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Metro | *Agenda*

Meeting: Transportation Policy Alternatives Committee (TPAC)

Date: Friday, March 27, 2009

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

Place: Council Chambers

9:30 AM	**1.**		**Call to Order and Declaration of a Quorum**	**Stephan Lashbrook, Chair**
9:30 AM	**2.**		**Comments from the Chair and Committee Members**	**Stephan Lashbrook, Chair**
9:35 AM	**3.**		**Citizen Communications to TPAC on Non-Agenda Items**	
9:40 AM	**4.**		**Future Agenda Items** • Regional Transportation Plan Update – System Development • MOVES Update • Review of MTIP Process • On-street Bus Rapid Transit • The State of Travel Models and How to Use Them	**Stephan Lashbrook, Chair**
9:45 AM	**5.**		**CONSENT AGENDA**	**Stephan Lashbrook, Chair**
		*	Approval of TPAC Minutes for February 27, 2009	
	6.		**ACTION & INFORMATION / DISCUSSION ITEMS**	
9:50 AM	**6.1**	*	Resolution No. 09-4038, For the Purpose of Certifying that the Portland Metropolitan Area is in Compliance with Federal Transportation Planning Requirements – RECOMMENDATION TO JPACT REQUESTED	**Tom Kloster**
10:00 AM	**6.2**	*	Resolution No. 09-4037, For the Purpose of Adopting the FY 2010 Unified Planning Work Program – RECOMMENDATION TO JPACT REQUESTED	**Tom Kloster**
10:15 AM	**6.3**	*	Endorse Metro's Participation in the Strategic Highway Research Program's (SHRP2) Partnership to Develop an Integrated, Advanced Travel Demand Model and Fine-Grained, Time-Sensitive Network – APPROVAL REQUESTED	**Mike Hoglund**
10:30 AM	**6.4**		American Recovery and Reinvestment Act:	**Ted Leybold**
		**	• Resolution No. 09-4043 For the Purpose of Amending the Metropolitan Transportation Improvement Program (MTIP) to Add New Projects to Receive Funding From the American Recovery and Reinvestment Act Allocated by the Oregon Transportation Commission – RECOMMENDATION TO JPACT REQUESTED	**Andy Shaw**
		*	• Status Report on Safety Valve/Back up Projects – INFORMATION / DISCUSSION	
		*	• Federal Reporting Requirements – INFORMATION	
11:15 AM	**6.5**	*	Regional Transportation Plan: Needs and Investment Strategy Development– INFORMATION / DISCUSSION	**Tom Kloster**
11:45 AM	**6.6**	*	Local Aspirations and Implications for Investments – INFORMATION	**Christina Deffebach**
12 PM	**7.**		**ADJOURN**	**Stephan Lashbrook, Chair**

Upcoming Meetings:

1. TPAC meeting scheduled for Friday, May 1, 2009 from 9:30 a.m. to 12 p.m. at Metro, Rm. 370A/B
2. TPAC meeting scheduled for Friday, May 29, 2009 from 9:30 a.m. to 12 p.m. at Metro, Council Chambers

* Material available electronically.
** Material to be e-mailed at a later date.
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.

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METRO

TRANSPORTATION POLICY ALTERNATIVES COMMITTEE
February 27th 2009
Metro Regional Center, 370A/B

MEMBERS PRESENT	AFFILIATION
Sorin Garber	Citizen
Elissa Gertler	Clackamas County
Mara Gross	Citizen
Nancy Kraushaar	City of Oregon City, Representing Cities of Clackamas Co.
Mike McKillip	City of Tualatin, Representing Cities of Washington Co.
Dave Nordberg	Department of Environmental Quality
Ron Papsdorf	City of Gresham
John Reinhold	Citizen
April Siebenaler	Citizen
Karen Schilling	Multnomah County
Paul Smith	City of Portland
Louis A. Ornelas	Citizen
Rian Windsheimer	Oregon Department of Transportation

MEMBERS ABSENT	AFFILIATION
Brent Curtis	Washington County
John Hoefs	C-TRAN
Susie Lahsene	Port of Portland
Alan Lehto	TriMet
Keith Liden	Citizen
Dean Lookingbill	SW Washington RTC
Satvinder Sandhu	FHWA
Sharon Zimmerman	Washington Department of Transportation

ALTERNATES PRESENT	AFFILIATION
Andy Back	Washington County
Scott King	Port of Portland
Jessica Tump	TriMet

STAFF
Robin McArthur, Andy Cotugno, Amy Rose, Ted Leybold, Andy Shaw, Mark Turpel, Kelsey Newell, Kayla Mullis.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Robin McArthur declared a quorum and called the meeting to order at 9:32 a.m.

2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Ms. Jessica Tump of TriMet announced that due to the economic downturn, TriMet is forced to make a series of bus and MAX service reductions. A complete list of proposed service cuts can be found at TriMet's web site. The formal public comment period closes March 21, 2009.

3. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

There were none.

4. FUTURE AGENDA ITEMS

Ms. Tump requested that on-street Bus Rapid Transit (BRT) efforts be added to future agenda items.

Mr. Rian Windsheimer of ODOT requested that ODOT's Safety, Preservation and Bridge and Transportation Enhancement programs" be removed from future agenda items as ODOT has already held open houses on both subjects.

5. CONSENT AGENDA

Approval of TPAC Minutes from January 30, 2009
The committee requested the following changes and corrections:

- Add Mr. Ron Weinman to the list of alternates present and record his votes in all amendments and motions;
- Change"…~~and Mr. Andy Back~~ seconded" from Amendment #2 and add "Mr. Reinhold seconded;"
- Remove the second "~~David Nordberg"~~ from the vote on Amendment #3 and add "Lynda David" to the vote in favor;
- Search and replace misspelled names throughout the document.

MOTION: Mr. Ron Papsdorf moved, Ms. Nancy Kraushaar seconded, to approve the January 30, 2009 TPAC minutes with the amended language.

ACTION TAKEN: With all in favor and one abstained (McKillip), the motion passed.

Approval of Resolution No. 09-4029
The committee requested the following changes to Resolution No. 09-4029 and staff report:

- Correct the resolution to read, "…(ODOT) has rewarded the ~~City of Portland~~ City of Tigard $586,000 for active corridor management on OR-99W…"

- Correct the staff report to read, "~~The Immediate Opportunity Fund (IOF) supports~~ Operational Grants Funds support primary economic development in Oregon…"

MOTION: Ms. Karen Schilling moved, Ms. Kraushaar seconded, to approve Resolution No. 09-4029 with the amended language.

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

6. ACTION ITEMS

6.1 Resolution No. 09-4032, For the Purpose of Approving the Recommendation of the Policy Advisory Group Regarding the Locally Preferred Alternative for the Sellwood Bridge

Mr. Ian Cannon of Multnomah County briefed the committee on the Sellwood Bridge Locally Preferred Alternative (LPA). He overviewed the decision-making process for both project advisory committees; the Project Advisory Group (PAG) and the Community Task Force (CTF), comprised of local elected officials and citizens respectively. After extensive public outreach and PAG and CTF meetings, the PAG unanimously adopted a Sellwood Bridge LPA on February 6, 2009. (The PAG's complete recommendation and set of conditions is included as Exhibit A to the resolution.)

Mr. Cannon acknowledged that there are still many steps that must be taken before construction begins and that a TPAC recommendation will be one of the first steps in that process. Endorsement of this resolution will direct staff to continue participation with Multnomah County and partner jurisdictions with respect to the LPA and the completion of a Final Environmental Impact Statement (FEIS).

The committee discussed:

- The bridge's ability to be adapted to a four-lane road in the future;
- The multi-modal transit function of the bridge;
- Potential and existing funding sources and the Sellwood Bridge's current presence in the Regional Transportation Plan (RTP);
- The classification of the current bridge as an arterial or collector corridor and its' importance in the regional system;
- Effects on the existing interchange during phased construction
    - Insurance of operation at no-build capacity during construction
    - No-build capacity operation's effect on the use of phased construction methods
    - Cost effects of construction at no-build capacity operation.

MOTION: Mr. John Reinhold moved, Ms. Kraushaar seconded, to approve the recommendation of Resolution No. 09-4032.

ACTON TAKEN: With all in favor and one abstained (Siebenaler), the motion passed

6.2 Resolution No. 09-4022, For the Purpose of Amending the 2008-11 Metropolitan Transportation Improvement Program (MTIP) to Add Projects to Receive Funding from the American Recovery and Reinvestment Act

Air Quality Conformity Assessment
Mr. Mark Turpel of Metro briefed the committee on the air quality assessment of projects being considered for funding under the American Recovery and Reinvestment Act (ARRA). A list of projects proposed to be included in the ARRA were assessed and recommended by staff to be either exempt, not regionally significant or, in a few cases, even though the date of project construction opening would be sooner, the previously approved air quality conformity determination analysis would not have changed and therefore the projects were asserted to already be conformed for the purposes of air quality. It was also noted that these project lists and proposed air quality assessment had been reviewed in consultation with state and federal partners. The projects included, local government project list, the ODOT project list and the SMART project list.

