Ridematching system
- Quarterly progress reports

Downtowns and centers

The Regional Travel Options Program promotes and provides services that support increased use of travel options in local downtowns and centers by supporting grants to local jurisdictions, non-profit groups and public private partnerships. The RTO program provides ongoing support to six area Transportation Management Association (TMAs). TMAs are nonprofit coalitions of local businesses and/or public agencies that work in centers and employment areas to strengthen partnerships with businesses to reduce traffic congestion and pollution by improving commuting options for their employees. The RTO Subcommittee will consider the results of a South Waterfront TMA feasibility study in FY 08-09. If the Subcommittee approves regional start-up funding for this TMA, Metro will provide services to seven TMAs in FY 09-10.

Metro RTO staff will carry out the following tasks related to downtowns and centers program objectives:

- Provide technical assistance for TMA project planning, implementation and evaluation activities.
- Develop work plans for each TMA that support the unique character of each area and recognize that each area is at a different level of development and has a unique mix of transportation infrastructure.
- Develop and manage TMA funding agreements.
- Coordinate meetings of TMA directors.
- Track TMA performance toward meeting outreach and performance targets.
- Provide progress reports to the RTO subcommittee.

Additional downtowns and centers objectives will be carried out through the Regional Travel Options grant program. Grant program tasks, milestones and deliverables are described in the program administration portion of this work plan.

Key milestones for FY 09-10

- Sept 09 – TMA directors meeting held
- Jan 10 – TMA directors meeting held
- March 10 – TMA directors meeting held
- May 10 – TMA work plans and booster grant proposals presented to RTO Subcommittee.
- June 10 – TMA work plans and contracts finalized.

Deliverables

- TMA work plans and agreements
- Quarterly progress reports

Measurement

This program collects, analyzes and reports data for each RTO program to ensure that funds are invested in the most cost-effective ways. Evaluation reports are used to refine program development, marketing and implementation. RTO program staff will be responsible for carrying out Goal 5 (Measurement) of the RTO Strategic Plan and the RTO Evaluation Framework, approved in 2007.

The Evaluation Framework guides the level of analysis for each type of RTO project. It also clarifies that both RTO staff and RTO-funded partners have a key role in data collection. RTO will continue to use independent researchers to evaluate the program.

Metro's Travel Research and Modeling staff and Data Resource Center staff will be called upon to consult on the development of new research methods and tools.

Metro RTO staff will carry out the following tasks related to measurement and evaluation in FY 09-10:

:

- Conduct on-going data collection and tracking for RTO-funded programs.
- Disseminate findings from the independent evaluation of RTO programs completed by PSU in FY 08-09.
- Provide technical assistance to all RTO-funded partners.
- Develop information-sharing partnerships.
- Explore new methods and tools for storing data, analyzing data and reporting.

Key milestones for FY 09-10

- Present findings from the independent evaluation of RTO programs completed by PSU in FY 08-09.

Deliverables

- Data is collected and methods and databases improved.
- Technical services provided to RTO partners.
- Information-sharing partnerships are developed.

Policy, funding and program administration

This scope of work supports the program structure called for by the strategic plan including administration and management of RTO program functions by Metro.

The RTO program staff will:

- Chair and support RTO Subcommittee of TPAC, including logistics, scheduling and production of meeting summaries.
- RTO Subcommittee research and support on technical and financial issues.
- Create presentations about RTO program for Metro committees and regional partners.
- Administer contracts and agreements for RTO programs.

- Develop and submit FTA application for CMAQ grant funds and administer grants for RTO programs.
- Identify local matching funds sources for future years.
- Complete Business Energy Tax Credit (BETC) applications for the vanpool program.
- Develop the RTO work plan and program budget for fiscal year 10-11.
- Provide local transportation system plan support on achieving 2020 non-SOV targets.
- Provide staff support for demand management and parking components of the Regional Transportation Plan Update and the Transportation System Management and Operations (TSMO) policy update.
- Represent RTO program at Metro committees and jurisdictions and agency meetings.

Key milestones for FY 09-10

- Nov 09 – FY 09-10 work program and budget reviewed and adopted by RTO subcommittee
- Feb 10 – FY 09-10 work program and budget reviewed and adopted by TPAC, JPACT and the Metro Council
- June 10 – Submit BETC applications for FY 09-10 projects.

Deliverables

- FY 10-11 budget
- RTO subcommittee meeting summaries
- Quarterly progress reports

RTO BUDGET 2009-2010				
Revenues: (as of 7-1-2008)		(BUDGETED) FY 09-10		Totals
MTIP Key 14442		1,800,000		1,800,000
MTIP Key 14441		606,712		606,712
Bike There! (Current year sales)		17,510		17,510
Walk There! (Current year sales)		60,000		60,000
Walk There! (Current Year Grant)		10,000		10,000
Metro match (General Fund)		21,357		21,357
Fund Balance:				
BETC (prior years)		50,000		50,000
Total Revenue to/from Metro:		2,565,579		2,565,579
Expenditures:	FTE	(BUDGETED) FY 09-10		Totals
Administration:				
FTE	0.758	104,657		104,657
M & S		10,106		10,106
Evaluation and Measurement:				
FTE	1.500	167,513		167,513
M & S		11,192		11,192
Collaborative Marketing:				
FTE	1.220	102,977		102,977
Sponsorships		22,054		22,054
M & S		56,238		56,238
Commuter Program:				
FTE	1.500	144,993		144,993
TriMet		385,220		385,220
SMART		62,315		62,315
Ridematch		50,000		50,000
M & S		60,281		60,281
RTO Grants:				
FTE	0.600	85,879		85,879
Travel Options		262,500		262,500
Individualized Marketing		356,000		356,000
TMA:				
FTE	0.500	73,964		73,964
TMA Grants		153,000		153,000
Booster Grants		125,000		125,000
South Waterfront		75,000		75,000
Regional Vanpool:				
FTE	0.500	73,989		73,989
M & S		182,700		182,700
Total expenditures	6.578	2,565,579		2,565,579
Budget Surplus/(Shortfall)		0		(0)
Partners Match:				
Partners match		237,059		237,059
Total Match:		237,059		237,059
Total Expense		2,802,638		2,802,638



Date: December 29, 2008
To: TPAC
From: Pam Peck, Metro RTO Manager
Re: **RTO Subcommittee Grants Awards Summary**

Background

The Regional Travel Options (RTO) program carries out regional strategies to increase use of travel options, reduce air pollution and carbon emissions, and improve mobility. The RTO program receives federal Congestion Mitigation and Air Quality (CMAQ) funds through the regional Flexible Funds decision-making process. The CMAQ funds are used to support grants to local jurisdictions and non-profit organizations to advance RTO program objectives. Projects must be carried out within the Metro boundary, which includes the urbanized portions of Clackamas, Multnomah and Washington counties.

The RTO Subcommittee of TPAC conducts a competitive process to select projects for RTO grant funding. In 2008, the Subcommittee established two grant categories with unique scoring and selection criteria, a general category for projects that will be carried out from July 2009 to June 2011, and an individualized marketing category for projects that will be carried out from March 2009 to June 2012. Proposals were scored by a Subcommittee working group and a package of proposed grant awards in each category was forwarded to the RTO Subcommittee for approval. This memo summarizes the grant awards in each category adopted by the Subcommittee at November 12, 2008 meeting.

Travel options grants

Regional projects

Program and recipient	Grant award	Project description
Multi-Modal Trip Planner TriMet	\$68,930	The project will test the usability of an Open Source Multi-Modal Trip Planner System which is expected to increase mode share for bike, walk, and transit trips during peak commute hours while decreasing drive-alone trips.
Bike Commute Challenge BTA	\$25,000	The BTA bike commute challenge-work place against workplace-to see who can get the most people biking in September. Any business, non-profit or public agency is eligible to participate. Individual cyclists may also participate. This program reduces single-occupant vehicle use and traffic congestion and improved air quality by encouraging people to try bike commuting.
Carefree Commuter Challenge WTA	\$38,000	The Carefree Commuter Challenge is a regional auto trip reduction program creating excitement, competition and camaraderie at the workplace. WTA staff provides a turn-key trip reduction program to employers to help them motivate employees to take transit, bike, walk, carpool, vanpool and telecommuting instead of driving alone.

TriMet Bike Park TriMet	\$50,000	TriMet will install electronic-access bike lockers at Beaverton Transit Center with space for 22 bikes and evaluate their effectiveness as a strategy for encouraging bicycling to transit. Evaluation will include the controlled-access bike parking facility at the Portland State University light rail station. As 39% of MAX bike passengers would drive if they did not have a bike-transit option, this project will increase the number of bicycling and transit trips while decreasing drive-alone trips.
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Local projects

Program and recipient	Grant award	Project description
Lloyd Links Lloyd TMA	\$41,445	Lloyd Links will link Lloyd employees from the residence to their Lloyd work sites via personal contact and direct one-on-one assistance. This is coupled with education, promotion, incentives and evaluation.
Sunday Parkways City of Portland	\$30,000	Sunday Parkways provide a car-free environment where families, cyclist, walkers and others can enjoy our streets and parks. Sunday Parkways reduce auto trips, improve air quality, increase the health and activity levels of residents and increase the awareness and acceptability of bicycling and walking as modes of travel in Portland. The grant will support three (3) Sunday Parkways in North and Northeast Portland in 2009.
Tigard Bike Map City of Tigard	\$20,000	This project will replace the long outdated Tigard-area bike map published in 1983, with an upgraded and enhanced city bike-route map. The map would supplement the current Metro Bike There! Map, which provides limited coverage of Tigard and includes few low traffic (green) and moderate traffic (yellow) street designations in comparison with other areas. The inclusion of other information as grades, key neighborhood trails accessways, bus stops, transit and how to access transit, including commuter rail, will make it easier for bicyclists to use the bicycle for all types of transit trips. The map is part of a city strategy to make bicycling safer and more convenient through a variety of efforts.
Bike Racks for Commuters WTA	\$15,000	Bike Racks for Commuters program will make staple racks available to businesses that participate in the WTA's Westside Commuter Club and will offer \$100 toward installation or city fees. Employers can add funding if there is a greater need for more than two racks. Employees will be encouraged to try cycling with well-sited bike parking on company property.
Wilsonville Bike/Ped Coordinator Wilsonville SMART	\$80,000	The project will expand the SMART Options program by hiring a Bike and Pedestrian Coordinator who will implement priorities set forth in the City of Wilsonville's Bicycle and Pedestrian and Transit Master Plan. As well as creating tools, such as maps and brochures, this person will build on the established community walking and biking programs to engage the growing community interest and establish a structured program similar to the City of Portland's "Options Ambassadors".
Swan Island TNT (Trip Not Taken)	\$28,000	The project seeks to reduce vehicle miles traveled by encouraging Swan Island employees to relocate to adjacent neighborhoods in

Swan Island TMA		North and inner Northeast Portland and by helping residents of those neighborhoods find job and career opportunities on Swan Island.
Gresham Way Finding City of Gresham	\$50,000	The City of Gresham will install a network of pedestrian and bicycle way-finding signs to aid travelers in finding the locations of local amenities and facilities. The signs will include arrows and distance markers. The City will also produce a bicycle map for the Gresham area that will show bicycle routes and amenities.
Diverse Cultures Cycling Needs Assessment and Pilot Project Community Cycling Center	\$78,625	The proposed project aims to increase the awareness and acceptability of bicycling as a transportation option among minority and low-income participants in North and Northeast Portland by creating a culturally-specific program to meet the unique needs of a diverse community. The project will reach 250 people through ten community organizations included in a culturally-appropriate needs assessment. Results will be applied to develop a pilot program to increase bicycle trips and reduce car trips among these target audiences.

Individualized marketing grants

Individualized marketing projects identify people within a specific geographic area who want to change the way they travel. The projects use personal, individualized contact to motivate travel behavior change. Projects in Portland and more than 300 cities around the world have achieved significant reductions in the number of people driving alone and increased the number of people cycling, walking and using transit.

Recipient	Grant award	Project	Timeline
City of Portland	\$200,000	North/Northwest SmartTrips (approx. 25,000 households)	Spring 2009 to Fall 2009
City of Gresham	\$100,000	Project will target residents who live within one-half mile of the Civic Drive MAX Station (approx. 6,500 households)	Spring 2009 to Fall 2011
City of Portland	\$300,000	Green Line SmartTrips (approx. 27,000 households in east Portland adjacent to MAX Green Line)	Summer 2009 to Fall 2010
City of Wilsonville SMART	\$228,480	Project will target residential areas of Wilsonville (approx. 5,942 households)	Summer 2010 to Fall 2011
City of Portland	\$171,520	Street Car Loop and South Waterfront SmartTrips (approx. 20,000 households, contingent on completion of Street Car Loop project)	Winter 2011 to Spring 2012

For more information

Contact Pam Peck, Metro RTO Manager, at Pam.Peck@oregonmetro.gov or 503-797-1866.



Date: February 4, 2009
To: Joint Policy Advisory Committee on Transportation & Interested Parties
From: Deena Platman, Principal Transportation Planner
Re: Regional Transportation System Management & Operations (TSMO) Plan Update

Requested Action:

Provide input on transportation system management and operations vision, goals, needs and priorities. JPACT's input will guide the TSMO Policy Work Group, TransPort, and the RTO Subcommittee as they develop a regional strategic plan for TSMO.