The committee discussed:

- Project lists submitted after the March 17th deadline and when they will be assessed for air quality.
    - Metro staff confirmed that projects submitted after March 17th will be assessed in the second phase of air quality assessment.
- The legitimacy of approving a 150% project list when 100% of projects will actually be funded
    - Metro staff confirmed that because all of the proposed projects are incorporated into the Regional Transportation Plan (RTP) they will be Air Quality conformed until their eventual implementation

MOTION: Ms. Kraushaar moved, Mr. Paul Smith seconded, to approve the air quality conformity assessment.

ACTION TAKEN: With all in favor and one abstained (Gross), the motion passed.

Recommendation to JPACT on Resolution No. 09-4022
Mr. Ted Leybold and Mr. Andy Shaw briefed the committee on the project list included in Attachment A to Resolution No. 09-4022. The deadline for allocation of funds is set for one-year following the signing of the American Recovery and Reinvestment Act. There will be reporting requirements concerning project costs, time frame and job creation and Metro is currently developing a strategy to assess and meet these reporting requirements for the Portland metro region. JPACT has requested a two phase process for obligating funds received.

The committee then discussed the following points concerning the project list:

- The inclusion of projects list distributed by ODOT, TE and SMART at the meeting in the project list being recommended to JPACT

- The strain on other sectors involved in project implementation, like construction contracting, project management, purchasing, and the need to fast track all processes involved in projects.
- Concern about whether committee is prepared to make a recommendation
    - Jurisdictions are fitting existing projects into parameters of the bill
    - Need to continue with coordination and action by making a TPAC recommendation as soon as possible.
- Two additional funding items were suggested under an administrative category:
    - Safety Valve
        - Approving a projects above the 100% funding threshold to create a safety valve
        - Identifying additional projects that can be immediately allocated
        - Adding more money to existing projects as a safety valve instead of adding new ones
    - Project Delivery Staffing
        - Allocating funding for a consultant to work with Metro and ODOT Region 1 to aid in implementing projects
    - Hesitation in using funds for administrative purposes when funding amount is small to begin with
    - Administrative category added for discussion purposes in anticipation of a two phased allocation approval
- Hesitation in making recommendations before public comment period ends
    - Public comment will be available to JPACT before voting on amendment
- Recommending approval of both Phase I and Phase II projects in the Resolution up for vote before JPACT on March 5th 2009.
    - Projects are already incorporated into the RTP and thus represent regional interests.
    - Approving both Phases of project lists at once could help address the concern of meeting the restricted time frame
    - Local jurisdictions have had extensive discussions and made significant efforts to develop project lists in anticipation of stimulus bill
    - Without a Phase II process the opportunity to have valuable conversations about projects and outcomes would be lost
    - Metro and ODOT staffs have not had the opportunity to review projects submitted on Coordinating Committee Phase II lists that were previously identified as having issues relative to ability to obligate in the timeframe required. Further review of their ability to obligate will be required and will not be possible prior to JPACT action if both Phase I and Phase II lists are recommended for amendment into the MTIP.
- Recommending the project list be sorted by Transportation sector

The committee requested the following corrections to the project list:

- 1-5 Wilsonville: no auxiliary lanes
- Correct the description for the Multnomah County project under Sidewalks, Bikes & Trails to reflect the actual project description.
- Review and balance all sub-region targets to reduce total allocation to 100 percent of funds.
- Correct the description of projects on pg. 2 of attachment
- Include projects distributed by ODOT, Transportation Enhancement (TE) and SMART in the Resolution Attachment
- Include Regional Transportation Plan (RTP) project numbers in the project list chart

MOTION: Mr. Papsdorf moved, Ms. Elissa Gertler seconded, to recommend both Phase I and Phase II projects listed in the Proposed Stimulus Projects by Transportation Sector chart, the ODOT supplemental project list, the SMART supplemental project list and the TE supplemental project list to be amended into the MTIP on March 5th 2009 with the requested corrections.

ACTION TAKEN: With 11 in favor (Nordberg, Gertler, Papsdorf, Windsheimer, Tump, Schilling, Kraushaar, Back, McKillip, Garber, Smith) and 4 opposed (Reinhold, King, Gross, Siebenaler), the motion passed.

7. INFORMATION / DISCUSSION ITEMS

7.1 Regional Transportation Plan (RTP): Freight Framework

Ms. Bridget Wieghart of Metro briefed the committee on the Freight Framework that will be integrated into the 2035 RTP update. The committee has identified the following key issues for the regional freight transportation system:

- Congestion hotspots
- Reliability
- Network Barriers
- Land use
- Impacts
- Investment priorities
  - Core throughways system
  - Bottlenecks
  - Access to industrial areas
  - Marine and freight rail transit

The committee discussed:

- Blending travel demand models to create a needs assessment for crafting principals for development
- The use of access management as either a mandate or a tool and the possible results of each
- Incorporating Washington County areas into the industrial counties examples
- Addressing weigh station traffic on major corridors

TPAC is scheduled to review and then adopt the freight framework in September and November 2009 respectively.

7. ADJOURN

As there was no further business, Chair McArthur adjourned the meeting at 11:49 a.m.

Respectfully submitted,

Kayla Mullis
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR FEBRUARY 27, 2009

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

ITEM	TOPIC	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
4.0	Memo	02/27/09	To: JPACT and Interested Parties From: Councilor Rod Park Re: Integrating Regional Freight and Goods Movement Action Plan into 2035 RTP Update	022709t-01
6.1	Resolution	N/A	Updated Resolution No. 09-4032	022709t-02
6.1	Report	N/A	Sellwood Bridge Project: Policy Advisory Group LPA decision	022709t-03
6.2	Resolution	N/A	Updated Resolution No 09-4022	022709t-04
7.1	Chart	N/A	Proposed Stimulus Projects by Sub-region	022709t-05
7.1	Chart	N/A	Proposed Stimulus Projects by Transportation Sector	022709t-06
7.1	Chart	N/A	Proposed SMART Stimulus Projects	022709t-07
7.1	Chart	N/A	MTIP Amendment Project List for Stimulus Funds	022709t-08
7.1	E-mail	2/24/09	From: Mark Turpel Subject: AQ - Portland Metro - Conformity I-5 Aux lanes, Hogan Road/242nd	022709t-09
7.1	Chart	N/A	ODOT Air Quality Conformity Project List for Economic Stimulus Funds	022709t-10
7.1	Letter	N/A	To: Ms. Gail Achterman, OTC From: Rex Burkholder Subject: OTC Economic Stimulus Funds	022709t-11
7.1	Chart	N/A	Projects Proposed for Transportation Enhancement Portion of ARRA Funds	022709t-12

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS	)))	RESOLUTION NO. 09-4038 Introduced by Michael Jordan, COO in Concurrence with Council President Bragdon

WHEREAS, substantial Federal funding from the Federal Transit Administration and Federal Highway Administration is available to the Portland metropolitan area; and

WHEREAS, the Federal Transit Administration and Federal Highway Administration require that the planning process for the use of these funds complies with certain requirements as a prerequisite for receipt of such funds; and

WHEREAS, satisfaction of the various requirements is documented in Exhibit A; now therefore

BE IT RESOLVED, that the transportation planning process for the Portland metropolitan area (Oregon portion) is in compliance with Federal requirements as defined in Title 23 Code of Federal Regulations, Parts 450 and 500, and Title 49 Code of Federal Regulations, Part 613.

ADOPTED by the Metro Council this _____ day of April, 2009.

_____
David Bragdon, Council President

Approved as to Form:

_____
Daniel B. Cooper, Metro Attorney

APPROVED by the Oregon Department of Transportation this ____ day of _____, 2009.

_____
Jerri L. Bohard
Transportation Development Administrator

Metro Self-Certification

1. Metropolitan Planning Organization Designation

Metro is the Metropolitan Planning Organization (MPO) designated by the Governor for the urbanized areas of Clackamas, Multnomah and Washington Counties, and operates in accordance with 23 U.S.C. 134 and 49 U.S.C. 5303.

Metro is a regional government with six directly elected district councilors and a regionally elected Council President. Local elected officials of general purpose governments are directly involved in the transportation planning/decision process through the Joint Policy Advisory Committee on Transportation (JPACT). JPACT provides the "forum for cooperative decision-making by principal elected officials of general purpose governments" as required by USDOT and takes action on the Regional Transportation Plan (RTP), the Metropolitan Transportation Improvement Program (MTIP) and the Unified Planning Work Program (UPWP). The Metro Policy Advisory Committee (MPAC) deals with non-transportation-related matters and with the adoption and amendment to the Regional Transportation Plan (RTP). Specific roles and responsibilities of the committees are described on page 2.

2. Geographic Scope

Transportation planning in the Metro region includes the entire area within the Federal-Aid Urban Boundary (FAUB). Metro updated the FAUB and Federal functional classification in January 2005 as recommended in Metro's 2004 Federal Review.

3. Agreements

a. A Memorandum of Agreement between Metro and the Southwest Washington Regional Transportation Council (RTC) delineates areas of responsibility and coordination. Executed in April 2006, the Agreement is being updated for execution in April 2009.

b. In accordance with 23 CFR 450.314, an intergovernmental agreement (IGA) between TriMet, Oregon Department of Transportation (ODOT), and Metro was executed in July 2008, to be updated in June 2018.

c. Yearly agreements are executed between Metro and ODOT defining the terms and use of FHWA planning funds.

d. Bi-State Coordination Committee Charter – Metro and eleven state and local agencies adopted resolutions approving a Bi-State Coordination Committee Charter in 2004. Some were adopted in late 2003 and the balance in 2004, which triggered the transition from the Bi-State Transportation Committee to the Bi-State Coordination Committee.

e. A Memorandum of Understanding between Metro and the Department of Environmental Quality (DEQ) describing each agency's responsibilities and roles for air quality planning. Executed in July 2007, to be updated in July 2010.

f. A Memorandum of Understanding between Metro and South Metro Area Regional Transit (SMART) outlining roles and responsibilities for implementing the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was effective July 1, 2008, to be updated in June 2011.

4. Responsibilities, Cooperation and Coordination

Metro uses a decision-making structure that provides state, regional, and local governments the opportunity to participate in the transportation and land use decisions of the organization. The two key committees are JPACT and MPAC. These committees receive recommendations from the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

JPACT

This committee is comprised of three Metro Councilors; nine local elected officials including two from Clark County, Washington, and appointed officials from ODOT, TriMet, the Port of Portland and DEQ. All transportation-related actions (including Federal MPO actions) are recommended by JPACT to the Metro Council. The Metro Council can approve the recommendations or refer them back to JPACT with a specific concern for reconsideration. Final approval of each item, therefore, requires the concurrence of both bodies. As recommended by Metro's 2004 Federal Review, JPACT has designated a Finance Subcommittee to explore transportation funding and finance issues in detail, and make recommendations to the full committee.

In FY 2007-08, JPACT completed the bylaw review recommended in Metro's 2004 Federal Review and clarified representation of South Metro Area Regional Transit representation on the committee.

Bi-State Coordination Committee

Based on a recommendation from the I-5 Transportation & Trade Partnership Strategic Plan, the Bi-State Transportation Committee became the Bi-State Coordination Committee in early 2004. The Bi-State Coordination Committee was chartered through resolutions approved by Metro, Multnomah County, the cities of Portland and Gresham, TriMet, ODOT, the Port of Portland, RTC, Clark County, C-Tran, Washington State Department of Transportation (WSDOT) and the Port of Vancouver. The Committee is charged with reviewing all issues of bi-state significance for transportation and land use. A 2003 Memorandum of Understanding (MOU) states that JPACT and the RTC Board "shall take no action on an issue of bi-state significance without first referring the issue to the Bi-State Coordination Committee for their consideration and recommendation."

MPAC

This committee was established by the Metro Charter to provide a vehicle for local government involvement in Metro's planning activities. It includes eleven local elected officials, three appointed officials representing special districts, TriMet, a representative of school districts, three citizens, two non-voting Metro Councilors, two Clark County, Washington representatives and a non-voting appointed official from the State of Oregon. Under the Metro Charter, this committee has responsibility for recommending to the Metro Council adoption of or amendment to any element of the Charter-required RTP.

The Regional Framework Plan was adopted on December 11, 1997 and updated December 28, 2005 and addresses the following topics:

- Transportation
- Land use (including the Metro Urban Growth Boundary (UGB))
- Nature in Neighborhoods
- Water supply and watershed management
- Natural hazards
- Coordination with Clark County, Washington
- Management and implementation

In accordance with this requirement, the transportation component of the Regional Framework Plan developed to meet Federal transportation planning regulations, the Oregon Transportation Planning Rule and Metro Charter requirements that require a recommendation from both MPAC and JPACT. This ensures integration of transportation with land use and environmental concerns.

5. Metropolitan Transportation Planning Products

a. Unified Planning Work Program

JPACT, the Metro Council, and the Southwest Washington RTC adopt the UPWP annually. It fully describes work projects planned for the Transportation Department during the fiscal year and is the basis for grant and funding applications. The UPWP also includes Federally funded major projects being planned by member jurisdictions. These projects will be administered by Metro

through intergovernmental agreements with ODOT and the sponsoring jurisdiction. As required by Metro's 2004 Federal Review, Congestion Management Process (CMP) and RTP update tasks were expanded in the UPWP narratives. Also, Metro identified environmental justice tasks in the UPWP in the Environmental Justice and Title VI narrative and individual program narratives; elderly and disabled planning tasks have been identified in the Elderly & Disabled Transportation Planning program narrative.

b. Regional Transportation Plan

JPACT and the Metro Council approved the 2035 Federal RTP in December 2007. This update was limited in scope and does not attempt to revisit the requirements of the Oregon Transportation Planning Rule. However, the 2035 Federal RTP includes a new policy for the purpose of transportation planning and project funding to address SAFETEA-LU provisions and key issues facing the region.

As required by Metro's 2004 Federal Review, the 2035 update addressed operating and maintenance costs paid by member jurisdictions. The 2035 RTP revenue forecast and financial analysis for operations and maintenance costs was based on a thorough evaluation of city and county, ODOT, TriMet and SMART cost projections (2035 RTP Sections 5.1 through 5.3). The financially constrained system described in Chapter 6 of the 2035 RTP was specifically developed to comply with SAFETEA-LU planning requirements. The system was developed based on a forecast of expected revenues that was formulated in partnership with ODOT, cities and counties in the Metro region, TriMet and the South Metro Area Rapid Transit (SMART) district. A background research report was also developed during Phase 2 of the update to document current funding trends and sources. The subsequent financial analysis and the background report are included in Appendix 4.3 and Appendix 6.0, respectively.

The projects and programs recommended in the financially constrained system were developed cooperatively with local jurisdictions, ODOT, and port and transit districts, and through workshops sponsored by TPAC. The financially constrained system is intended as the "Federal" system for purposes of demonstrating air quality conformity and allocating Federal funds through the MTIP process (2035 RTP Sections 7.1 and 7.5). The RTP financial plan and revenue forecast assumptions are described in Chapter 5 of the 2035 RTP. The total reasonably expected revenue base assumed in the 2035 RTP for the road system is approximately $ 9.07 billion.

In addition to the financially constrained system, the 2004 Federal Update identifies a larger set of projects and programs for the "Illustrative System," which is nearly double the scale and cost of the financially constrained system. The illustrative system represents the region's objective for implementing the Region 2040 Plan and is being refined as part of the "State" component of the RTP update.

A new map has been added to Chapter 1 of the RTP that identifies the MPO Planning Boundary and the Air Quality Maintenance Area Boundary. This boundary defines the area that the RTP applies to for Federal planning purposes. The boundary includes the area inside Metro's jurisdictional boundary, the 2008 UGB and the 2000 census defined urbanized area boundary for the Portland metropolitan region. FHWA and FTA approved the 2035 RTP and the associated air quality conformity determination on February 29, 2008. Documentation of compliance with specific Federal planning requirements is summarized in subsequent sections of this document.

Work is continuing on the State component of the RTP update in 2008-09. Tasks related to the update were outlined in the FY 2007-08 UPWP and FY 2008-09 UPWP.

c. Metropolitan Transportation Improvement Program

The MTIP was updated in Summer 2007 and incorporated into the 2008-11 State Transportation Improvement Program (STIP). The 2007 update included the allocation of $63 million of Surface Transportation Program (STP) and Congestion Mitigation/Air Quality Program (CMAQ) funding, programming of projects for the ODOT Modernization, Bridge, Safety, Preservation, Operations, OTIA III, Enhancements, and Immediate Opportunity Fund projects and programming of transit

funding. The first year of programming is considered the priority project funding for the region. Should any of these projects be delayed, projects of equivalent dollar value may be advanced from the second, third or fourth years of the program without processing formal Transportation Improvement Program (TIP) amendments. As recommended in Metro's 2004 Federal Review, the MTIP webpage was linked to ODOT's STIP page.

Metro is in the process of updating the 2010-13 MTIP in the current fiscal year, with adoption of an updated program scheduled for late FY 2008-09.

6. Planning Factors

Currently, Metro's planning process addresses the SAFETEA-LU planning factors in all projects and policies. Table 1 below describes the relationship of the planning factors to Metro's activities and Table 2 outlines Metro's response to how the factors have been incorporated into the planning process. The SAFETEA-LU planning factors are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility options available to people and for freight;
5. Protect and enhance the environment, promote energy conservation and improve quality of life;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient management and operations; and
8. Emphasize the preservation of the existing transportation system.

As noted in Tables 1 and 2, Metro has reviewed and updated both the RTP and MTIP, and revised both documents to be compliant with SAFETEA-LU planning requirements.

Table 1: SAFETEA-LU Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
1. Support Economic Vitality	• RTP policies linked to land use strategies that promote economic development. • Industrial areas and intermodal facilities identified in policies as "primary" areas of focus for planned improvements. • Comprehensive, multimodal freight improvements that link intermodal facilities to industry are detailed for the plan period. • Highway Level of Service (LOS) policy tailored to protect key freight corridors. • RTP recognizes need for freight linkages to destinations beyond the region by all modes.	• All projects subject to consistency with RTP policies on economic development and promotion of "primary" land use element of 2040 development such as centers, industrial areas and intermodal facilities. • Special category for freight improvements calls out the unique importance for these projects. • All freight projects subject to funding criteria that promote industrial jobs and businesses in the "traded sector."	• HCT plans designed to support continued development of regional centers and central city by increasing transit accessibility to these locations. • HCT improvements in major commute corridors lessen need for major capacity improvements in these locations, allowing for freight improvements in other corridors.