Attachment A provides the latest version of the TSMO vision, goals, and objectives. Attachment B provides a series of tables that list the recommended planning goals/guiding principles matched with identified needs to achieve them. The needs are organized by TSMO service area and are color coded to reflect a first assessment of priorities.

Questions for JPACT consideration:

- Does the vision accurately reflect the desired direction for TSMO in the Portland metropolitan region?
- Do the goals, guiding principles and supporting objectives effectively support the vision?
- What are the regional priorities for TSMO?

Background

Metro was awarded a Transportation and Growth Management Grant to conduct a refinement planning process for regional transportation system management and operations (TSMO). The planning effort was deemed necessary in order to develop a comprehensive understanding of how system management and operations opportunities can help the region address its transportation challenges and to develop a regional vision and strategy for implementing TSMO. The plan is being developed in partnership with the Regional Travel Options (RTO) program and will incorporate the work of the 2008-2013 RTO Strategic Plan to provide a comprehensive 10-year strategic look at investment in TSMO. The plan's vision, goals, and actions will be incorporated into the state component of the 2035 Regional Transportation Plan (RTP).

The project goals include:

- Refining the 2035 RTP goals, objectives and actions related to system management and operations;
- Developing policy direction on where, when, and how TSMO strategies are applied and financed in the region;
- Enhancing the region's capacity to consider TSMO in concert with more traditional capital projects;
- Prioritizing TSMO projects for regional funding;
- Actively facilitating communication between interested stakeholders with diverse perspectives on TSMO.

Technical Team and Advisory Committees

The project greatly benefits from a seasoned consultant team lead by DKS Associates, which includes assistance from Kittelson & Associates, Angelo Planning, and Jeanne Lawson & Associates.

TransPort, the TPAC subcommittee for system management and operations, provides technical expertise on traffic management and operations. The Regional Travel Options Subcommittee provides technical expertise on transportation demand management. This includes initial input and review of work products with a particular focus on the TSMO toolbox, needs assessment, and action plan of TSMO priorities. TransPort and the RTO Subcommittee will make plan recommendations to TPAC.

The TSMO Policy Work Group provides policy level input into the plan development. Members review and comment on work products prepared by Metro and the consultant team and help guide plan recommendations that will be brought forward to TransPort, the RTO Subcommittee, TPAC, JPACT, and Metro Council. The work group is comprised of representatives from public and private organizations with a stake in effective management and operation of the transportation system. A roster of members is provided in Attachment C. Tom Kloster, Metro Transportation Planning Manager, chairs the work group meetings. The work group will meet up to six times over the course of the planning project.

Major Tasks and Timeline

The Regional TSMO Refinement Plan project officially kicked off in early September 2008 and is anticipated to be completed by August 31, 2009. Attachment C also provides a timeline of major tasks and activities.

Following is a list and brief description of the major tasks and anticipated completion.

- TSMO Vision, Goals and Objectives – Develop a clear vision with supporting goals and measurable objectives for the implementation of TSMO strategies in the Portland metropolitan region. (February 2009)
- TSMO Toolbox – Create an information resource with a menu of options that stakeholders can easily understand and can serve as an “idea kit” for identifying solutions. (January 2009)
- Regional TSMO Needs Assessment – Create and implement a methodology for assessing TSMO needs across the region. (March 2009)
- TSMO Finance – Identify issues and strategies for financing TSMO strategies in the region. (March 2009)
- TSMO Action Plan – Develop and implement a process to identify a set of prioritized TSMO projects that can be incorporated into the 2035 RTP and funded using the MTIP programmatic funds for TSMO. (July 2009)
- 2035 RTP Products – Prepare amendments to the 2035 RTP and the 2010-2013 MTIP as needed; could include revisions to policy and system investment list. (July 2009)
- ITS Architecture Update – Update the current regional Intelligent Transportation System (ITS) Architecture document as needed to accommodate revised and new strategies identified in the planning process. (August 2009)
- Plan Document – Document the TSMO planning process through a compilation of all final products. (August 2009)
- Plan Adoption – Approval by JPACT and the Metro Council. (Fall 2009)

Vision Statement

The Portland metropolitan region will collaboratively and proactively manage its multimodal transportation system to ensure safe, reliable, efficient, and equitable mobility for people and goods. The region will strive to be a nationally recognized leader for innovative management and operations of its system.

Program Goals and Objectives - Guiding Principles and Aims

TSMO program goals, guiding principles and objectives are listed below in no particular order. They encompass the key ideas expressed by the technical advisory committees (TAC) and policy work group (PWG) members.

Goal 1

Reliability Provide reliable travel times for people and goods movement.

Objective 1.1 Expand traffic incident and event management capabilities to restore roadway capacity reduced by incidents, weather and construction.

Objective 1.2 Enhance regional traffic signal coordination systems and support systems that respond to current conditions.

Objective 1.3 Implement and expand systems that improve reliability for transit, pedestrians and bicycles.

Objective 1.4 Implement systems that reduce delays through known bottlenecks.

Objective 1.5 Integrate arterial and freeway roadway systems and operate the transportation system from the overall system perspective.

Objective 1.6 Market and provide travel options services to employers and commuters.

Goal 2

Safety and Security Enhance transportation safety and security for all modes.

Objective 2.1 Reduce crashes at signalized intersections.

Objective 2.2 Reduce crashes resulting from weather, construction and secondary crashes from incidents.

Objective 2.3 Reduce crashes involving vulnerable road users (pedestrians and bicycles).

Objective 2.4 Provide a safe environment for transit, bicycling and walking.

Objective 2.5 Encourage transit ridership by providing safe and secure public transportation facilities.

Objective 2.6 Improve communication and coordination between transportation agencies and emergency management agencies.

Objective 2.7 Protect physical infrastructure and transportation communication networks from harm or misuse.

Goal 3

Quality of Life Enhance the environment and quality of life by supporting state and regional greenhouse gas and air quality goals.

Objective 3.1 Encourage transit ridership by improving transit travel times and services.

Objective 3.2 Improve connections between modes to enhance traveler mobility and reduce reliance on the automobile.

Objective 3.3 Support initiatives to reduce greenhouse gas emissions from vehicles.

Objective 3.4 Support equitable distribution of transportation services and investment.

Objective 3.5 Support systems that implement future pricing strategies (e.g., congestion, tolls, parking).

Objective 3.6 Continue a regional collaborative marketing campaign to increase awareness and use of travel options and reduce drive-alone trips.

Goal 4

Traveler Information Provide comprehensive multimodal traveler information to people and businesses.

Objective 4.1 Provide current information that may affect roadway users and travel choices across all modes.

Objective 4.2 Enhance pre-trip and en-route traveler information tools.

Objective 4.3 Enhance regional multi-modal trip planning tools.

Objective 4.4 Expand traffic surveillance and transportation system condition data collection capabilities.

Guiding Principle 1

Regional Partnerships Enhance regional partnerships that support collaborative investment and implementation of management and operations strategies that benefit the region.

Aim 1.1 Regularly update regional transportation systems architecture documents to ensure system compatibility amongst agencies.

Aim 1.2 Support collaboration and coordination of TSMO and RTO partner activities.

Aim 1.3 Encourage opportunities for public-private collaboration and partnerships that support transportation system management and operations goals.

Guiding Principle 2

System Performance Monitor transportation system performance and evaluate system management strategies to aid equitable policy and sustainable investment decisions.

Aim 2.1 Apply appropriate measures to support investment in cost-effective strategies.

Aim 2.2 Support maintenance and upgrades to the regional data warehouse.

Aim 2.3 Include an automated data collection component with all systems management projects.

Guiding Principle 3

Investment in Ongoing Operations Provide on-going maintenance and operations to support the transportation network.

Aim 3.1 Provide financial and staff resources to effectively manage, operate and maintain transportation management systems.

Aim 3.2 Develop regional investment strategies to develop, operate, and implement transportation system management and operation strategies.

Aim 3.3 Establish systems management and operations as a core program – equal in importance to systems development and preservation.

Attachment B Regional Transportation System Management and Operations Refinement Plan
Summary of TSMO-related Need and Priorities

Goal 1		Reliability Provide reliable travel times for people and goods movement.	
TSMO Service Area	Portland Metropolitan Area Needs & Priorities		
1) Regional Traffic Control	■ Expand implementation of advanced signal timing.		
	■ Integrate the control of arterial traffic signal systems with freeway control (ramp meters).		
	■ Expand corridor monitoring capabilities (especially arterials).		
	■ Implement traffic control systems that respond to real-time traffic conditions.		
2) Traveler Information	■ Provide pre-trip forecasted travel times based on current conditions for all modes		
	■ Provide en-route driver information and route guidance.		
3) Incident Management	■ Detect, manage and clear incidents to restore roadway capacity.		
	■ Implement special incident signal timing plans.		
4) Emergency Management	■ Expand coverage of emergency vehicle signal priority.		
	■ Equip emergency responders with up to date route guidance systems and communications.		
5) Transit	■ Expand transit signal priority.		
	■ Provide traffic conditions to transit management.		
	■ Expand real-time bus and train arrival information to public.		
	■ Implement bus rapid bus transit on appropriate corridors.		
6) Freight	No needs identified.		
7) Maintenance & Construction	■ Coordinate work zone scheduling across jurisdictions to minimize traveler delay.		
8) Travel Demand Management	■ Continue broad-based, public awareness campaign for the need to reduce one-person car trips by using transportation options, shortening car trips or eliminating car trips (Drive Less/Save More).		
	■ Continue to invite employees and residents to try a transportation option through personalized assistance, tailored to the area or audience (individualized marketing). This is needed particularly to leverage investments in new infrastructure.		
9) Access Management	■ Evaluate access management strategies as corridor improvements are implemented.		
	■ Implement changes to local codes for access management strategies.		
10) Electronic Payment	■ Expand electronic payment options to transit users.		
	■ Provide the capability to collect tolls electronically.		
11) Information Management	No needs identified.		

 Near-term (1 – 5 years)
  Mid-term (6 – 10 years)
  Future plan update

Goal 2 Safety and Security Enhance transportation safety and security for all modes.		
TSMO Service Area	Portland Metropolitan Area Needs & Priorities	
1) Regional Traffic Control	■ Provide ability for ODOT engineers to operate traffic control devices in other jurisdictions during special events or after hours.	
	■ Administer variable speeds based on current traffic conditions.	
	■ Automatically enforce speeds, red light running, and HOV lane use.	
2) Traveler Info	■ Use environmental sensors as input for warning messages to drivers.	
3) Incident Management	■ Implement strategies to reduce weather/construction zone incidents.	
	■ Implement a coordinated response with all appropriate agencies.	
	■ Detect incidents using multiple resources.	
	■ Update mapping systems for improved response capabilities and to efficiently identify detour routes.	
4) Emergency Management	■ Coordinate across agencies to optimize resources and respond to an emergency efficiently.	
	■ Link communications between dispatch centers, computer aided dispatch systems, transit, and transportation agencies.	
	■ Provide signal priority for emergency vehicles.	
	■ Detect natural disasters using roadway sensors, cameras or vehicle communications.	
5) Transit	■ Generate coordinated preplanned responses for transit incidents.	
	■ Provide capability to direct and control transit fleets to support evacuation needs.	
6) Freight	■ Provide signal priority for trucks in freight corridors.	
	■ Provide the capability to automatically notify the necessary agencies when unauthorized HAZMAT activity is detected.	
7) Maintenance & Construction	■ Establish a process to ensure coordination among necessary parties to support the management of routine and hazardous road conditions.	
8) Travel Demand Management	■ Provide a safe introduction for people newly trying transit, bicycling or walking.	
	■ Highlight safer routes on bicycle and walking maps and resources to safely navigate each system.	
9) Access Management	■ Prioritize corridors where access management needs to be addressed.	
10) Electronic Payment	No needs identified.	
11) Information Management	■ Develop a uniform safety data analysis for the region to prioritize and select safety projects.	

■ Near-term (1 – 5 years)

■ Mid-term (6 – 10 years)

■ Future plan update

Goal 3 Quality of Life Enhance the environment and quality of life by supporting state and regional greenhouse and air quality goals.		
TSMO Service Area	Portland Metropolitan Area Needs & Priorities	
1) Regional Traffic Control	<ul style="list-style-type: none"> ■ Provide real-time control of all traffic devices to manage congestion during incidents and/or detours. 	
	<ul style="list-style-type: none"> ■ Monitor emission levels due to idle vehicles and minimize unnecessary emissions through signal timing. 	
2) Traveler Information	<ul style="list-style-type: none"> ■ Provide system information that supports bicycle and pedestrian travel. 	
	<ul style="list-style-type: none"> ■ Provide openly accessible traveler information to public (without requiring an individual to purchase advanced technology). 	
3) Incident Management	<ul style="list-style-type: none"> ■ Manage detour routes to minimize congestion. 	
4) Emergency Management	No needs identified.	
5) Transit	<ul style="list-style-type: none"> ■ Provide personalized transit information including comparisons (travel time, cost, etc.) to alternate modes. 	
	<ul style="list-style-type: none"> ■ Expand automated fare collection. 	
6) Freight	No needs identified.	
7) Maintenance & Construction	<ul style="list-style-type: none"> ■ Ensure adequate funding to support maintenance of systems management equipment. 	
8) Travel Demand Management	<ul style="list-style-type: none"> ■ Monitor current pollution and congestion levels and vehicle occupancy to adjust pricing as necessary (roadway and parking facilities). Adjust pricing according to jobs access needs when applicable. 	
9) Access Management	No needs identified.	
10) Electronic Payment	<ul style="list-style-type: none"> ■ Develop pricing strategies that favor modes/vehicles with lower impacts to the transportation system and to the environment. 	
11) Information Management	No needs identified.	



Near-term (1 – 5 years)




Mid-term (6 – 10 years)



Future plan update

Goal 4 Traveler Information Provide comprehensive multimodal traveler information to people and businesses.		
TSMO Service Area	Portland Metropolitan Area Needs & Priorities	
1) Regional Traffic Control	■ Expand wide-area traffic surveillance capabilities to arterial roadways.	
	■ Provide near-term predictions for traffic conditions.	
2) Traveler Information	■ Provide a central location (e.g. website) for travelers to access multimodal information across all regional jurisdictions.	
	■ Provide current information regarding all conditions that may affect roadway users and travel choices across all modes.	
	■ Provide travelers access to information through multiple media options.	
3) Incident Management	■ Provide real-time information to travelers about incidents and detour routes so travelers can make informed decisions.	
4) Emergency Management	■ Provide real-time information to advise travelers and provide detour information.	
5) Transit	■ Provide real-time transit information to users via multiple media communication methods (e.g. internet, cell phones, and television).	
	■ Provide en-route transit information specific to user needs (e.g. transfers, delays, route changes, etc.)	
6) Freight	■ Provide commercial drivers with real-time routing and congestion information.	
7) Maintenance & Construction	■ Connect users of the corridor with transit, rideshare and other modal options.	
	■ Include TSMO strategies when planning construction and maintenance projects.	
	■ Provide real-time work zone information to travelers.	
8) Travel Demand Management	■ Provide multi-modal trip planning that includes transit, bike, walk and other transportation systems data across regional jurisdictions.	
	■ Inform travelers of critical congested locations, roadway and parking facility occupancy, and current pricing so mode decisions can be applied.	
9) Access Management	No needs identified.	
10) Electronic Payment	No needs identified.	
11) Information Management	No needs identified.	

 Near-term (1 – 5 years)
  Mid-term (6 – 10 years)
  Future plan update

Guiding Principle 1	Regional Partnerships Enhance regional partnerships that support collaborative investment and implementation of management and operation strategies that benefit the region.	
TSMO Service Area	Portland Metropolitan Area Needs & Priorities	
1) Regional Traffic Control	■ Share information across jurisdictions.	
	■ Provide ability for ODOT engineers to operate traffic control devices in other jurisdictions during special events or after hours.	
2) Traveler Information	■ Create partnerships with private industries to provide information to transportation system users.	
3) Incident Management	■ Provide procedures and cross training for responding agencies.	
	■ Coordinate selection of alternate routes needed.	
	■ Combine agency resources to provide regional incident response coverage 24 hours a day.	
4) Emergency Management	No needs identified.	
5) Transit	No needs identified.	
6) Freight	No needs identified.	
7) Maintenance & Construction	■ Explore staff-sharing options across jurisdictions to support maintenance needs in response to environmental conditions.	
8) Travel Demand Management	■ Create management strategies and provide guidance across multiple jurisdictions regarding how to apply TDM solutions.	
	■ Engage in public private partnerships such as Transportation Management Associations (TMAs)	
9) Access Management	No needs identified.	
10) Electronic Payment	■ Create a unified electronic payment system across all modes and uses.	
	■ Merge pricing strategies across multiple agencies.	
11) Information Management	■ Cooperatively operate and maintain PORTAL, the regional transportation data warehouse.	



Near-term (1 – 5 years)



Mid-term (6 – 10 years)



Future plan update

Guiding Principle 2	System Performance Monitor transportation system performance and evaluate system management strategies to aid equitable policy and sustainable investment decisions.	
TSMO Service Area	Portland Metropolitan Area Needs	
1) Regional Traffic Control	<ul style="list-style-type: none"> ■ Gather speed, flow, travel time, and classification data for planning and operations analysis. 	
2) Traveler Information	<ul style="list-style-type: none"> ■ Establish surveys that determine how travel choices are impacted by the traveler information. 	
3) Incident Management	<ul style="list-style-type: none"> ■ Monitor and document extent, severity, location, duration and impact to traffic flow. 	
4) Emergency Management	No needs identified.	
5) Transit	<ul style="list-style-type: none"> ■ Collect and store automated transit information (e.g. travel times, ridership, and fare collection). 	
6) Freight	<ul style="list-style-type: none"> ■ Expand regional archive of freight data. 	
7) Maintenance & Construction	<ul style="list-style-type: none"> ■ Gather speed, flow, and travel time data during construction and maintenance activities for analysis. 	
8) Travel Demand Management	<ul style="list-style-type: none"> ■ Collect data from transportation facilities to guide traffic control strategies for transit, bikes, and pedestrians. 	
	<ul style="list-style-type: none"> ■ Report progress to aid decision making and encourage innovation. Make performance-based investments. 	
	<ul style="list-style-type: none"> ■ Follow a collaborative decision-making structure to coordinate and leverage investments. 	
9) Access Management	No needs identified.	
10) Electronic Payment	No needs identified.	
11) Information Management	<ul style="list-style-type: none"> ■ Enable system operators to access the data warehouse to produce analytical functions (reports, summaries, analysis, etc.) 	



Near-term (1 – 5 years)



Mid-term (6 – 10 years)



Future plan update

Guiding Principle 3	Investment in Ongoing Operations Provide on-going maintenance and operations to support the transportation network.	
TSMO Service Area	Portland Metropolitan Area Needs & Priorities	
1) Regional Traffic Control	<ul style="list-style-type: none"> Expand communications infrastructure to support management systems. 	
2) Traveler Information	<ul style="list-style-type: none"> Ensure adequate server capacity for all traveler information. 	
3) Incident Management	<ul style="list-style-type: none"> Implement legislation changes that support effective incident response. 	
4) Emergency Management	No needs identified.	
5) Transit	No needs identified.	
6) Freight	No needs identified.	
7) Maintenance & Construction	<ul style="list-style-type: none"> Track and monitor transportation system assets to manage replacement parts and routine maintenance. 	
	<ul style="list-style-type: none"> Monitor and track locations and maintenance schedules of work vehicles. 	
8) Travel Demand Management	<ul style="list-style-type: none"> Maintain HOV lanes and other rideshare infrastructure. 	
9) Access Management	No needs identified.	
10) Electronic Payment	<ul style="list-style-type: none"> Maintain HOT lanes and other pricing infrastructure. 	
11) Information Management	<ul style="list-style-type: none"> Provide the ability for field equipment to automatically import and store data to a warehouse. 	
	<ul style="list-style-type: none"> Automatically identify field data collection devices that malfunction. 	



Near-term (1 – 5 years)



Mid-term (6 – 10 years)



Future plan update

Regional Transportation System Management and Operations Refinement Plan

Transportation System Management & Operations (TSMO) Policy Work Group Roster

Work Group Member		Affiliation
Tom	Clemo	Tualatin Valley Fire and Rescue
Marie	Dodds	AAA
Patty	Fink	Coalition for a Livable Future
Bob	Hart	SW RTC
Eric	Hesse	TriMet
Karla	Keller	ODOT – Region 1
Bill	Kloos	City of Portland - Operations
Tom	Kloster	Metro - Chair
Jay	McCoy	City of Gresham
Jane	McFarland	Multnomah County
Galen	McGill	ODOT - Salem
Margaret	Middleton	City of Beaverton
Louis	Ornelas	TPAC Citizen Member
Wilda	Parks	North Clackamas Chamber of Commerce
Pam	Peck	Metro
Nathaniel	Price	FHWA
John	Reinhold	TPAC Citizen Member
Bob	Russell	Oregon Trucking Association
Paul	Smith	City of Portland - Planning
Tom	Tushner	Washington County
Ron	Weinman	Clackamas County
Technical Team		
Deena	Platman	Metro – Project Manager
Josh	Naramore	Metro – Associate Planner
Jim	Peters	DKS Associates – Consultant/Manager

Timeline of Major Tasks

Month		Major Tasks												
Sept 08	Task 1: Public Participation & Technical Coordination	Task 2: Regional TSMO Vision	Task 3: TSMO Toolbox											
Oct 08		Policy WG #1		Task 4: TSMO Needs Assessment										
Nov 08														
Dec 08				Task 5: Finance										
Jan 09										Policy WG #2	Task 6: TSMO Action Plan			
Feb 09														
Mar 09														
Apr 09								Task 9: TSMO Refinement Plan						
May 09						Policy WG #4			Task 8: ITS Arch. Update	(If needed) Policy WG #5				
Jun 09								Task 7: RTP Products						
Jul 09										Policy WG #6				
Aug 09														



Date: February 2, 2009
To: Interested Parties
From: Ted Leybold, MTIP Manager
Andy Shaw, Infrastructure Finance Manager
Re: Federal Economic Stimulus – Process

Following is the proposed process for nominating and selecting local transportation projects for a potential federal economic stimulus funding program within the Metro area. Many agencies have already begun prioritizing projects in preparation for this program. Guidelines for the types of projects that are likely to be able to meet the obligation deadline can be found at:

www.oregon.gov/ODOT/HWY/LGS/stimulus_prospectus.shtml

Local Agency Process and Responsibilities

Local agencies interested in accessing funds from the transportation element of the federal economic stimulus program need to participate with their local County Coordinating committees (the City of Portland will submit its own request). The coordinating committees will schedule meetings needed to submit a list of projects to Metro and ODOT by **February 13th**. Contact persons for each coordinating committee are attached to this memo.

Each coordinating committee will submit a list of projects with a funding request at or near the total and Phase I eligible target amounts listed in Attachment A. As the total funding available is not yet determined and as not all proposed projects may be able to obligate within the federal deadlines, the total project cost target for each sub-region is currently set at 150% of the funds made available in the House version of the bill under a population based sub-allocation.

Phase I eligible projects should identify their priority status within each sub-region. Phase I projects must be able to obligate funds within 120 days of the submittal date. ODOT and Metro staff will review projects identified as Phase I eligible and issue a report on whether they concur with the assessment that the project is likely to obligate funds within 120 days. **Depending on the final bill, this time frame may be adjusted.**

As participants of the JPACT process, local agencies should work to inform their JPACT members of the process as proposed and to help its members prepare to provide guidance to technical staff at the February 12th meeting. JPACT will be asked to consider and approve an allocation process. The process is proposed as a two-step process, consistent with the deadlines for obligation of funds as defined in the federal bill. The first phase allocation would approve the priority Phase I projects from each sub-region up to approximately 60% of funds estimated to be available, subject to air quality conformity approval. This step is proposed for the March 5th JPACT meeting.

The Phase I list would be analyzed relative to the types of projects that should be able to obligate funding within the deadlines of the program. Projects that remain on the sub-regional

lists will then be made available to JPACT and direction sought on how to work with the sub-regional coordinating committees to develop the Phase II project list.

Local agencies should continue to prepare their agencies to begin project implementation immediately after the bill becomes law (expected Mid February). Please read the Project Development Process and Timeline Estimate to Obligate Projects summaries below to understand what local agencies will need to do to successfully obligate a federal aid transportation project.

Metro Responsibilities

Metro will lead the technical processes of an air quality analysis, consultation and conformity findings and an amendment of the projects in the Metropolitan and State Transportation Improvement Program. Metro will require adequate project descriptions, particularly of any project elements that effect motor vehicle capacity, to shepherd the projects through these regulatory processes.

ODOT Responsibilities

ODOT is the administrative agency for all Federal Highway Administration (FHWA) projects in Oregon. The Region 1 Local Area Liaisons and the Local Program Office at Headquarters work to shepherd projects through state and federal regulatory process to qualify the project to be eligible for federal reimbursement of project expenses. ODOT will provide support to local agencies on a project contract (IGA), project prospectus, environmental compliance, consultant selection, Project Specifications & Estimates (PS&E) development, project obligation, and bidding and award of contracts.

Project Nomination Instructions

All projects must have the following completed by February 13:

- Prospectus submitted to ODOT or Metro
- Project information included in County Coordinating Committee project list

Prospectus forms are available at ODOT's website:

http://www.oregon.gov/ODOT/HWY/LGS/stimulus_prospectus.shtml.

Prospectuses should either be submitted to Metro (anthony.butzek@oregonmetro.gov) or ODOT's website. Metro should be copied on any submittals to ODOT subsequent to this memo. Hard copies will also be accepted by Metro if received by February 13. Additional project information may be submitted but is not required.

All jurisdictions requesting projects must participate in their coordinating committee for inclusion in the project list (committee contacts are at the end of the memo). Coordinating committee project lists are due to Metro (anthony.butzek@oregonmetro.gov) by February 13. Given the uncertain nature of funding levels in the federal legislation (e.g. federal stimulus funding levels may increase or decrease), we are **requesting that each committee prioritize their Phase I project lists**.

ODOT and Metro staff will review all projects for the ability to obligate in the necessary Phase I and II timeframes. We will coordinate with committee contacts in cases where projects are not likely to obligate in the necessary timeframe as reported by the applicant.