Table 1: SAFETEA-LU Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
2. Increase Safety	• The RTP policies call out safety as a primary focus for improvements to the system. • Safety is identified as one of three implementation priorities for all modal systems (along with preservation of the system and implementation of the region's 2040-growth management strategy). • The RTP includes a number of investments and actions aimed at further improving safety in the region, including: ◦ Investments targeted to address known safety deficiencies and high-crash locations. ◦ Completing gaps in regional bicycle and pedestrian systems. ◦ Retrofits of existing streets in downtowns and along main streets to include on-street parking, street trees marked street crossings and other designs to slow traffic speeds to follow posted speed limits. ◦ Intersection changes and ITS strategies, including signal timing and real-time traveler information on road conditions and hazards. ◦ Expanding safety education, awareness and multi-modal data collection efforts at all levels of government. ◦ Expand safety data collection efforts and create a better system for centralized crash data for all modes of travel.	• All projects ranked according to specific safety criteria. • Road modernization and reconstruction projects are scored according to relative accident incidence. • All projects must be consistent with regional street design guidelines that provide safe designs for all modes of travel.	• Station area planning for proposed HCT improvements is primarily driven by pedestrian access and safety considerations.

Table 1: SAFETEA-LU Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
3. Increase Security	• System security was incorporated into the 2035 Federal RTP. • Security and emergency management activities are summarized in Section 2.4.7.4 of the 2035 RTP. • Policy framework in Section 3.3 of the 2035 RTP includes, "Goal 5: Enhance Safety and Security," and specific security objectives and potential actions to increase security of the transportation system for all users. • Includes investments that increase system monitoring for operations, management and security of the regional mobility corridor system. • Actions direct Metro to work with local, state and regional agencies to identify critical infrastructure in the region, assess security vulnerabilities and develop coordinated emergency response and evacuation plans. • Actions direct transportation providers to monitor the regional transportation and minimize security risks at airports, transit facilities, marine terminals and other critical infrastructure.	• Transportation security will be factored into the next MTIP update, following completion of the new RTP.	• System security has been a routine element of the HCT program, and does not represent a substantial change to current practice.

Table 1: SAFETEA-LU Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
4. Increase Accessibility	• The RTP policies are organized on the principle of providing accessibility to centers and employment areas with a balanced, multi-modal transportation system. • The policies also identify the need for freight mobility in key freight corridors and to provide freight access to industrial areas and intermodal facilities. • The plan emphasizes accessibility and reliability of the system, particularly for commuting and freight, and includes a new, more customized approach to managing and evaluating performance of mobility corridors. This new approach builds on using new, cost-effective technologies to improve safety, optimize the existing system, and ensure freight transporters and commuters have a broad range of travel options in each corridor.	• Measurable increases in accessibility to priority land use elements of the 2040-growth concept is a criterion for all projects. • The MTIP program places a heavy emphasis on non-auto modes in an effort to improve multi-modal accessibility in the region.	• The planned HCT improvements in the region will provide increased accessibility to the most congested corridors and centers. • Planned HCT improvements provide mobility options to persons traditionally underserved by the transportation system.

Table 1: SAFETEA-LU Planning Factors (continued)

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
5. Protect Environment and Quality of Life	• The RTP is constructed as a transportation strategy for implementing the region's 2040-growth concept. The growth concept is a long-term vision for retaining the region's livability through managed growth. • The RTP system has been "sized" to minimize the impact on the built and natural environment. • The region has developed an environmental street design guidebook to facilitate environmentally sound transportation improvements in sensitive areas, and to coordinate transportation project development with regional strategies to protect endangered species. • The RTP conforms to the Clean Air Act. • Many new transit, bicycle, pedestrian and Transportation Demand Management (TDM) projects have been added to the plan to provide a more balanced multi-modal system that maintains livability. • RTP transit, bicycle, pedestrian and TDM projects will complement the compact urban form envisioned in the 2040 growth concept by promoting an energy-efficient transportation system. • Metro coordinates its system level planning with resource agencies to identify and resolve key issues. • The region's parking policies (Title 2 of the Urban Growth Management Functional Plan) are also designed to encourage the use of alternative modes, and reduce reliance on the automobile, thus promoting energy conservation and reducing air quality impacts.	• The MTIP conforms to the Clean Air Act and continues to comply with the air quality maintenance plan in accordance with sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7605 (c) and (d)) and 40 CFR part 93. • The MTIP focuses on allocating funds for clean air (CMAQ), livability (Transportation Enhancement) and multi- and alternative modes (STIP). • Bridge projects in lieu of culverts have been funded through the MTIP to enhance endangered salmon and steelhead passage. • "Green Street" demonstration projects funded to employ new practices for mitigating the effects of storm water runoff.	• Light rail improvements provide emission-free transportation alternatives to the automobile in some of the region's most congested corridors and centers. • HCT transportation alternatives enhance quality of life for residents by providing an alternative to auto travel in congested corridors and centers.

Table 1: SAFETEA-LU Planning Factors (continued)

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
6. System Integration/ Connectivity	• The RTP includes a functional classification system for all modes that establishes an integrated modal hierarchy. • The RTP policies and Functional Plan* include a street design element that integrates transportation modes in relation to land use for regional facilities. • The RTP policies and Functional Plan include connectivity provisions that will increase local and major street connectivity. • The RTP freight policies and projects address the intermodal connectivity needs at major freight terminals in the region. • The intermodal management system identifies key intermodal links in the region.	• Projects funded through the MTIP must be consistent with regional street design guidelines. • Freight improvements are evaluated according to potential conflicts with other modes.	• Planned HCT improvements are closely integrated with other modes, including pedestrian and bicycle access plans for station areas and park-and-ride and passenger drop-off facilities at major stations.
7. Efficient Management & Operations	• The policy component of the 2035 RTP includes specific provisions for efficient system management and operation (2035 RTP Goal 4), with an emphasis on TSM, ATMS and the use of non-auto modal targets (Table 3.17) to optimize the existing and planned transportation system. • Proposed RTP projects include many system management improvements along regional corridors. • The plan also calls for consideration of value pricing in the region to better manage capacity and peak use of the throughway system. However, more work is needed to gain public acceptance of this tool.	• Projects are scored according to relative cost effectiveness (measured as a factor of total project cost compared to measurable project benefits). • TDM projects are solicited in a special category to promote improvements or programs that reduce single occupancy vehicle (SOV) pressure on congested corridors. • TSM/ITS projects are funded through the MTIP.	• Proposed HCT improvements include redesigned feeder bus systems that take advantage of new HCT capacity and reduce the number of redundant transit lines.

* *Functional Plan = Urban Growth Management Functional Plan, an adopted regulation that requires local governments in Metro's jurisdiction to complete certain planning tasks.*

7. Public Involvement

Metro maintains a proactive public involvement process that provides complete information, timely public notice, and full public access to key decisions. Metro supports early and continuing involvement of the public in developing its policies, plans and programs. Public Involvement Plans are designed to both support the technical scope and objectives of Metro studies and programs while simultaneously providing for innovative, effective and inclusive opportunities for engagement. Every effort is made to employ broad and diverse methods, tools and activities to reach potentially impacted communities and other neighborhoods and to encourage the participation of low-income and minority citizens and organizations.

All Metro UPWP studies and projects that have a public involvement component require a Public Involvement Plan (PIP) that meets or exceeds adopted public involvement procedures. Metro consults with the Metro Committee for Citizen Involvement (MCCI) in the development of individual PIPs. Included in individualized PIPs are strategies and methods to best involve a diverse citizenry. Some of these may include special public opinion survey mechanisms, translation of materials for non-English speaking members of the community, citizen working committees or advisory committee structures, special task forces, web instruments and a broad array of public information materials. Hearings, workshops, open houses, charrettes and other activities are also held as needed.

The work program and PIP for the 2035 RTP update was developed with input from Metro's Advisory Committees, including Metro's Committee for Citizen Involvement. The 2035 RTP update included workshops, informal and formal input opportunities as well as a 30-day+ comment period for the community, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, and other interested persons. Public involvement opportunities and key decision points were published in the *Oregonian* and other community newspapers, posted on Metro's web site, e-mailed via the Planning Department E-News to more than 4,500 individuals, and advertised through Metro's transportation hotline. All plan documents were simultaneously published (and regularly updated) on the Metro web site, including draft plan amendments, the update schedule, other explanatory materials and summaries of public comments received. Section 1.5 in the 2035 RTP and Appendix 4.5 describe the public process in more detail.

The MTIP relies on early program kick-off notification, inviting input on the development of criteria, project solicitation, project ranking and the recommended program. Workshops, informal and formal opportunities for input as well as a 30-day+ comment period are repetitive aspects of the MTIP process. By assessing census information, block analysis is conducted on areas surrounding each project being considered for funding to ensure that environmental justice principles are met and to identify where additional outreach might be beneficial.