Project Development Process

Project development procedures will be expedited as much as possible but still need to address the same regulations as current practices. If your agency intends to seek stimulus funding you need to be aware of the following requirements and commitments:

1. This is a reimbursement – not a grant – program. If you intend to be reimbursed for your work you must follow the usual ODOT process to acquire an IGA; bring aboard a consultant; to obligate funds with FHWA before incurring costs. Any work prior to this will be non-reimbursable. If you choose to hire consultants or perform the work on your own your agency will be responsible for direct payment to contractors and vendors and will not be able to submit requests for reimbursement expenses related to the project.
2. If your Agency proceeds with design and R/W at your own expense, you will need to work with ODOT to certify that all work meets all applicable federal requirements in design, environmental compliance, and right-of-way processes to be eligible to use federal funds for construction.
3. Your agency will need to provide cost-estimates for total project costs and **be able to demonstrate local funds committed to the project to fully fund the project beyond the allocated federal revenues** prior to being eligible for funding.
4. Your agency will need to dedicate appropriate staff to manage the project, including management of consultant support, from application of funds through completion of the project. Staff expenses prior to execution of an intergovernmental contract and a formal notice to proceed with work are not eligible for federal reimbursement. Having staff with prior experience in managing federal-aid transportation projects is highly advisable given the short time frame for obligation of funds.

Timeline Estimate to Obligate Projects

Within an assumed 150-day window, the following tasks need to be completed in the approximate timelines identified. Some tasks can be concurrent, however some have to be completed before starting the next steps.

IGA: 1 +/- month

A draft IGA shell for the stimulus funds is being prepared. It is assumed that the Local Agency will sign the Standard Form without request for changes. Change requests require unavailable resources and delay implementation.

Prospectus 1 +/- month

Can be completed concurrent to IGA

Part One & Two already provided. If project fits under the Programmatic Categorical Exclusion a Part 3 will be needed but a CE Minimums Close-Out will not and the Part 3 should be very simple to fill out and should not take long.

If the project does not qualify for the Programmatic CE a Part 3 and the subsequent check list needs to be provided. IF the project is to meet the 150 day timeframe most if not all of the environmental items should be complete or near complete to be able to bid the project within the 150 days. Therefore, filling out the Part 3 will not take very long. Perhaps a week at the most. The Part 3 is an attachment to the CE Minimums Close-out form which documents the results of all environmental work identified as needed on the Part 3.

CE Minimums paperwork 1 +/- month

Prospectus Part 3 has to be completed and attached to the CE minimums paperwork. CE minimums is sent to FHWA and needs to be returned signed before project's PS & E package is sent to Salem for bidding.

Assumption: If all NEPA work has followed FHWA requirements Agency staff should be able to easily document project impacts to meet CE minimums and fill out the paperwork.

Develop PS&E 1-3 months

Design must be far enough along to be able to be completed per the usual requirements of ODOT and submitted in the usual way a normal PS & E package is submitted eight weeks before the bid date. It will require all certifications, plans, specs, cost estimate, OJT; DBE/MWESB, etc., etc. There may be an exception on a case-by-case basis to allow the submittal to ODOT Region 1 be slightly less than the usual eight weeks, however, that will be an exception and not the rule.

County Coordinating Committee contact information

City of Portland:

Paul Smith

503-823-7736

paul.smith@pdxtrans.org

East Multnomah County and Cities:

Jane McFarland

503-988-5050 x29620

Jane.McFarland@co.multnomah.or.us

Clackamas County and Cities:

Ron Weinman

503-742-4533

ronw@co.clackamas.or.us

Washington County and Cities:

Blair Crumpacker

503-846-3878

blair_crumpacker@co.washington.or.us

Attachment A

Population Estimates for Oregon's Cities and Towns

Incorporated City/Town	Estimate July 1, 2008	Percent of Metro Population	Local Transportation Economic Stimulus Funding as a percentage of population	150% of Funding Target for Total Project costs	60% of Funding Target for Phase I Project costs
City of Portland	575,930	38.66%	\$12,758,065	\$19,137,098	\$7,654,839
Clackamas County and Cities	262,400	17.61%	\$5,812,714	\$8,719,071	\$3,487,628
East Multnomah County and Cities	131,951	8.86%	\$2,922,993	\$4,384,490	\$1,753,796
Washington County and Cities	519,419	34.87%	\$11,506,227	\$17,259,341	\$6,903,736
Metro Region Total	1,489,700	100.00%	\$33,000,000	\$49,500,000	\$19,800,000



Potential State Highway System Projects for a Federal Economic Stimulus Package

January 2009

Using dollars allocated by the Oregon Transportation Commission, the Oregon Department of Transportation looked across projects previously recommended by Area Commissions and ODOT's management systems to identify projects that could be in construction in summer 2009. Most of these projects will be completed during the 2009 construction season (ending in November 2009). A few may extend beyond this year, but work on the project would occur this summer, generating immediate living wage jobs for Oregonians.

Based on economic stimulus discussions in late 2008, ODOT assumed, for this list, that funding for transit would flow directly to transit agencies. As ODOT does not operate transit districts, highway projects make up ODOT's stimulus list.

Most of ODOT's work focused on determining if projects were ready for construction this summer. There was some effort to include different project types in order to create jobs for a wide range of workers. The short time in which to do this meant ODOT didn't gather public input on this particular list, but no projects should come as a surprise as they come from ACT discussions, where much public involvement has already occurred, or from management systems, which identify projects needing attention due to their importance in moving people and goods safely and efficiently throughout Oregon. We look forward to discussing this list as we learn more about an economic stimulus package.

-- The Oregon Department of Transportation

Project Name	Description	Type	County	Total Cost	Stimulus Portion*	Region
I-205 Bicycle Path Improvements & Illumination	Improves and illuminates bicycle path north of Clackamas Town Center to Woodstock/92nd	Bicycle/pedestrian	Multnomah	\$2,000,000	\$2,000,000	1
I-205 Pedestrian Path at Woodstock/Flavel	Improves pedestrian and bicycle safety at I-205 crossing	Bicycle/pedestrian	Multnomah	\$500,000	\$500,000	1
Roseburg - Winston Multi-Use Path	Extends existing project to build multi-use path between Roseburg and Winston	Bicycle/pedestrian	Douglas	\$2,000,000	\$500,000	3

Project Name	Description	Type	County	Total Cost	Stimulus Portion*	Region
US 197: Burnham Ave. - 3rd Street (Maupin)	Builds new curbs, sidewalks, pedestrian features and streetscaping in Maupin; includes a new storm drainage system and reconstruction of the roadway	Bicycle/pedestrian/Preservation	Wasco	\$3,700,000	\$800,000	4
				Total Bike/Ped Stimulus	\$3,800,000	
US30: Lewis and Clark Bridge (Longview)	Preserves US 30 bridge across Columbia River between Longview and Rainier by painting	Bridge	Columbia	\$50,000,000	\$25,000,000	1
OR 22 over OR 221, Salem	Allows for non-structural deck overlay	Bridge	Polk	\$1,500,000	\$1,500,000	2
Dewey St. UPRR Underpass (Baker City)	Reconstructs Union Pacific Railroad underpass in Baker City	Bridge	Baker	\$1,254,000	\$1,254,000	5
				Total Bridge Stimulus	\$27,754,000	
Culvert Replacement-Old Hwy 99, MP 9.9	Replaces a culvert on Old Highway 99	Culvert	Jackson	\$750,000	\$750,000	3
				Total Culvert Stimulus	\$750,000	
I-5 Preservation: Tualatin River to Willamette River, Wilsonville Auxiliary Lane	Adds auxiliary lane on I-5 from Boones Bridge to Wilsonville Road interchange to improve merging and operations on I-5 North to Charbonneau	Modernization	Clackamas	\$5,000,000	\$5,000,000	1
Pioneer Mtn. - Eddyville West End Curves	Adds re-alignment in original design	Modernization	Lincoln	\$9,000,000	\$9,000,000	2

Project Name	Description	Type	County	Total Cost	Stimulus Portion*	Region
US97 Lava Butte to S Century Dr, Unit 2	Adds lanes on US 97 south of Bend and builds an under-crossing at Crawford Road (Lava Lands Visitor Center) and a parallel access road from Lava River Caves to Lava Lands Visitor Center to improve safety	Modernization	Deschutes	\$15,500,000	\$15,000,000	4
US 97 Sand Creek Passing Lanes	Builds 2 mile passing lane between MP 230 - 235 on US 97 to address safety and add capacity	Modernization	Klamath	\$8,000,000	\$8,000,000	4
D St. Baker City	Keeps project whole (restores cuts)	Modernization	Baker	\$2,432,742	\$850,742	5
			Total Modernization Stimulus		\$37,850,742	
I-405 Preservation	Adds ramp paving, sign upgrades and illumination to I-405 project to improve safety	Operations	Multnomah	\$3,700,000	\$3,700,000	1
			Total Operations Stimulus		\$3,700,000	
US30: Yeon Street Preservation	Upgrades substandard signs, outdated conduit, and damaged signal poles	Preservation	Multnomah	\$200,000	\$200,000	1
OR99E: MLK/Grand project	Paves streets used as detour route	Preservation	Multnomah	\$1,250,000	\$1,250,000	1
US26: Wildwood - Wemme	Adds grind and inlay for right turn lane	Preservation	Clackamas	\$225,000	\$225,000	1
OR99E: Dunes - 10th project	Adds pavement preservation	Preservation	Clackamas	\$150,000	\$150,000	1

Project Name	Description	Type	County	Total Cost	Stimulus Portion*	Region
Hwy 213 Preservation Redland Road to I-205	Completes pavement preservation for this section of Hwy 213	Preservation	Clackamas	\$2,500,000	\$2,500,000	1
OR 8: Adair Street 19th to 14th Street (Cornelius)	Adds grind and inlay	Preservation	Washington	\$1,800,000	\$1,800,000	1
OR22: OR18-99W and OR51-Willamette River Bridge	Meets portion of needs for paving on highways in Willamette Valley and Oregon Coast	Preservation	Polk	\$16,200,000	\$16,200,000	2
US101: 12th St (Tillamook) - Farmer Creek Road	Extends existing pavement project in Tillamook County to an additional section of highway and adds durable pavement striping	Preservation	Tillamook	\$12,000,000	\$7,000,000	2
US 101 Bethel - Willow Creek	Adds pavement preservation on US 101	Preservation	Coos	\$2,200,000	\$2,200,000	3
US 101 Reedsport - Winchester Bay Paving	Allows current pavement preservation project to be extended	Preservation	Douglas	\$4,900,000	\$1,900,000	3
I-5 Myrtle Creek - Canyonville	Allows current pavement preservation project to be extended	Preservation	Douglas	\$13,600,000	\$2,800,000	3
OR 38 Dean Creek - Scottsburg	Adds pavement preservation on OR 38	Preservation	Douglas	\$3,100,000	\$3,100,000	3
OR 38 Rock Creek - I-5 Paving	Adds pavement preservation on OR 38	Preservation	Douglas	\$2,700,000	\$2,700,000	3
I-5 Azalea - Glendale NB	Paves I-5 northbound between Azalea and Glendale; would be added to existing contract	Preservation	Douglas	\$5,500,000	\$5,500,000	3

Project Name	Description	Type	County	Total Cost	Stimulus Portion*	Region
OR 138/US 199 Chipseal	Adds pavement preservation project on OR 138 (MP4-18) and US 199 (MP 30-41)	Preservation	Douglas	\$3,000,000	\$3,000,000	3
US 101 Willow Creek - Crystal Creek	Adds pavement preservation on US 101	Preservation	Curry	\$1,100,000	\$1,100,000	3
US 101 Smith River Bridge to Lane County Line	Adds work to US 101 Reedsport to Winchester Bay pavement preservation project	Preservation	Douglas	\$4,800,000	\$4,800,000	3
OR 62 Poplar - Avenue H	Adds pavement preservation on OR 62 in Medford - White City	Preservation	Jackson	\$5,500,000	\$5,500,000	3
I-5 Grind/Inlay: MP 11-18 SB, 18-14 NB	Grinds and paves 11 miles on Interstate 5	Preservation	Jackson	\$2,700,000	\$2,700,000	3
OR 99/238 Paving (Grants Pass)	Allows current pavement preservation project to be extended	Preservation	Josephine	\$5,200,000	\$1,500,000	3
US 197: The Dalles - Eight Mile Creek	Extends current pavement project south in area of poor rated pavement	Preservation	Wasco	\$4,100,000	\$4,100,000	4
US 20 Bulger Creek - Hines	Allows pavement preservation project	Preservation	Harney	\$8,085,000	\$5,500,000	5
OR 201 MP X0.29 - MP 20.00, Weiser Spur and Payette Spur	Allows pavement preservation project	Preservation	Malheur	\$8,000,000	\$8,000,000	5
OR 74 Willow Cr. Br.-Morrow Co Fairgrounds (Heppner)	Rebuilds roadway, adds bike and pedestrian facilities	Preservation	Morrow	\$3,140,000	\$1,018,000	5
Total Preservation Stimulus				\$84,743,000		

Project Name	Description	Type	County	Total Cost	Stimulus Portion*	Region
I-84: Sandy River - The Dalles Fencing projects	Fills funding gap to complete fencing project	Safety	Hood River	\$700,000	\$700,000	1
US26: N. Plains - 185th Ave: Cable Barrier and Intersection paving	Adds pavement preservation, cable barriers and intersection paving to project	Safety	Washington	\$2,900,000	\$2,900,000	1
I-5: Tongue and Groove Barrier Replacement	Replaces concrete safety barrier on Interstate 5 to ensure safety	Safety	Marion	\$8,000,000	\$8,000,000	2
Region 2 Attenuator Replacements	Replace attenuators (crash absorbing features) throughout Willamette Valley/Oregon Coast to ensure safety	Safety	Various	\$3,500,000	\$3,500,000	2
Region 2 Guardrail Improvements	Replaces guardrails on several highways in Willamette Valley/Oregon Coast to ensure safety	Safety	Various	\$3,000,000	\$3,000,000	2
Region 3 (Southern Oregon) Striping	Stripes several highways throughout southern Oregon to ensure safety	Safety	Multiple	\$2,000,000	\$2,000,000	3
I-84 Cabbage Hill: Rockfall Screening	Builds rockfall screen	Safety	Umatilla	\$400,000	\$400,000	5
Milton Freewater SCL - Court/Dorion Pendleton	Paves and reconstructs intersection	Safety	Umatilla	\$6,033,000	\$500,000	5
			Total Safety Stimulus		\$21,000,000	
		TOTAL STIMULUS SPENDING			\$179,597,742	

Materials following this page were distributed at the meeting.

www.oregonmetro.gov



METRO
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FY 09-10 *work plan* REGIONAL TRAVEL OPTIONS Feb. 12, 2009 | JPACT

RTO FY 09-10 work plan Partners



Gresham Regional
Center TMA



Troutdale Area TMA



METRO
PEOPLE PLACES
OPEN SPACES

RTO FY 09-10 work plan

Collaborative marketing

Goal: Increase awareness and use of travel options

Key strategy: Drive Less/Save More campaign

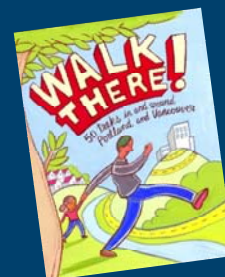
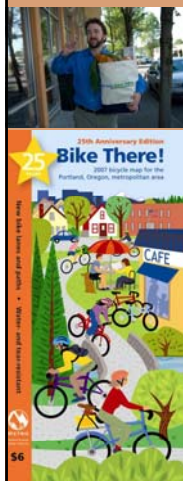


RTO FY 09-10 work plan

Collaborative marketing

Key strategy: Promote active transportation modes

- Disseminate safety messages
- Promote use of bikeways and trails
- Market and update Bike There! map and Walk There! guidebook





RTO FY 09-10 work plan Commuter services

Goal: Support employers and commuters to increase the use of travel options for commute trips

“RTO employer and commuter programs are expected to reduce approximately 61,000,000 vehicle miles of travel per year.”



Transportation fair at Freightliner



RTO FY 09-10 work plan Commuter services

Key strategies:

- Leverage transit investments by promoting new services to employers and commuters
- Provide rideshare services to employers
- Enhance partner coordination and reach more employers
- Link all programs and services to Drive Less brand

RTO FY 09-10 work plan

Traveler information

Goal: Provide information and services to increase use of travel options

Key strategy: Update ride-matching system

- Consider joining new Washington system
- Link people to vanpools and carpools
- Provide one-time matching for events and recreation
- Provide Web 2.0 tools and link to mobile devices



RTO FY 09-10 work plan

Downtowns and centers


Goal: Promote and provide services that support increased use of travel options in local downtowns and centers

Key strategy: Public-private partnerships

- Support six areas TMA's with grants and technical assistance
- Budget includes funds for South Waterfront TMA start-up pending completion of feasibility study









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RTO FY 09-10 work plan
Funding sub-allocations


Adoption of resolution triggers MTIP amendment

- Provides \$385,220 to TriMet Employer Program
- Provides \$62,315 to Wilsonville SMART Employer and Community Outreach Program



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RTO Grants
Individualized marketing



- Identify people who want to change their travel habits
- Leverage new transportation system investments
- 8% to 12% reductions in drive alone trips expected

RTO Grants

Individualized marketing

Projects

- City of Portland, N/NW SmartTrips, \$200,000
- City of Gresham, Civic Drive MAX Station, \$100,000
- City of Portland, Green Line SmartTrips, \$300,000
- Wilsonville SMART, Wilsonville Residential Areas, \$228,480
- City of Portland, Street Car Loop SmartTrips, \$171,520



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RTO Grants

Travel options

Regional projects

- TriMet, Multi-Modal Trip Planner, \$68,930
- BTA, Bike Commute Challenge, \$25,000
- WTA, Carefree Commuter Challenge, \$38,000
- TriMet, Bike Parking at Beaverton Transit Center, \$50,000



METRO
PEOPLE PLACES
OPEN SPACES

RTO Grants

Travel options

Local projects

- Lloyd TMA, Lloyd Links, \$41,445
- City of Portland, Sunday Parkways, \$30,000
- City of Tigard, Bike Map, \$20,000
- WTA, Bike Racks for Commuters, \$15,000
- Wilsonville SMART, Bike/Ped Coordinator, \$80,000



METRO
PEOPLE PLACES
OPEN SPACES

RTO Grants

Travel options

Local projects, continued

- City of Gresham, Wayfinding, \$50,000
- Community Cycling Center, Diverse Cultures Cycling Needs Assessment and Pilot Project, \$78,625
- Swan Island TMA, TNT (Trip Not Taken), \$28,000



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Learn more about the Regional Travel Options Program



METRO
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www.oregonmetro.gov/traveloptions

Pam Peck, Regional Travel Options

Pam.Peck@oregonmetro.gov



Metro | Memo

Date: February 6, 2009
To: JPACT and interested parties
From: Kim Ellis, RTP Project Manager
Re: 2035 Regional Transportation Plan (RTP) Update – Process Next Steps

Purpose

In late-2009, a number of coordinated growth management decisions will be made through the *Making the Greatest Place* initiative (see Attachment 1). This includes designation of urban and rural reserves, adoption of the urban growth report and approval of the 2035 Regional Transportation Plan (RTP) that will establish the region's transportation investment priorities. The purpose of this memo is to describe the overall schedule for completing the 2035 RTP update in the context of this coordinated decision-making process.

Background

The Regional Transportation Plan (RTP) is a long-range blueprint for the transportation system serving the Portland metropolitan region, and is developed to meet federal and state planning requirements. The primary mission of the RTP is to implement the Region 2040 Growth Concept vision for land use, transportation, the economy and the environment. Under state law, local plans are required to be consistent with the RTP.

In December 2007, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council adopted a revised policy framework and the federal component of the 2035 RTP. The U.S. Department of Transportation approved the RTP conformity determination and related documentation in February 2008, formally concluding the federal component of the 2035 RTP update.

In May 2008, the Land Conservation and Development Commission (LCDC) approved the work program for completing the state component of the RTP and agreed to accept the RTP update in the manner of periodic review. The work program and timeline calls for completing the current update by the end of 2009.

Between May and December 2008, staff completed the following activities:

- Development of outcomes-based evaluation framework and performance measures (region-wide, mobility corridors and community-building) to use for system evaluation.
- Refinement of regional bicycle policies to address public comments received during the federal component.
- Refinement of RTP mobility corridor concept and supporting research to develop an atlas of the region's mobility corridors.
- Development and evaluation of alternative land use and transportation scenarios to evaluate RTP policies and frame land use and transportation choices for JPACT and MPAC discussion.

In January 2009, as a summary of the fall 2008 JPACT and MPAC discussions, JPACT and MPAC provided additional land use and transportation policy direction for the *Making the Greatest Place* tracks, including the RTP.

Work in 2009 will focus on further refining the choices introduced broadly through the scenarios by documenting regional transportation needs and potential funding strategies to address those needs. In addition, work will continue on identifying local aspirations and developing the high-capacity transit system plan, the regional freight and goods movement plan and a plan that aims to maximize the management and operation of the existing transportation system. The results will be used to identify investment priorities and a long-term strategy to fund priority investments that support the 2040 Growth Concept and meet other goals of the RTP.

RTP Process Next Steps

In order to meet the RTP timeline, staff will bring individual RTP elements forward for JPACT and Metro Council discussion and input over the next several months. Upcoming discussions to finalize the state component of the 2035 RTP, include:

Feb. '09	JPACT and Metro Council discuss Transportation System Management and Operations (TSMO) plan strategies and priorities
March '09	JPACT and Metro Council discuss Regional Freight plan strategies and priorities, and Local Aspirations/Community Building Needs
April '09	JPACT and Metro Council discuss High Capacity Transit (HCT) plan strategies and priorities, and Regional Mobility Corridors Needs
Late-April/May '09	JPACT retreat to discuss RTP funding options and priorities
May-June '09	JPACT and Metro Council discuss RTP funding options
July-Aug. '09	JPACT and Metro Council discuss outstanding policy choices
Sept. 1, '09	Release consolidated draft 2035 RTP document for 30-day public comment period as part of a coordinated package with the other growth management and urban reserve elements of the <i>Making the Greatest Place</i> initiative
Nov. '09	JPACT and Metro Council consideration of Resolution to approve 2035 RTP, pending conformity analysis and development of regional, state and federal findings
Dec. '09-March '10	Metro staff conduct final conformity analysis and prepare functional plan amendments and regional, state and federal findings
April '10	Release final 2035 RTP document for 45-day public comment period
June '10	MPAC, JPACT and Metro Council consideration of Ordinance to adopt final 2035 RTP
Summer-Fall '10	Federal and state consultation; local Transportation System Plan (TSP) implementation begins

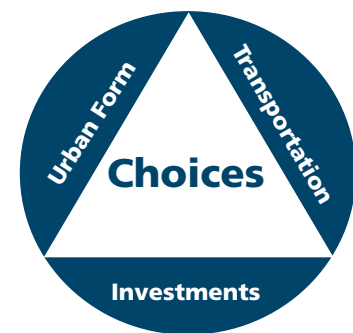
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- **Attachment 1:** 2009-11 Regional roadmap (*dated 2/04/09*)

2009-11 Regional roadmap



Metro | *Making the greatest place*



Policy products

	Refine choices					Make choices						Implement choices	
	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	2010	2011
Urban Growth Report													
1. Metro staff releases 20- and 50-year Regional Range Forecast													
2. Metro staff releases 20-year preliminary Urban Growth Report. Residential data and analysis will be published in March followed by employment data and analysis in April..													
3. The Metropolitan Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT) reviews local aspirations, Urban and Rural Reserves options, draft Regional Forecast and preliminary Urban Growth Report.													
4. RESOLUTION Release public review draft for Metro Council acceptance of the Regional Range Forecast and Urban Growth Boundary capacity conclusion													
Urban and Rural Reserves designation													
5. Reserves Steering Committee recommends preliminary Urban and Rural Reserves to Core-4. Core-4 recommends to Metro Council.													
6. ORDINANCE Release public review draft for Metro Council consideration of Urban Reserves and RESOLUTION to authorize intergovernmental agreements to designate Urban and Rural Reserves. MPAC and JPACT recommend.													
7. Clackamas, Multnomah and Washington counties approve designation of Rural Reserves.													
Local and regional growth management commitments													
8. DRAFT ORDINANCE Release public review draft for Metro Council consideration of Regional Framework Plan amendments and Urban Growth Management Functional Plan amendments for consideration of adoption in 2010.													
9. ORDINANCE Metro Council considers Urban Growth Boundary Capacity adjustments and final Regional Framework Plan and Functional Plan Ordinance. MPAC and JPACT recommend.													
Regional Transportation Plan													
10. RESOLUTION Release public review draft of the Regional Transportation Plan pending air quality conformity and findings for Metro Council and JPACT consideration. MPAC recommends.													
11. ORDINANCE Metro Council and JPACT adopt Regional Transportation Plan full findings, codification and conformity. MPAC recommends. Local plan updates in 2011.													
Infrastructure Financing													
12. Develop federal, state, regional and local funding mechanisms to implement growth management and transportation strategies. Assist local governments in developing funding mechanisms such as SDCs and urban renewal in centers and corridors.													

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Regional Transportation System Management and Operations Refinement Plan

Integrating System Management into the 2035 Regional Transportation Plan



Deena Platman, Project Manager
Feb. 12, 2009 | JPACT

Regional TSMO Plan

What's TSMO ?

Transportation System Management and Operations

Integrated approach to optimize the performance of existing and planned infrastructure through the implementation of multimodal, and often cross-jurisdictional systems, service and projects.



Vision for TSMO

The Portland metropolitan region will collaboratively and proactively manage its multimodal transportation system to ensure safe, reliable, efficient, and equitable mobility for people and goods. The region will strive to be a nationally recognized leader for innovative management and operations of its system.



3

TSMO goals

Goals guide where we invest

- **Goal 1 – Reliability**
Provide reliable travel times for people and goods movement.
- **Goal 2 – Safety**
Enhance transportation safety and security for all modes.
- **Goal 3 – Quality of Life**
Enhance the environment and quality of life by supporting state and regional greenhouse gas and air quality goals.
- **Goal 4 – Traveler Information**
Provide comprehensive multimodal traveler information to people and businesses.



TSMO principles

Principles guide how we do business

- **Principle 1 – Regional Partnerships**
Enhance regional partnerships that support collaborative investment and implementation of management and operations strategies that benefit the region
- **Principle 2 – System Performance**
Monitor transportation system performance and evaluate system management strategies to aid equitable policy and sustainable investment decisions.
- **Principle 3 – Investment in On-going Operations**
Provide on-going maintenance and operations to support the transportation network.



Understanding TSMO needs in the Portland metro region

Needs were identified through...