TPAC includes six citizen positions that are geographically and interest area diverse and filled through an open, advertised application and interview process. TPAC makes recommendations to JPACT and the Metro Council. Metro Council adopted Metro's Transportation Public Involvement Policy on June 10, 2004 by Resolution Number 04-3450.

Title VI – In April 2007, Metro completed and submitted its Title VI Plan to the FTA. This plan is now being implemented through updates to Metro's RTP and MTIP, and through corridor planning activities in the region.

Environmental Justice – The intent of environmental justice (EJ) practices is to ensure the needs of minority and disadvantaged populations are considered and the relative benefits/impacts of individual projects on local communities are thoroughly assessed and vetted. Metro continues to expand and explore environmental justice efforts that provide early access to and consideration of planning and project development activities. Metro's EJ program is organized to communicate and seek input on project proposals and to carry those efforts into the analysis, community review and decision-making processes. In addition, Metro established an agency diversity action team. The team is responsible for identifying opportunities to collaboratively develop and implement sustainable diversity initiatives across and throughout the agency. Metro's diversity efforts are most evident in three areas: Contracts and Purchasing, Community Outreach, and Recruitment and Retention.

8. Disadvantaged Business Enterprise

A revised Disadvantaged Business Enterprise (DBE) program was adopted by the Metro Council in June 1997 (Ordinance No. 97-692A).

Metro's DBE program was reviewed and submitted to FTA in August 1999. Metro currently piggybacks on ODOT's DBE program.

9. Americans with Disabilities Act

The Americans with Disabilities Act (ADA) Joint Complementary Paratransit Plan was adopted by the TriMet Board in December 1991 and was certified as compatible with the RTP by Metro Council in January 1992. The plan was phased in over five years and TriMet has been in compliance since January 1997. Metro approved the 1997 plan as in conformance with the RTP. FTA audited and approved the plan in summer 1999.

10. Affirmative Action

In accordance with 49 U.S.C. 5331, 42 U.S.C. 6101, Section 324 of title 23 U.S.C. and Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27, Metro states as its policy a commitment to provide equal employment opportunities without regard to race, color, religion, national origin, sex, age, disability, sexual orientation, or marital or familial status, except where a bona fide occupational qualification exists. Compliance with this policy is administered by Metro's Human Resources Department.

11. Construction Contracts

Provisions of 23 CFR part 230 do not apply to Metro as Metro does not administer Federal and Federal-aid highway construction contracts.

12. Lobbying

Annually Metro certifies compliance with 49 CFR 20 through the FTA TEAM system.

Table 2: Metro's Response to SAFTETEA-LU Provisions

SAFTETEA-LU Provision for all MPOs	**Metro Response**
Consult/Coordinate with planning officials responsible for planned growth, economic development, environmental protection, airport operations, and freight movement.	Metro's transportation planning and land-use planning functions are within the same department and coordinate internally. • Metro facilitates this consultation, coordination and decision-making through four advisory committee bodies –the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC), the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC). Metro consults MPAC on land-use activities. • Metro is a member of Regional Partners for Economic Development and endorsed the Consolidated Economic Development Strategy (CEDS). • Metro has implemented a fish and wildlife habit protection program through regulations, property acquisition, education and incentives. • Metro has a standing committee to coordinate with public agencies with environmental protection responsibility. • The Port of Portland manages the airport and is represented on both TPAC and JPACT. • Metro also coordinates with freight, rail, airport operations and business interests through the Regional Freight and Goods Movement Task Force and Regional Freight and Goods Movement Technical Advisory Committee.
Promote consistency between transportation improvements and State and local planned growth and economic development.	Metro transportation and land-use planning is subject to approval by the Oregon Department of Land Conservation and Development.
Give safety and security due emphasis as separate planning factors.	Metro addressed security and safety as individual factors in the update to the RTP in 2007. • Separate background research papers were developed during Phase 2 of the update to document current safety issues and planning efforts, and current security planning efforts in the region. This research is included Appendix 6.0 was considered during the formulation of the 2035 RTP goals, objectives, projects and potential actions included in Chapter 3 and investment priorities in Chapter 6 of the 2035 RTP. Additionally, Metro staffs the Regional Emergency Management Group (REMG), which has expanded its scope to include anti-terrorism preparedness, TriMet's responsibility for transit security plans, ODOT's responsibility for coordination of state security plans, Port of Portland's responsibility for air, marine and other Port facilities security plans and implementation of system management strategies to improve security of the transportation system (e.g., security cameras on MAX and at transit stations). The group brings together local emergency managers to plan responses to security concerns and natural hazards.

Table 2: Metro's Response to SAFTETEA-LU Provisions (continued)

SAFTETEA-LU Provision for all MPOs	**Metro Response**
Discuss in the transportation plan potential environmental mitigation activities to be developed in consultation with Federal, State, and tribal wildlife, land management, and regulatory agencies.	SAFETEA-LU provisions for additional consultation with state and Federal resource agencies, and tribal groups that were not already part of Metro's existing committee structure were met through a consultation meeting held on October 16, 2007 with the Collaborative Environmental Transportation Agreement for Streamlining (CETAS) work group, consisting of the Oregon Department of Transportation and ten state and Federal transportation, natural resource, cultural resource and land-use planning agencies. A background research paper was also developed during Phase 2 of the update to document current environmental trends, issues and current mitigation strategies in the region. This research was considered during the formulation of the 2035 RTP goals, objectives, projects and potential actions included in Chapter 3 and investment priorities in Chapter 6 of the 2035 RTP. In addition, staff conducted an analysis of the potential environmental effects of transportation investments. The background research report and environmental considerations analysis is included in Appendix 6.0.
Consult with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation in development of the transportation plan.	SAFETEA-LU provisions for additional consultation with state and Federal resource agencies, and tribal groups that were not already part of Metro's existing committee structure were met through a consultation meeting held on October 16, 2007 with the Collaborative Environmental Transportation Agreement for Streamlining (CETAS) work group, consisting of the Oregon Department of Transportation and ten state and Federal transportation, natural resource, historic, cultural resource and land-use planning agencies. A background research paper was also developed during Phase 2 of the update to document current environmental trends, issues and mitigation strategies in the region. This research was considered during the formulation of the 2035 RTP goals, objectives, projects and potential actions included in Chapter 3 and investment priorities in Chapter 6 of the 2035 RTP. In addition, staff conducted an analysis of the potential environmental effects of transportation investments – this analysis included a comparison of the RTP investments with available State Conservation maps and inventories of historic resources. The background research report and environmental considerations analysis is included in Appendix 6.0.

Table 2: Metro's Response to SAFTETEA-LU Provisions (continued)

SAFTETEA-LU Provision for all MPOs	**Metro Response**
Include operation and management strategies to address congestion, safety, and mobility in the transportation plan.	• System management policies in the RTP (2035 RTP Section 3.4.4) and resulting projects and programs are intended to maximize the use of existing facilities to address congestion, safety and mobility. • The regional CMP also requires local jurisdictions to explore system management solutions before adding roadway capacity to the regional system (2035 RTP Section 7.6.3). These provisions are implemented through potential actions included in Section 3.3 (particularly Goals 4 and 5), and a number of projects and programs recommended in the updated plan, and are listed in Chapter 6 of the 2035 RTP. • The plan also calls for consideration of value pricing in the region to better manage capacity and peak use of the throughway system. • RTP projects in Chapter 6 include many system management improvements along regional mobility corridors and the supporting arterial system. Work will continue in the state component of the RTP update to further expand implementation of these strategies. • Metro has established a Regional Transportation Options Committee as a subcommittee of TPAC to address demand management. The TransPort Committee is a subcommittee of TPAC to address ITS and operations.