- Stakeholder interviews
- Local Intelligent Transportation System plans
- Regional ITS architecture
- Regional Travel Options strategic plan



Summarizing needs

- Investing in a 21st century, multimodal traffic control system
- Enhancing traveler information
- Expanding incident management activities
- Supporting regional travel options/demand management
- Capturing data for operations and performance



Discussion questions

- Do the vision and goals reflect the direction the region should be heading with regard to TSMO?
- To what extent should the RTP emphasize TSMO in the system investment strategy?
- What should be considered when prioritizing TSMO solutions?





Oregon

Theodore R. Kulongoski, Governor

Department of Transportation
Office of the Director
Rm 135
355 Capitol St. NE
Salem, Oregon 97301-3871

DATE: February 3, 2009

TO: Oregon Transportation Commission

FILE CODE:

FROM: Matthew L. Garrett
Director

SUBJECT: **Agenda C** - Receive public comments and approve list of Potential State Highway System Projects for a Federal Economic Stimulus Package

Requested Action:

Approve a Statewide Transportation Improvement Program (STIP) amendment to a list of State Highway System Projects to be funded by the federal economic stimulus package.

Background:

The federal government has approved an economic stimulus package that includes significant one-time transportation funding aimed at providing jobs as soon as possible. Funded projects need to be added into the STIP.

In order to be in position to use the stimulus funds, the Oregon Department of Transportation (ODOT) developed a list of potential state highway system projects that could be funded by the federal stimulus package. In developing this list, the department looked across the state at projects that the Area Commissions on Transportation and ODOT's management systems previously recommended. Most of these projects can be completed during the 2009 construction season, generating immediate living-wage jobs for Oregonians, with a few projects to be completed in 2010.

The commission released the list of projects for public comments at its January 21, 2009, meeting. The attached list includes technical correctives that better describe the work and slightly adjusted project estimates based on the latest information.

Copies (w/attachments) to:

Doug Tindall	Joan Plank	Patrick Cooney	Lorna Youngs
Travis Brouwer	Jerri Bohard	Darel Capps	Region Managers
Bob Cortright, DLCD			

metro area: \$19.85 million
statewide \$190.9 million



Potential State Highway System Projects for an Economic Stimulus Package

January 2009

Using dollars allocated by the Oregon Transportation Commission, the Oregon Department of Transportation looked across projects previously recommended by Area Commissions and ODOT's management systems to identify projects that could be in construction in summer 2009. Most of these projects will be completed during the 2009 construction season (ending in November 2009). A few may extend beyond this year, but work on the project would occur this summer, generating immediate living wage jobs for Oregonians.

Based on economic stimulus discussions in late 2008, ODOT assumed, for this list, that funding for transit would flow directly to transit agencies. As ODOT does not operate transit districts, highway projects make up ODOT's stimulus list.

Most of ODOT's work focused on determining if projects were ready for construction this summer. There was some effort to include different project types in order to create jobs for a wide range of workers. The short time in which to do this meant ODOT didn't gather public input on this particular list, but no projects should come as a surprise as they come from ACT discussions, where much public involvement has already occurred, or from management systems, which identify projects needing attention due to their importance in moving people and goods safely and efficiently throughout Oregon. We look forward to discussing this list as we learn more about an economic stimulus package.

-- The Oregon Department of Transportation

Project Name	Description	Type	County	Total Cost	Stimulus Portion*	Region
I-205 Bicycle Path Improvements & Illumination	Improves and illuminates bicycle path north of Clackamas Town Center to Woodstock/92nd	Bicycle/pedestrian	Multnomah	\$2,000,000	\$2,000,000	1
I-205 Pedestrian Path at Woodstock/Flavel	Improves pedestrian and bicycle safety at I-205 crossing	Bicycle/pedestrian	Multnomah	\$500,000	\$500,000	1
Roseburg - Winston Multi-Use Path	Extends existing project to build multi-use path between Roseburg and Winston	Bicycle/pedestrian	Douglas	\$2,000,000	\$500,000	3

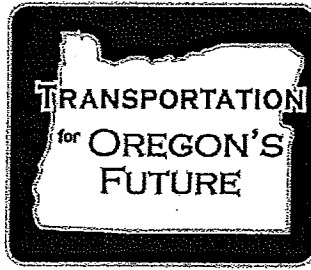
Project Name	Description	Type	County	Total Cost	Stimulus Portion*	Region
US 197: Burnham Ave. - 3rd Street (Maupin)	Builds new curbs, sidewalks, pedestrian features and streetscaping in Maupin; includes a new storm drainage system and reconstruction of the roadway	Bicycle/pedestrian/Preservation	Wasco	\$3,700,000	\$800,000	4
				Total Bike/Ped Stimulus	\$3,800,000	
US 30: Lewis and Clark Bridge (Longview)	Preserves US 30 bridge across Columbia River between Longview and Rainier by painting	Bridge	Columbia	\$50,000,000	\$25,000,000	1
OR 22 over OR 221, Salem	Allows for non-structural deck overlay	Bridge	Polk	\$1,500,000	\$1,500,000	2
Dewey St. UPRR Underpass (Baker City)	Reconstructs Union Pacific Railroad underpass in Baker City	Bridge	Baker	\$1,254,000	\$1,254,000	5
				Total Bridge Stimulus	\$27,754,000	
Culvert Replacement-Old Hwy 99, MP 9.9	Replaces a culvert on Old Highway 99	Culvert	Jackson	\$750,000	\$750,000	3
				Total Culvert Stimulus	\$750,000	
I-5 Preservation: Tualatin River to Willamette River, Wilsonville Auxiliary Lane	Adds auxillary lane on I-5 from Boones Bridge to Wilsonville Road interchange to improve merging and operations on I-5 North to Charbonneau	Modernization	Clackamas	\$5,000,000	\$5,000,000	1
Pioneer Mtn. - Eddyville west end curves and slide stabilization	Adds re-alignment in original design	Modernization	Lincoln	\$13,800,000	\$13,800,000	2

Project Name	Description	Type	County	Total Cost	Stimulus Portion*	Region
US 97 Lava Butte to S Century Dr, Unit 2	Adds lanes on US 97 south of Bend and builds an under-crossing at Crawford Road (Lava Lands Visitor Center) and a parallel access road from Lava River Caves to Lava Lands Visitor Center to improve safety	Modernization	Deschutes	\$15,500,000	\$15,000,000	4
US 97 Sand Creek passing lanes	Builds 2 mile passing lane between MP 230 - 235 on US 97 to address safety and add capacity	Modernization	Klamath	\$8,000,000	\$8,000,000	4
D St. Baker City - Birch Street improvements	Keeps project whole (restores cuts)	Modernization	Baker	\$2,432,742	\$850,742	5
			Total Modernization Stimulus		\$37,850,742	
I-405 preservation	Adds ramp paving, sign upgrades and illumination to I-405 project to improve safety	Operations	Multnomah	\$3,700,000	\$3,700,000	1
			Total Operations Stimulus		\$3,700,000	
US 30: Yeon Street preservation	Upgrades substandard signs, outdated conduit, and damaged signal poles	Preservation	Multnomah	\$200,000	\$200,000	1
OR 99E: MLK/Grand project	Paves streets used as detour route	Preservation	Multnomah	\$1,250,000	\$1,250,000	1
US 26: Wildwood - Wemme	Adds grind and inlay for right turn lane	Preservation	Clackamas	\$225,000	\$225,000	1
OR 99E: Dunes - 10th project	Adds pavement preservation	Preservation	Clackamas	\$150,000	\$150,000	1

Project Name	Description	Type	County	Total Cost	Stimulus Portion*	Region
Hwy 213 Preservation Redland Road to I-205	Completes pavement preservation for this section of Hwy 213	Preservation	Clackamas	\$2,500,000	\$2,500,000	1
OR 8: Adair Street 19th to 14th Street (Cornelius)	Adds grind and inlay	Preservation	Washington	\$1,800,000	\$1,800,000	1
OR 22: OR 18-99W and OR 51-Willamette River Bridge	Meets portion of needs for paving on highways in Willamette Valley and Oregon Coast	Preservation	Polk	\$16,200,000	\$16,200,000	2
US 101: 12th St (Tillamook) - Farmer Creek Road	Extends existing pavement project in Tillamook County to an additional section of highway and adds durable pavement striping	Preservation	Tillamook	\$12,000,000	\$7,000,000	2
US 101 Bethel - Willow Creek	Adds pavement preservation on US 101	Preservation	Coos	\$2,200,000	\$2,200,000	3
US 101 Reedsport - Winchester Bay paving	Allows current pavement preservation project to be extended	Preservation	Douglas	\$4,900,000	\$1,900,000	3
I-5 Myrtle Creek - Canyonville	Allows current pavement preservation project to be extended	Preservation	Douglas	\$13,600,000	\$2,800,000	3
OR 38 Dean Creek - Scottsburg	Adds pavement preservation on OR 38	Preservation	Douglas	\$3,100,000	\$3,100,000	3
OR 38 Rock Creek - I-5 paving and OR 138, MP 0-9	Adds pavement preservation on OR 38 and OR 138	Preservation	Douglas	\$5,500,000	\$5,500,000	3
I-5 Azalea - Glendale NB	Paves I-5 northbound between Azalea and Glendale; would be added to existing contract	Preservation	Douglas	\$5,500,000	\$5,500,000	3

Project Name	Description	Type	County	Total Cost	Stimulus Portion*	Region
OR 138/US 199 chipseal	Adds pavement preservation project on OR 138 (MP4-18) and US 199 (MP 30-41)	Preservation	Douglas	\$3,000,000	\$3,000,000	3
US 101 Willow Creek - Crystal Creek	Adds pavement preservation on US 101	Preservation	Curry	\$1,100,000	\$1,100,000	3
US 101 Smith River Bridge to Lane County Line	Adds work to US 101 Reedsport to Winchester Bay pavement preservation project	Preservation	Douglas	\$4,800,000	\$4,800,000	3
OR 62 Poplar - Avenue H and OR 140, MP 0-8	Adds pavement preservation on OR 62/OR 140 in Medford - White City	Preservation	Jackson	\$9,200,000	\$9,200,000	3
I-5 grind/inlay: MP 11-18 SB, 18-14 NB	Grinds and paves 11 miles on Interstate 5	Preservation	Jackson	\$2,700,000	\$2,700,000	3
OR 99/238 paving (Grants Pass)	Allows current pavement preservation project to be extended	Preservation	Josephine	\$5,200,000	\$1,500,000	3
US 197: The Dalles - Eight Mile Creek	Extends current pavement project south in area of poor rated pavement	Preservation	Wasco	\$4,100,000	\$4,100,000	4
US 20 Bulger Creek - Hines	Allows pavement preservation project	Preservation	Harney	\$8,085,000	\$5,500,000	5
OR 201 MP X0.29 - MP 20.00, Weiser Spur and Payette Spur	Allows pavement preservation project	Preservation	Malheur	\$8,000,000	\$8,000,000	5
OR 74 Willow Cr. Br.-Morrow Co Fairgrounds (Heppner)	Rebuilds roadway, adds bike and pedestrian facilities	Preservation	Morrow	\$3,140,000	\$1,018,000	5
Total Preservation Stimulus					\$84,743,000	

Project Name	Description	Type	County	Total Cost	Stimulus Portion*	Region
I-84: Sandy River - The Dalles fencing projects	Fills funding gap to complete fencing project	Safety	Hood River	\$700,000	\$700,000	1
US 26: N. Plains - 185th Ave: cable barrier and intersection paving	Adds pavement preservation, cable barriers and paving to project	Safety	Washington	\$2,900,000	\$2,900,000	1
I-5: Tongue and Groove barrier replacement, MP 244.4-249.4	Replaces concrete safety barrier on Interstate 5	Safety	Marion	\$8,000,000	\$8,000,000	2
Region 2 attenuator replacements on I-5 Eugene (4), US 20 Corvallis (2), OR 22 West Salem (3), OR 99E Salem Pkwy (2), OR 6 Tillamook (2), OR 99W McMinnville (2)	Replace attenuators (crash absorbing features) throughout Willamette Valley/Oregon Coast	Safety	Various	\$3,500,000	\$3,500,000	2
Region 2 guardrail improvements on OR 22 east of Salem (MP 15.1 - 50.2), OR 58 east of Eugene (MP 7.4-13.4), OR 126 Florence to Eugene (MP 1.7-51.8), OR 22 east of Salem (MP 15.1-50.2)	Replaces guardrails on several highways in Willamette Valley/Oregon Coast	Safety	Various	\$3,000,000	\$3,000,000	2
Region 3 striping in various locations on I-5 (MP 18.5-168.1	Replaces lane striping with durable markings on I-5 in several locations	Safety	Multiple	\$2,000,000	\$2,000,000	3
I-84 Cabbage Hill: Rockfall screening	Builds rockfall screen	Safety	Umatilla	\$400,000	\$400,000	5
Milton Freewater SCL - Court/Dorion Pendleton	Paves and reconstructs intersection	Safety	Umatilla	\$6,033,000	\$500,000	5
			Total Safety Stimulus		\$21,000,000	
		TOTAL STIMULUS SPENDING			\$190,897,742	



February 12, 2009

Governor Ted Kulongoski
900 Court Street NE
Salem, Oregon 97301

Dear Governor:

Oregon's transit, bikeway, and walkway systems are in dire need of funding. The federal economic recovery act, with its allocation of \$350 million in flexible federal transportation funding to Oregon, provides a unique opportunity for you to provide Oregon communities a vital transportation lifeline. We urge you to direct your Department of Transportation to allocate the maximum possible amount of this federal funding to the long list of cost-effective, job creating, and community serving bike, walking, and transit capital projects that are eligible for this money.

You have asked the 2009 Oregon Legislature to pass your Jobs and Transportation Act, which will pour \$1,000,000,000 a biennium into Oregon's Highway Trust Fund to repair, replace, widen, and build roads and bridges across the state. The new highway funding in this legislation addresses critical needs that Oregon faces. However, it only addresses roads and highway bridges. Under the State Constitution, Oregon's communities are locked out of the Highway Trust Fund when it comes to repairing or building facilities for transit and bicycle and pedestrian facilities.

Governor, please don't lock Oregon's communities out of the federal recovery funds as well. This one-time infusion of federal spending on transportation gives Oregon a chance to provide long-overdue balance in transportation spending. We urge you to follow the policy you are proposing in the Jobs and Transportation Act and "flex" these federal funds to projects that restore and expand Oregon's transit services and bikeways and walkways.

A key purpose of the infrastructure money in the President's recovery plan is to put Americans to work while building that infrastructure. Spending these dollars on trails, bike lanes, walkways, street crossings, and transit will do just that—and better, dollar for dollar, than building highways. A 2004 study by the Surface Transportation Policy Project found that investment in public transportation creates approximately 19% more jobs than new road or bridge projects. "Setting the Record Straight: Transit, Fixing Roads and Bridges Offer Greatest Job Gains"

It is important to ensure that Oregon can "obligate" at least half our \$350 million share of this federal stimulus within 120 days after the law takes effect, and the rest by early 2010. Again, there will be no problem doing that with spending on non-highway transportation. The Bicycle Transportation Alliance has compiled a list of \$55 million worth of bike infrastructure awaiting

funding, and ODOT itself has a \$20 million waiting list of "ready to go" bike projects. Similarly, Oregon's three largest transit agencies—Salem, Lane Transit District, and TriMet—have project lists for recovery funding that total \$412 million. TriMet alone has \$307 million in projects that can be "obligated" within 90 days!

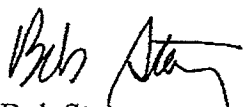
We're aware that the federal recovery bill requires the state to spend \$15.5 of its \$350 million on cycling facilities and other "transportation enhancements," and that the transit component of the bill provides an additional \$58 million to Oregon's larger transit providers and nearly \$12 million for smaller city and county transit systems. We're also aware that your transportation funding bill would provide \$7.5 million a year for bike facilities located within the road right of way, and up to \$44 million annually in federal flexible funding for transit, bikes and pedestrian facilities and other non-highway transportation needs. But these numbers are dwarfed by the needs of Oregon's cyclists, pedestrians, and transit riders—needs that can never be served by Oregon's locked-down, and soon to be massively expanded, Highway Trust Fund.

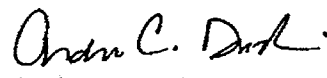
In addition, we understand the need to make decisions quickly, but urge you to ensure community involvement and to create public information systems for the public to track investments. As contracts are awarded, we also urge you to build local business capacity by creating opportunities for Disadvantaged Business Enterprises using TriMet's innovative program as a model.

Finally, we're also aware that your Transportation Commission and Department directly control only about \$260 million of the \$350 million in federal transportation recovery dollars coming to Oregon, and that the remaining roughly \$90 million is distributed by formula to the state's metropolitan areas and to smaller communities. That is why we urge you to encourage your regional and local partners—and particularly those in the Portland, Eugene, Salem, Medford, Corvallis and Bend urban areas—to also spend the maximum amount possible on transit, walking and cycling facilities.

Oregon has the opportunity to spend federal dollars to make our transportation system more equitable, more sustainable, more resilient to fuel price spikes, and more independent of foreign oil sources, while achieving the goals of rebuilding our economy and putting Oregonians back to work. Governor, please take the lead to make these dollars make a real difference for Oregon's future.

Sincerely,


Bob Stacey
Executive Director
1000 Friends of Oregon

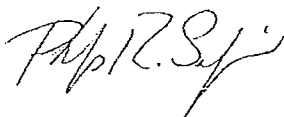

Andrea Durbin
Executive Director
Oregon Environmental Council



Jeremiah Bauman
Program Director
Environment Oregon



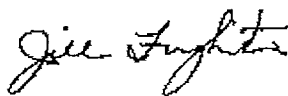
Scott Bricker
Executive Director
Bicycle Transportation Alliance



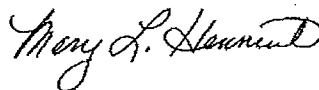
Philip R. Selinger
Board President
Willamette Pedestrian Coalition

/s/

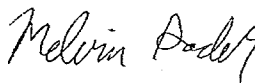
Roger Martin
Executive Director
Oregon Transit Association



Jill Fuglister
Co-Director
Coalition for a Livable Future



Mary Lou Hennrich
Executive Director
Community Health Partnership:



Mel Rader
Project Director
Upstream Public Health

cc via mail and e-mail:

Gail Achterman, Chair, Oregon Transportation Commission
Matt Garrett, Director, Oregon Department of Transportation
Rex Burkholder, Chair, Joint Policy Advisory Committee on Transportation
Dan Clem, Chair, Salem-Keizer Area Transportation Study
Richard Schmid, MPO Director, Mid Willamette Valley Council of Governments
Pete Sorenson, Chair, Metropolitan Policy Committee, Lane Council of Governments
Andrea Riner, Program Manager, Lane Council of Governments



Potential State Highway System Projects for an Economic Stimulus Package

January 2009

Using dollars allocated by the Oregon Transportation Commission, the Oregon Department of Transportation looked across projects previously recommended by Area Commissions and ODOT's management systems to identify projects that could be in construction in summer 2009. Most of these projects will be completed during the 2009 construction season (ending in November 2009). A few may extend beyond this year, but work on the project would occur this summer, generating immediate living wage jobs for Oregonians.

Based on economic stimulus discussions in late 2008, ODOT assumed, for this list, that funding for transit would flow directly to transit agencies. As ODOT does not operate transit districts, highway projects make up ODOT's stimulus list.

Most of ODOT's work focused on determining if projects were ready for construction this summer. There was some effort to include different project types in order to create jobs for a wide range of workers. The short time in which to do this meant ODOT didn't gather public input on this particular list, but no projects should come as a surprise as they come from ACT discussions, where much public involvement has already occurred, or from management systems, which identify projects needing attention due to their importance in moving people and goods safely and efficiently throughout Oregon. We look forward to discussing this list as we learn more about an economic stimulus package.

-- The Oregon Department of Transportation

Project Name	Description	Type	County	Total Cost	Stimulus Portion*	Region
I-205 Bicycle and Pedestrian Path improvements and illumination	Improves and illuminates the I-205 bike/ped path north of Gladstone	Bicycle/pedestrian	Multnomah	\$2,500,000	\$2,500,000	1
I-205 Pedestrian Path	<i>Combined with above project</i>	Bicycle/pedestrian	Multnomah	\$0	\$0	1
Roseburg - Winston Multi-Use Path	Extends existing project to build multi-use path between Roseburg and Winston	Bicycle/pedestrian	Douglas	\$2,000,000	\$500,000	3

Project Name	Description	Type	County	Total Cost	Stimulus Portion*	Region
US 197: Burnham Ave. - 3rd Street (Maupin)	Builds new curbs, sidewalks, pedestrian features and streetscaping in Maupin; includes a new storm drainage system and reconstruction of the roadway	Bicycle/pedestrian/Preservation	Wasco	\$3,700,000	\$800,000	4
Total Bike/Ped Stimulus				\$3,800,000		
US 30: Lewis and Clark Bridge (Longview)	Preserves US 30 bridge across Columbia River between Longview and Rainier by painting	Bridge	Columbia	\$50,000,000	\$25,000,000	1
OR 22 over OR 221, Salem	Allows for non-structural deck overlay	Bridge	Polk	\$1,500,000	\$1,500,000	2
Dewey St. UPRR Underpass (Baker City)	Reconstructs Union Pacific Railroad underpass in Baker City	Bridge	Baker	\$1,254,000	\$1,254,000	5
Total Bridge Stimulus				\$27,754,000		
Culvert replacement-Old Hwy 99, MP 9.9	Replaces a culvert on Old Highway 99	Culvert	Jackson	\$750,000	\$750,000	3
Total Culvert Stimulus				\$750,000		
I-5 Preservation: Tualatin River to Willamette River, Wilsonville Auxiliary Lane	Adds auxillary lane on I-5 from Boones Bridge to Wilsonville Rd. interchange to improve merging and operations on I-5 North to Charbonneau; includes signage, fencing, cable barrier, paving	Modernization	Clackamas	\$5,000,000	\$5,000,000	1
Pioneer Mtn. - Eddyville west end curves and slide stabilization	Adds re-alignment in original design	Modernization	Lincoln	\$13,800,000	\$13,800,000	2

Project Name	Description	Type	County	Total Cost	Stimulus Portion*	Region
US 97 Lava Butte to S Century Dr, Unit 2	Adds lanes on US 97 south of Bend and builds an under-crossing at Crawford Road (Lava Lands Visitor Center) and a parallel access road from Lava River Caves to Lava Lands Visitor Center to improve safety	Modernization	Deschutes	\$15,500,000	\$15,000,000	4
US 97 Sand Creek passing lanes	Builds 2 mile passing lane between MP 230 - 235 on US 97 to address safety and add capacity	Modernization	Klamath	\$8,000,000	\$8,000,000	4
D St. Baker City - Birch Street improvements	Keeps project whole (restores cuts)	Modernization	Baker	\$2,432,742	\$850,742	5
			Total Modernization Stimulus		\$37,850,742	
I-405 preservation	Adds ramp paving, sign upgrades and illumination to I-405 project to improve safety	Operations	Multnomah	\$3,700,000	\$3,700,000	1
			Total Operations Stimulus		\$3,700,000	
US 30: Yeon Street preservation	Upgrades substandard signs, outdated conduit, and damaged signal poles	Preservation	Multnomah	\$200,000	\$200,000	1
OR 99E: MLK/Grand project	Paves streets used as detour route	Preservation	Multnomah	\$1,250,000	\$1,250,000	1
US 26: Wildwood - Wemme	Adds grind and inlay for right turn lane	Preservation	Clackamas	\$225,000	\$225,000	1
OR 99E: Dunes - 10th project	Improves intersection including restriping and signal modifications	Preservation	Clackamas	\$150,000	\$150,000	1

Project Name	Description	Type	County	Total Cost	Stimulus Portion*	Region
Hwy 213 Preservation Redland Road to I-205	Completes pavement preservation for this section of Hwy 213	Preservation	Clackamas	\$2,500,000	\$2,500,000	1
OR 8: Adair Street 19th to 10th Street (Cornelius)	Adds grind and inlay	Preservation	Washington	\$1,800,000	\$1,800,000	1
OR 22: OR 18-99W and OR 51-Willamette River Bridge	Meets portion of needs for paving on highways in Willamette Valley and Oregon Coast	Preservation	Polk	\$16,200,000	\$16,200,000	2
US 101: 12th St (Tillamook) - Farmer Creek Road	Extends existing pavement project in Tillamook County to an additional section of highway and adds durable pavement striping	Preservation	Tillamook	\$12,000,000	\$7,000,000	2
US 101 Bethel - Willow Creek	Adds pavement preservation on US 101	Preservation	Coos	\$2,200,000	\$2,200,000	3
US 101 Reedsport - Winchester Bay paving	Allows current pavement preservation project to be extended	Preservation	Douglas	\$4,900,000	\$1,900,000	3
I-5 Myrtle Creek - Canyonville	Allows current pavement preservation project to be extended	Preservation	Douglas	\$13,600,000	\$2,800,000	3
OR 38 Dean Creek - Scottsburg	Adds pavement preservation on OR 38	Preservation	Douglas	\$3,100,000	\$3,100,000	3
OR 38 Rock Creek - I-5 paving and OR 138, MP 0-9	Adds pavement preservation on OR 38 and OR 138	Preservation	Douglas	\$5,500,000	\$5,500,000	3
I-5 Azalea - Glendale NB	Paves I-5 northbound between Azalea and Glendale; would be added to existing contract	Preservation	Douglas	\$5,500,000	\$5,500,000	3

Project Name	Description	Type	County	Total Cost	Stimulus Portion*	Region
OR 138/US 199 chipseal	Adds pavement preservation project on OR 138 (MP4-18) and US 199 (MP 30-41)	Preservation	Douglas	\$3,000,000	\$3,000,000	3
US 101 Willow Creek - Crystal Creek	Adds pavement preservation on US 101	Preservation	Curry	\$1,100,000	\$1,100,000	3
US 101 Smith River Bridge to Lane County Line	Adds work to US 101 Reedsport to Winchester Bay pavement preservation project	Preservation	Douglas	\$4,800,000	\$4,800,000	3
OR 62 Poplar - Avenue H and OR 140, MP 0-8	Adds pavement preservation on OR 62/OR 140 in Medford - White City	Preservation	Jackson	\$9,200,000	\$9,200,000	3
I-5 grind/inlay: MP 11-18 SB, 18-14 NB	Grinds and paves 11 miles on Interstate 5	Preservation	Jackson	\$2,700,000	\$2,700,000	3
OR 99/238 paving (Grants Pass)	Allows current pavement preservation project to be extended	Preservation	Josephine	\$5,200,000	\$1,500,000	3
US 197: The Dalles - Eight Mile Creek	Extends current pavement project south in area of poor rated pavement	Preservation	Wasco	\$4,100,000	\$4,100,000	4
US 20 Bulger Creek - Hines	Allows pavement preservation project	Preservation	Harney	\$8,085,000	\$5,500,000	5
OR 201 MP 0.29 - MP 20.00, Weiser Spur and Payette Spur	Allows pavement preservation project	Preservation	Malheur	\$8,000,000	\$8,000,000	5
OR 74 Willow Cr. Br.-Morrow Co Fairgrounds (Heppner)	Rebuilds roadway, adds bike and pedestrian facilities	Preservation	Morrow	\$3,140,000	\$1,018,000	5
Total Preservation Stimulus					\$84,743,000	