Table 2: Metro's Response to SAFTETEA-LU Provisions (continued)

SAFTETEA-LU Provision for all MPOs	**Metro Response**
Develop a participation plan in consultation with interested parties that provides reasonable opportunities for all parties to comment on transportation plan.	Metro has public involvement policy for regional transportation planning and funding activities to support and encourage board-based public participation in development and review of Metro's transportation plans. The Transportation Planning Public Involvement Policy was last updated in June 2004. The work program and public participation plan (PPP) for the 2035 RTP update was developed with input from Metro's Advisory Committees, including Metro's Committee for Citizen Involvement. Approval of the 2035 RTP, Resolution No. 07-3831B, followed JPACT and Metro Council consideration of approximately 300 comments received during the public comment period. The comments were summarized into a comment log and Public Comment Summary Report. Refinements were recommended to respond to the comments received. The comment period for the Air Quality Conformity Determination provided an opportunity for public review and comment on the air quality conformity methodology and results. *Section 1.5 in the 2035 RTP and Appendix 4.5 describe the public process in more detail.*
Employ visualization techniques to describe plan and make information available (including transportation plans) to the public in electronically accessible format such as on the Web.	On a regular basis, Metro employs visualization techniques. Examples include: • RTP document is available on Metro's website • RTP newsletters and maps • MTIP document is available on Metro's website • GIS maps to illustrate planning activities • Participation in FHWA GIS Web Training Video simulation of light rail on the Portland Mall and I-205 Corridor.
Update the plan at least every 4 years in non-attainment and maintenance areas, 5 years in attainment areas.	2035 Federal RTP update was completed by March 5, 2008.
Update the TIP at least every 4 years, include 4 years of projects and strategies in the TIP.	Initiated MTIP and STIP update for August 2009.
SAFETEA-LU includes a new requirement for a "locally developed, coordinated public transit/human services transportation plan" to be eligible for formula funding under three FTA grant programs (5310,5316,5317) It is not clear yet who will be responsible for these plans.	Metro participates on the Special Transportation Fund Advisory Committee and Regional Transportation Coordinating Council of the Elderly and Disabled Transportation Plan. A coordinated human services and public transportation plan is under development by those committees and has been integrated into the 2008 RTP update. Additional work will be completed during the state component of the RTP update in 2008.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 09-4038, FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

Date: April 16, 2009

Prepared by: Robin McArthur
(503) 797-1714

BACKGROUND

Federal transportation agencies (Federal Transit Administration [FTA] and Federal Highway Administration [FHWA]) require a self-certification that Metro's planning process is in compliance with certain Federal requirements as a prerequisite to receiving Federal funds. The self-certification documents that we have met those requirements and is considered yearly at the time of Unified Planning Work Program (UPWP) approval. Required self-certification areas include:

- Metropolitan Planning Organization (MPO) designation
- Geographic scope
- Agreements
- Responsibilities, cooperation and coordination
- Metropolitan Transportation Planning products
- Planning factors
- Public Involvement
- Title VI
- Environmental Justice
- Disadvantaged Business Enterprise (DBE)
- Americans with Disabilities Act (ADA)
- Affirmative Action
- Construction Contracts
- Lobbying

Each of these areas is discussed in Exhibit A to Resolution No. 09-4038.

ANALYSIS/INFORMATION

1. **Known Opposition** – No known opposition
2. **Legal Antecedents** – this resolution certifies that the Portland metropolitan area is in compliance with Federal transportation planning requirements as defined in Title 23 of the Code of Federal Regulations, Parts 450 and 500, and title 49, of the Code of Federal Regulations, Part 613.
3. **Anticipated Effects** – Approval will mean that grants can be submitted and contracts executed so work can commence on July 1, 2009, in accordance with established Metro priorities.
4. **Budget Impacts** – Approval of this resolution is a companion to the UPWP. It is a prerequisite to receipt of Federal planning funds and is, therefore, critical to the Metro budget. The UPWP matches projects and studies reflected in the proposed Metro budget submitted by the Metro Chief Operating Officer to the Metro Council. The UPWP is subject to revision in the final adopted Metro budget..

RECOMMENDED ACTION

Approve Resolution No. 09-4038 certifying that the Portland metropolitan area is in compliance with Federal transportation planning requirements.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE FY 2010 UNIFIED PLANNING WORK PROGRAM	)))	RESOLUTION NO. 09-4037 Introduced by Michael Jordan, COO in Concurrence with Council President Bragdon

WHEREAS, the Unified Planning Work Program (UPWP) as shown in Exhibit A, describes all Federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2010; and

WHEREAS, the FY 2010 UPWP indicates Federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, Tualatin Hills Parks & Recreation, the cities of Damascus, Hillsboro, Milwaukie, Portland, and Wilsonville, Clackamas County, Multnomah County, Washington County, TriMet, and Oregon Department of Transportation; and

WHEREAS, approval of the FY 2010 UPWP is required to receive Federal transportation planning funds; and

WHEREAS, the FY 2010 UPWP is consistent with the proposed Metro Budget submitted to the Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby declares:

1. That the FY 2010 UPWP is adopted.
2. That the FY 2010 UPWP is consistent with the continuing, cooperative, and comprehensive planning process and is given positive Intergovernmental Project Review action.
3. That Metro's Chief Operating Officer is authorized to apply for, accept, and execute grants and agreements specified in the UPWP.
4. That staff shall update the UPWP budget figures, as necessary, to reflect the final Metro budget.

ADOPTED by the Metro Council this _____ day of April, 2009.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Resolution No. 09-4037
Exhibit A

CLICK HERE FOR REPORT

FY 2009-10

Unified Planning Work Program

Transportation Planning in the Portland/Vancouver Metropolitan Area

Metro
Tualatin Hills Parks & Recreation
City of Damascus
City of Hillsboro
City of Milwaukie
City of Portland
City of Wilsonville (SMART)
Clackamas County
Multnomah County
Washington County
TriMet
Oregon Department of Transportation
Southwest Washington Regional Transportation Council

This Unified Planning Work Program (UPWP) has been financed in part through grants from the Federal Highway Administration, Federal Transit Administration, and the Oregon Department of Transportation. The views expressed in this UPWP do not necessarily represent the views of these agencies.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 09-4037, FOR THE PURPOSE OF ADOPTING THE FY 2010 UNIFIED PLANNING WORK PROGRAM

Date: April 16, 2009

Prepared by: Robin McArthur
(503) 797-1714

BACKGROUND

The FY 2010 Unified Planning Work Program &UPWP) describes transportation planning activities to be carried out in the Portland-Vancouver metropolitan region during the fiscal year beginning July 1, 2009. Included in the document are Federally funded studies to be conducted by Metro, Southwest Washington Regional Transportation Council, Tualatin Hills Parks & Recreation, the cities of Damascus, Hillsboro, Milwaukie, Portland, and Wilsonville, Clackamas County, Multnomah County, Washington County, TriMet, and Oregon Department of Transportation.

ANALYSIS/INFORMATION

1. **Known Opposition** – No known opposition

2. **Legal Antecedents** – Federal transportation agencies (Federal Transit Administration [FTA] and Federal Highway Administration [FHWA]) require an adopted UPWP as a prerequisite for receiving Federal funds according to Title 23 of the Code of Federal regulations, Part 450, Subpart C.

3. **Anticipated Effects** – Approval will mean that grants can be submitted and contracts executed so work can commence on July 1, 2009, in accordance with established Metro priorities.

4. **Budget Impacts** – The UPWP matches the projects and studies reflected in the proposed Metro FY 2009-10 budget submitted by the Council President to the Metro Council. The UPWP is subject to revision in the final Metro budget. This resolution also directs staff to update the UPWP budget figures, as necessary, to reflect the final Metro budget.

RECOMMENDED ACTION

Approve Resolution No. 09-4037 which adopts the UPWP continuing the transportation planning work program for FY 2010, and authorize submittal of grant applications to the appropriate funding agencies.

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Metro | *Memo*

Date:	Thursday, March 19, 2009
To:	TPAC
From:	Mike Hoglund
Re:	Endorse Metro's participation in the Strategic Highway Research Program's (SHRP2) *Partnership to Develop an Integrated, Advanced Travel Demand Model and Fine-Grained, Time-Sensitive Network*.

The Transportation Research Board of the National Academies has issued a request for proposals (RFP) that addresses four strategic areas: *the role of human behavior in safety, rapid highway renewal, improved time reliability through congestion reduction, and transportation planning that better integrates community, economic, and environmental considerations into new highway capacity*. A $1.4 million research award will be issued to the successful proposal.

The Metro Research Center has been asked to team with a set of consultants to submit a proposal for this region. This proposal is very appealing to the Research Center because it closely aligns with aspirations and values for the region and the modeling tools needed to address them.

The RFP requires that the proposal includes the endorsement of key regional bodies. The Research Center has identified the Metro Council and JPACT as those bodies. Thus, the Research Center asks that the Metro Council President and JPACT Chair sign a letter that supports the research.

The letter and the SHRP 2 C10 RFP are attached.

The agenda item requests your endorsement for the Research Center to participate in this model enhancement endeavor.

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Metro | *People places. Open spaces.*

Neil F. Hawks
Director, Strategic Highway Research Program 2
Transportation Research Board
500 Fifth Street, NW
Washington, DC 20001

RE: Letter of commitment for SHRP2 C10: Partnership to Develop an Integrated, Advanced Travel Demand Model and Fine-Grained, Time-Sensitive Network

Dear Mr. Hawks,

Metro is the regional government and Metropolitan Planning Organization for the greater Portland metropolitan area. The governing council consists of seven elected representatives.

The Joint Policy Advisory Committee on Transportation (JPACT) is chaired by a Metro Councilor and includes two additional Metro Councilors, seven locally elected officials representing cities and counties, and appointed officials from the Oregon Department of Transportation (ODOT), TriMet, the Port of Portland, and the Department of Environmental Quality. The State of Washington is also represented with three seats that are traditionally filled by two locally elected officials and an appointed official from the Washington Department of Transportation (WSDOT). All transportation-related actions (including Federal MPO actions) are recommended by JPACT to the Metro Council.

The Metro Council and JPACT fully endorse Metro's participation in the SHRP2 C10 program. The objectives and products outlined in the RFP will enhance the modeling tools necessary to answer the emerging and essential policy and design questions facing our region.