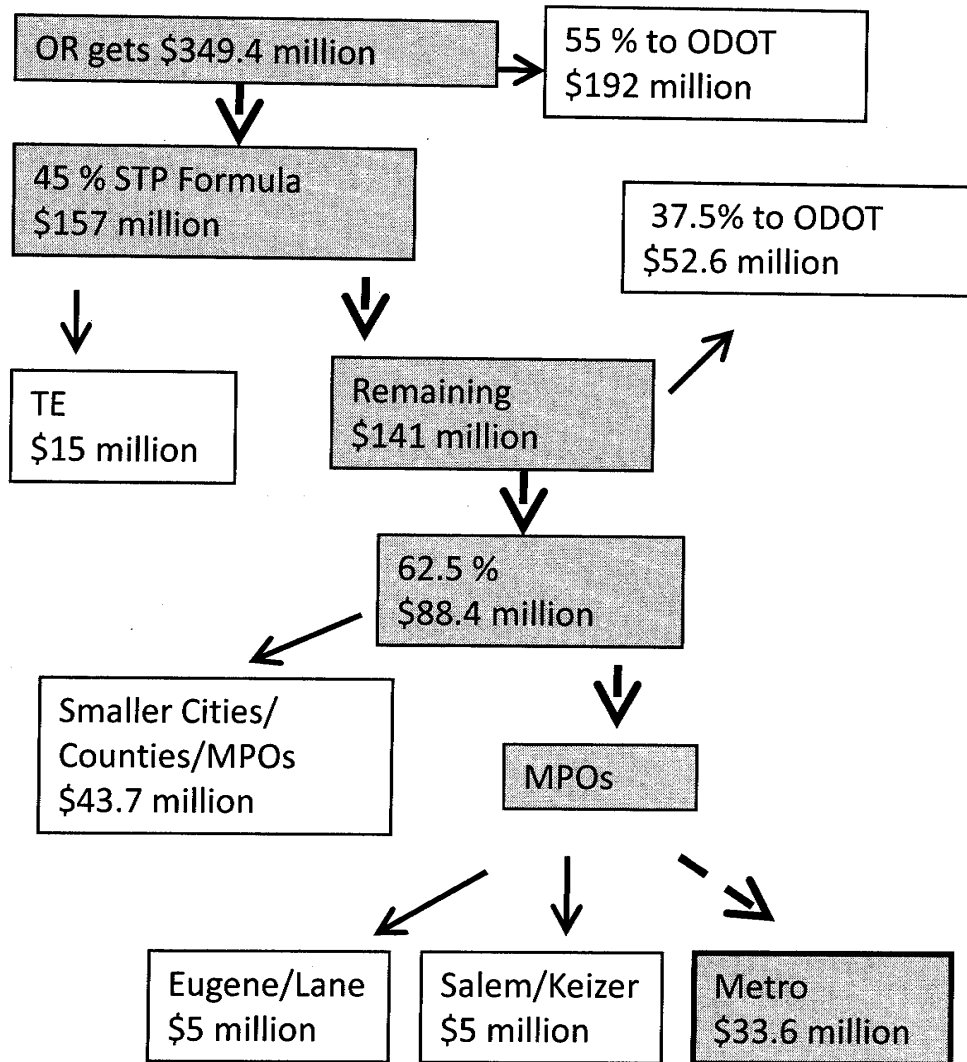
Project Name	Description	Type	County	Total Cost	Stimulus Portion*	Region
I-84: Sandy River - The Dalles fencing projects	Fills funding gap to complete fencing project	Safety	Hood River	\$700,000	\$700,000	1
US 26: N. Plains - 185th Ave: cable barrier and intersection paving	Adds pavement preservation, cable barriers and paving to project	Safety	Washington	\$2,900,000	\$2,900,000	1
I-5: Tongue and Groove barrier replacement, MP 244.4-249.4	Replaces concrete safety barrier on Interstate 5	Safety	Marion	\$8,000,000	\$8,000,000	2
Region 2 attenuator replacements on I-5 Eugene (4), US 20 Corvallis (2), OR 22 West Salem (3), OR 99E Salem Pkwy (2), OR 6 Tillamook (2), OR 99W McMinnville (2)	Replaces attenuators (crash absorbing features) throughout Willamette Valley/Oregon Coast	Safety	Various	\$3,500,000	\$3,500,000	2
Region 2 guardrail improvements on OR 22 east of Salem (MP 15.1 - 50.2), OR 58 east of Eugene (MP 7.4-13.4), OR 126 Florence to Eugene (MP 1.7-51.8), OR 22 east of Salem (MP 15.1-50.2)	Replaces guardrails on several highways in Willamette Valley/Oregon Coast	Safety	Various	\$3,000,000	\$3,000,000	2
Region 3 striping in various locations on I-5 (MP 18.5-168.1)	Replaces lane striping with durable markings on I-5 in several locations	Safety	Multiple	\$2,000,000	\$2,000,000	3
I-84 Cabbage Hill: Rockfall screening	Builds rockfall screen	Safety	Umatilla	\$400,000	\$400,000	5
Milton Freewater SCL - Court/Dorion Pendleton	Paves and reconstructs intersection	Safety	Umatilla	\$6,033,000	\$500,000	5
			Total Safety Stimulus		\$21,000,000	
		TOTAL STIMULUS SPENDING			\$190,897,742	

**Federal Economic Stimulus Transportation Program
Metro Area
Proposed Schedule and Process**

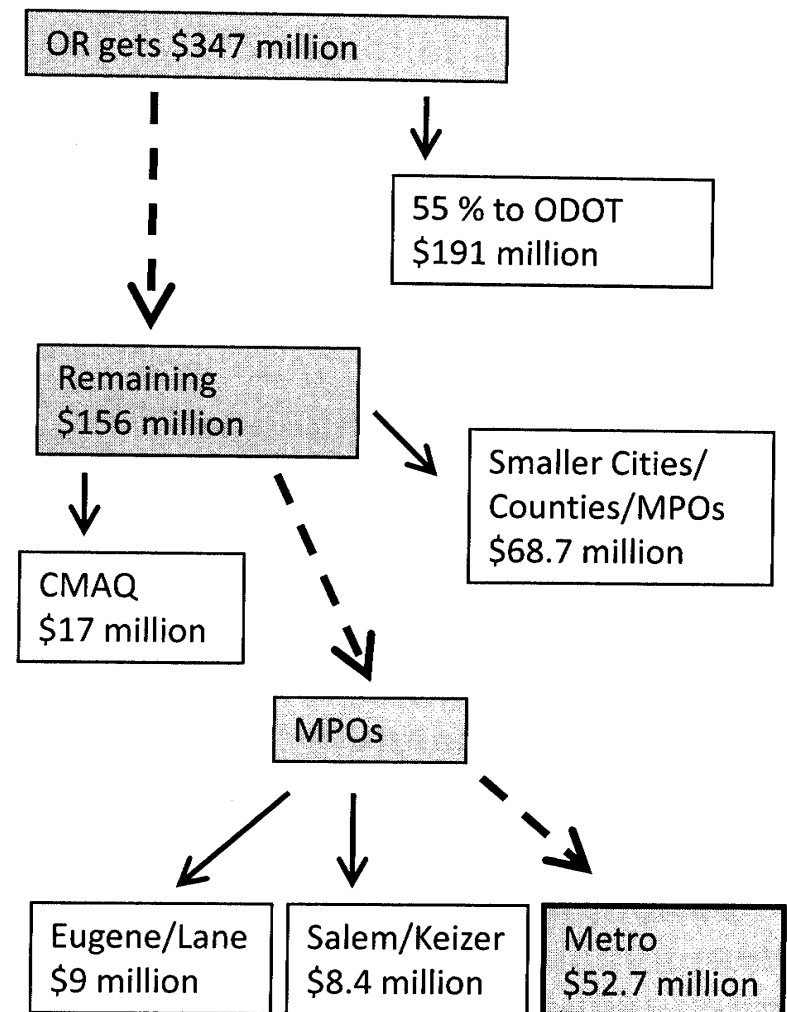
February 12	JPACT Consideration of Process and Schedule
February 13	Local Project Lists due to Metro Open public comment period on local project list
February 17	Phase I project pool Air Quality Conformity Analysis submitted to federal/state consultation partners (Phase II if no new regionally significant projects proposed for inclusion in MTIP)
February 25	Release Phase II projects Air Quality Conformity Analysis (if necessary and assuming qualitative analysis is adequate – quantitative will delay schedule) <ul style="list-style-type: none"> - submitted to federal/state consultation partners - Open 30-day public comment period on Phase II air quality conformity analysis
February 27	Phase I project pool air quality conformity consultation at TPAC
March 3	Close public comment period on project list
March 5	JPACT action on project list: Adopt project list TIP amendment for Phase I projects
March 5	Metro Council action on TIP amendment for Phase I projects and local project list
March 26	Close public comment period on Phase II air quality conformity analysis
March 27	TPAC <ul style="list-style-type: none"> - recommendation on TIP amendment Phase II projects - air quality consultation on Phase II projects
April 9	JPACT action on amending TIP for Phase II projects
April 16	Metro Council action on TIP amendment for Phase II projects

Economic Stimulus Fund Distribution Comparison as of 2/11/2009

HOUSE



SENATE



Notice of Opportunity for Public Hearing

The Tri-County Metropolitan Transportation District of Oregon (TriMet) is offering the public an opportunity to comment on transit projects under consideration for American Recovery and Reinvestment Act funds. If requested, TriMet will hold a Public Hearing on Friday, February 20, 2009 at 2 pm at 4012 SE 17th Avenue, Portland, OR 97202. To request a Public Hearing, call: 503-962-5850, fax: 503-962-6463, email: langtona@trimet.org or mail: TriMet Finance Administrator, 4012 SE 17th Avenue, Portland, OR 97202 by Friday, February 13, 2009.

TriMet is considering the following projects, which total \$127 million, for American Recovery and Reinvestment Act funds:

- Banfield light rail station illumination improvements
- Bike Parking Improvements
- Bus Street Maintenance Projects
- CCTV cameras at Clackamas TC Garage Bus Layover area
- Cleveland Station tail track
- Cross-mall transit tracker
- Elmonica Maint. Facility Roof Replacement
- Fencing along the I-205 LRT Alignment
- Gresham Central EB platform Access Control Project
- Gresham Central WB platform Access Control Project
- Ice cap installation on the I-205 light rail Catenary System
- Intersection repairs along Morrison/Yamhill Streets
- IT Server Room climate control system
- LIFT BDS system replacement
- LIFT vehicles
- Lighting along the multi-use path adjacent to the I-205 LRT
- Merlo Fuel/Wash & Lift Buildings
- Milwaukie Park-and-Ride
- Pedestrian Crossing Improvements
- Portland Mall Customer Amenities
- Powell Facilities Maintenance building
- Powered switches (3) at Beaverton pocket track
- Powered switch (1) at 11th Ave. Turnaround - track 3
- Powered switches at Fairplex
- Powered switches at Hollywood Pocket Track
- Powered switches (4) at Lloyd Center
- Preventive Maintenance
- Rail Track and Structure repairs
- Repainting eastside light rail stations
- Replacement buses
- Replacement of 4 hoists at the Center Bus Maintenance Facility
- Replacement of 1 hoist at the Powell Maintenance Facility
- Replacement of broken concrete pavement at the Center St. Bus Facility
- Replacement of broken concrete pavement at the Merlo bus yard
- South Transit Police Precinct at Clackamas TC Garage
- South Mall light rail terminus alternative energy project

Storefront Improvements Burnside/Skidmore
Systems equipment spare parts
Tactile Paver Repair/Replacement at 5 stations
Tigard Transit Center - storm-piping repair
Transit Tracker installation at I-205 MAX stations
Track Switch heaters
Tunnel radio system replacement
Type I LRV refurbishment (13 LRVs)
Underground Storage Tank replacement at Center garage
Wash equipment replacement at Center garage
Willamette Shore Line trestle repairs
Willow Creek Pocket Track

In addition TriMet may apply for up to \$110 million in New Starts Grant funds as part of the American Recovery and Reinvestment Act for the following Projects:

Federal share remaining for South Corridor Light Rail
Federal share Lake Oswego DEIS

Mtg. materials in alternative formats and/or sign language interpreters are available by calling 503-962-4813 or TTY 503-962-5811 (7:30 a.m. to 5:30 p.m. weekdays) at least two workdays prior to the hearing.

Actual amount of American Reinvestment and Recovery Act grant funds and the accounting recognition of grant revenue is contingent on the final bill.