Metro is interested in transportation impacts that affect urban form, the environment, and the regional economy. The Capacity Focus Area background information in the request for proposal states that "the objective of the capacity focus area is to produce approaches and tools for systematically integrating environmental, economic, and community requirements into the analysis, planning and design of new highway capacity." Developing tools to incorporate these important elements is a high priority for our Research Center. We support investment of resources to create an improved modeling framework that will be used extensively in project analysis.

Several areas of potential application include:

> Corridor Studies – Comprehensive tools are needed to move projects forward through the EIS and FEIS alternative analysis steps. In addition, it is becoming necessary to thoroughly assess potential traffic impacts during construction and to provide demand management planning for a project once it is built. One such project is the Columbia River Crossing project – a bi-state interstate bridge and light rail project. The Project Sponsor Committee for the project is forming a Mobility Council to continually manage demand and to determine the potential near term flow characteristics given certain policy actions. It is critical that reliable modeling tools are available for this work.

Road Pricing – Pricing is seen as a tool to potentially manage traffic flow and to generate revenue to finance projects. This region and the state have recently been involved in studies that contribute to the evaluation of the effects caused by congestion pricing, vehicle-miles-traveled taxes, and other tolling mechanisms. New state-of-the art tools for use in conducting road pricing analyses are critical due to the implications of these revenue generating mechanisms.

Environmental Planning – The assessment of pollutants, particularly green house gases and toxins, is quickly becoming a very high priority for policy makers in this region. It is critical that modeling tools produce VMT and speed information of the highest quality possible. New tools that better capture congestion effects (queuing, speed reductions, etc) are essential in this analysis.

Metro and JPACT recognize that the Strategic Highway Research Program addresses the need to enhance the modeling tools to address issues regarding safety, reliability, community integration, and environment. These issues are critical to decision makers in crafting fiscally responsible and innovative policies to address our region's sustainability.

Thank you for considering Metro's participation in this exciting research project.

Sincerely,

David Bragdon
Council President
Metro Council

Carlotta Collette, JPACT Chair
Councilor, District 2
Metro Council

SHRP 2 C10 [RFP]

Partnership to Develop an Integrated, Advanced Travel Demand Model and Fine-Grained, Time-Sensitive Network

Posted Date: 3/10/2009

Project Data	
Funds:	$4.0 Million
Contract Time:	30 months
Authorization to Begin Work:	9/1/2009 -- estimated
Staff Responsibility:	Stephen Andrle Phone: 202-334-2810 Email: sandrle@nas.edu
RFP Close Date:	4/21/2009

SHRP 2 Background

To address the challenges of moving people and goods efficiently and safely on the nation's highways, Congress has created the second Strategic Highway Research Program (SHRP 2). SHRP 2 is a targeted, short-term research program carried out through competitively awarded contracts to qualified researchers in the academic, private, and public sectors. SHRP 2 addresses four strategic focus areas: the role of human behavior in highway safety (Safety); rapid highway renewal (Renewal); improved travel time reliability through congestion reduction (Reliability); and transportation planning that better integrates community, economic, and environmental considerations into new highway capacity (Capacity). Under current legislative provisions, SHRP 2 will receive approximately $150 million with total program duration of 7 years. Additional information about SHRP 2 can be found on the program's Web site at www.trb.org/shrp2.

Capacity Focus Area Background

The objective of the Capacity focus area is to produce approaches and tools for systematically integrating environmental, economic, and community requirements into the analysis, planning, and design of new highway capacity. That is being accomplished by developing a Collaborative Decision-Making Framework, organized around Key Decision Points, for reaching decisions on enhancing highway capacity and providing the tools for applying the framework. The products of C10 will be among the improved tools. The framework is being implemented through a web-based portal that will provide structured access to the results of individual research projects.

The scope of the Capacity Focus Area, as defined by the SHRP 2 Oversight Committee, extends from the early stages of the transportation planning process when many potential solutions are being considered through project development. SHRP 2 is the Strategic *Highway* Research Program, but being strategic about highway capacity investments means full examination of highway design, highway management, transit, pedestrian, and nonmotorized alternatives within the collaborative decision-making process. Transportation demand models and networks must be up to this challenge.

Project Background

We all know as travelers that we make our travel choices in response to many factors including destination, price, travel time, travel time reliability, convenience, status, parking availability, and information about current conditions. We also know that congestion can drive us to change travel behavior because it pushes us over some personal threshold. At that point we shift route, shift departure time, join a carpool, take transit, work at home if allowed, or maybe move.

Public policies such as adding highway capacity, improving traffic operations, adding transit capacity, introducing priced roads, providing better traveler information or offering companies tax benefits for transit subsidies further influence the choices we make. Public agencies are continuously evaluating difficult policy options like these but the transportation modeling tools are not adequate for the job.

The essence of the problem addressed by project C10 is that traveler behavior responds to network conditions and network conditions respond to behavior. The present generation of models is not sensitive to this dynamic interplay and, therefore, cannot properly analyze transportation alternatives. In other words, the planning representation of demand is not informed by operating conditions on the network at the time the travel occurs. In turn the representation of network operations is not informed by changes in demand.

Because of these shortcomings we cannot effectively estimate behavioral responses to transportation management strategies such as:

- Variable road pricing
- Ramp metering
- ITS strategies—customer information on road conditions, travel time, incidents, etc.
- Reversible lanes
- Policies affecting the time of travel demand such as parking pricing, transit pricing and scheduling flexible work schedules, reversible lanes, HOV lanes and HOT lanes.

- Work and shop-at-home policies
- Variable speed limits (potentially)
- Bottleneck improvements (reduction in lane width to add a lane, geometric improvements to ramps, etc.)
- Shift to nonhighway mode

A dynamic integration of activities, networks and environment is needed that:

- Handles all origin-destination possibilities in the region
- Covers 24 hours
- Covers weekday variations, is capable of expansion to weekends
- Contains sufficient street details to analyze policies like those named above
- Handles route choice under recurring and nonrecurring congestion
- Inputs demand to the operational network (traffic simulation) at a maximum of 5 minute intervals. (Recognizing that the behavioral sensitivity of certain decisions to travel time may be different.)

The National Research Council's Special Report 288, released in the summer of 2007, supports this stated need. Special Report 288 is very pessimistic about the capability of traditional "four-step" travel demand models and networks that are not time sensitive to address the impact of management strategies. Here are a few quotations from the report (italics added):

- The conventional model structure is *inherently incapable* of accurate treatment of choices made in response to congestion and other indicators of system performance. (p.2)
- Factors influencing travel behavior—such as the value of time and value of reliability—are *impossible* to model using the four-step process. (p.3)
- The four-step model does not produce accurate, disaggregate, estimates of time-specific volumes or speeds on specific routes. These estimates are needed to evaluate improvements in traffic operations, modes of access to transit stations, time shifting of travel in congested networks, and freight policies, as well as to calculate air quality emissions.(p.3)
- The current widely used four-step metropolitan travel demand forecasting process *cannot* adequately characterize (the effect of the management strategies listed above) without the use of off-model adjustments. (p.46)

The NRC report states that capacity-related policies under consideration by cities and states cannot be analyzed with the current models and networks.

Similarly, the new EPA MOVES model has been formulated to address different geographic scales of air quality analysis from national, regional, and local to project-level inventories. In contrast to the current generation of emissions models, MOBILE and EMFAC, MOVES uses a modal approach for emissions estimation based on second-by-second vehicle performance characteristics, including vehicle specific power and speed, for different driving modes. Advanced transportation model applications that fully leverage the capabilities of MOVES will require more temporally and spatially resolved fleet and activity data than is available from most travel model sets today. Improved models are on the critical path to estimating the air quality and greenhouse gas implications of transportation alternatives.

Recent research indicates that travel time reliability is an element of route choice and willingness to pay tolls. The next generation of models should be sensitive to reliability. Travel time reliability must be included in the capabilities of the model sets developed under project C10.

In addition, SHRP 2 is conducting research to improve our ability to analyze road management strategies, the results of which can be most useful if imbedded in a travel demand model set. Specifically, project C04 is mining current stated-preference and revealed-preference data to develop better mathematical descriptions of motorist responses to congestion and pricing. Project C05 is evaluating roadway performance under congested congestions and the capacity improvements that may be achieved from applying management strategies. Reliability Project L04 is examining strategies for including reliability in travel simulations and planning models. To use the results of these projects in a meaningful way, they must be incorporated into models. But if the models and networks are "inherently incapable" of analyzing the very issues with which we are concerned, SHRP 2 capacity research cannot have the desired impact.

New models and networks are on the critical path to success of SHRP 2 Capacity research. The Technical Coordinating Committee for SHRP 2 is investing in a partnership with states or MPOs to provide a test bed to demonstrate the benefits of deploying advanced models and networks to achieve the stated project objectives.

Project Goals and Objectives

The goal of Project C10 is to improve modeling and network processes and procedures in order to address policy and investment questions described in the Project Background that cannot be well addressed now, and to facilitate further development, deployment, and application of these procedures. We intend to achieve this goal in partnership with a public agency that has responsibility for transportation modeling. **All proposals must include a public agency partner.**

The primary objective of this project is to make operational in two public agencies a dynamic integrated model—an integrated, advanced travel-demand model with a fine-grained, time-dependent network (integrated activities and networks). If this objective is not achieved, neither the project goal nor the secondary objectives can be achieved.

The secondary objectives of this project are: (1) Produce a portable, transferrable, product, process, and sample data set that can be adapted for use elsewhere or used for research. (2) Incorporate SHRP 2 Capacity products from projects C04 (pricing) and C05 (operations) into the model capabilities. (3) Incorporate travel time reliability into the modeling capabilities. (4) Demonstrate the application of outputs of the integrated model to estimate greenhouse gas emissions using EPA's MOVES Model. (5) Demonstrate the dynamic integrated model set in a real-world environment on selected policies listed in this RFP.

Award Categories

Proposals are requested in two categories and an award will be made in each category. In an earlier announcement, the Expert Task Group stated that an award would be made to an urban area with a population of approximately 750,000 or less and one to an area of that size or larger. Feedback from the January 27, 2009, bidder's conference suggests that this is not clear. Therefore, the ETG has changed the categories, although they may still correspond to a larger and a smaller urban area.

The intention of two awards is to achieve a variety of approaches to developing a dynamic integrated model, to address nonhighway mode choices in response to congestion and road pricing, to demonstrate the applicability of dynamic integrated models to urban areas of various sizes, and to reduce SHRP 2's risk. We recognize that every area proposing is not likely to have all conditions of interest to this project. SR 288 states (p40) that MPOs in urban areas exceeding 1 million people are likely to have more complex planning requirements and to account for multiple transit modes in their modeling process

Category A: In this category a location partner is anticipated in which choices of nonhighway modes are limited. In this environment, a dynamic integrated model is expected that emphases behavioral changes in use of highways in response to highway conditions. Methods proposed should address changes in demand such as micro-time of day choice (i.e. peak spreading) and route choice in response to adding lanes and in response to operational improvements such as ramp metering, signal coordination, freeway management, ITS, reversible lanes, HOV/HOT lanes, variable tolls, variable speed limits, and bottleneck improvements. Detailed, time-sensitive highway networks will be expected to include detailed and accurate highway operating characteristics to ensure that such policies can be adequately addressed.

Category A budget: $1.4 million

Category B. Category B is intended to serve communities with more mode choices than Category A. Category B proposals must address items discussed in Category A, plus people's mode choice response to highway conditions. More generally, a methodology should be developed to reflect changes in the nature of demand, mode choice (including "new modes" such as work or shopping at home and nonmotorized travel), destination choice, timing, route of travel as a response to highway network congestion, roadway management strategies, road pricing, transit service, parking policies, and other public policies aimed at reducing congestion. Public agency partners in Category B must have or develop a dynamic integrated model containing the behavioral sensitivities necessary to measure this response, including a full-featured mode choice model and transit networks.

Category B budget: $2.6 million

Tasks
*Task descriptions are intended to provide a framework for conducting the research. SHRP 2 is seeking the insights of proposers on how best to achieve the research objective. Proposers are expected to describe research plans that can realistically be accomplished within the constraints of available funds and contract time. Proposals must present the proposers' current thinking in sufficient detail to demonstrate their understanding of the issues and the soundness of their approach to meet the research objective*s.

Intellectual property is critical to this project, so the ground rules need to be clear. For the SHRP 2-funded components of final C10 products:

- *The National Academy of Sciences (NAS) owns the intellectual property.*
- *The developers/researchers will receive a nonexclusive license from the NAS to use new developments emerging from this project.*
- *The NAS may license others to use these new developments.*
- *The NAS may transfer the rights to another party (e.g., AASHTO, AMPO) to encourage multiple vendor development.*

The developers/researchers may use preexisting software as a foundation for C10 products:

- *This may be proprietary, open-source, or public domain.*
- *License fees, royalties, or commercial sales to future users are not explicitly prohibited.*
- *Proprietary software must be explicitly identified and, if used, an appropriate fully paid-up license must be acquired on behalf of the NAS for purposes of this project.*

In Task 1, describe the anticipated approach and clearly discuss costs likely to be encountered by users:

- *Fees*
- *Royalties*
- *Support and development costs*

Also in Task 1, discuss the anticipated dissemination approach to be applied during the implementation Phase of SHRP 2 (after C10 is completed) to ensure wide availability to the public sector.

In short, C10 is expected to produce a product that works and has a reasonable path into practice.

Task 1: Describe your approach to developing a dynamic integrated model and provide a synthesis and summary of industry experience and lessons learned supporting your approach. Describe the underlying assumptions of your approach, recommend the optimum granularity in terms of space and time for both activity models and network models, discuss issues of scale, and describe measures of effectiveness for the dynamic integrated model. Describe the preexisting software base for your approach, likely costs to users, and the implications of your approach for dissemination. Show how your approach addresses the objectives of the project. Prepare a Task 1 report for SHRP 2 review. See Special Note 4.

Task 2: Develop and describe the system architecture, including the entire software environment in which the travel demand components and network components reside. See Note 2. Describe the software environment; list modules, routines, and flows.

Then describe the steps you will follow in developing the dynamic integrated model, including interim working products and appropriate checkpoints for SHRP 2 review. Include a discussion of how you will treat trucks, transit vehicles, service vehicles, and any other vehicles not necessarily covered in the models developed here but required to represent realistic network volumes and speeds. Describe how the outputs of your dynamic, integrated model will interface with the MOVES model.

Also describe in general terms how the results of other SHRP 2 projects will be incorporated into the dynamic integrated model, specifically:

- C04: Improving our Understanding of How Highway Congestion and Pricing Affect Travel Demand
- C05: Understanding the Contributions of Operations, Technology, and Design to Meeting Highway Capacity Needs
- L04: Incorporating Reliability Performance Measures in Planning and Operations Modeling Tools (especially Phase II, which addresses feedback between networks and demand models.)

These projects are not complete, but the work plans are available at TRB.org/SHRP2. Projects C04 and C05 will be completed early in the C10 contract period and advance results will be released to researchers. L04, Phase II will be substantially completed prior to the start of the C10 contract. Submit a Task 2 Report for SHRP 2 review and do not advance to Task 3 until receiving approval.

Task 3: Assemble the network data and build the simulation network. Use an existing trip table and traffic data to test, calibrate, and validate the highway network and (for Category B) transit network. Demonstrate to SHRP 2 that it works. See Special Note 8 for elaboration on Tasks 3, 4, and 5.

Also assemble socio-economic and behavioral data and existing models that you will apply to this project, e.g., travel surveys, travel time studies, household surveys, land use data, parcel level data base.

Note: In the proposal describe characteristics of the network you are starting with. Describe what you have now and what you will develop or collect under the project, e.g., signal timing, speed studies, incident data, traffic counts, street centerline file, transit stop locations, grade, etc. Also describe the data resources available for the project, including existing models, processes, geo-referencing systems, population syntheses, etc. Discuss the quality of the data related to the project objectives. Describe any data you plan to collect and the protocol for doing so. If you plan to collect data, be clear in the proposal and show the budget.

Prepare a Task 3 special progress report prior to building the dynamic integrated model that demonstrates that all the data are in place to proceed. Describe any problems or substitutions from what was planned in the proposal. Tasks 3 and 4 may be conducted in parallel as much as possible to save time.

Task 4: Build the dynamic integrated model and test on a small-scale test network. Demonstrate to SHRP 2 that all components of the dynamic integrated model perform as expected and/or explain problems. Prepare a Task 4 report. Do not proceed to Task 5 without SHRP 2 approval.

Task 5: Upgrade the dynamic integrated model as needed based on Task 4. Test and validate the dynamic integrated model on a full-scale application network and data set. Test sensitivities to:

- Traffic shifts in time of day or route in response to capacity increases, operations, or management actions to increase throughput
- Travel time reliability
- Greenhouse gas emissions calculated from the outputs of the dynamic integrated model
- Dynamic and fixed road pricing
- Mode shifts in response to network congestion or pricing (Category B)
- Work/shop at home, flex-time policies, or similar demand management policies (Category B)

Prepare a Task 5 Validation Report.

Task 6: Use the dynamic integrated model to analyze policies and investment alternatives of interest to the public agency partner. Describe your proposed analysis in a technical memorandum to SHRP 2 for approval before continuing with Task 6. Use the measures of effectiveness proposed in Task 1 to assess the performance of the model. Prepare a Draft Final Report that describes the application of the dynamic integrated model to the policy questions and its success. Write the report for a "cut to the chase" audience that wants to know how the dynamic integrated model performed.

Note: In the proposal, describe policies and alternatives you will likely test using opportunities in the area of the participating public agency.

Task 7: Prepare the dynamic integrated model and test data set for dissemination. Provide all input files, output files, executable modules, source code, documentation, and any other files needed to replicate results.

Task 8: Prepare a User's Manual and Documentation.

Task 9: Prepare and carry out a communication strategy, which may include a website, special publications, speaking venues, or other approaches. Prepare a visual presentation of results and present it in at least two locations.

Task 10: Revise the Draft Final Report, User's Manual, and Documentation based on SHRP 2 review and submit final versions.

Deliverables

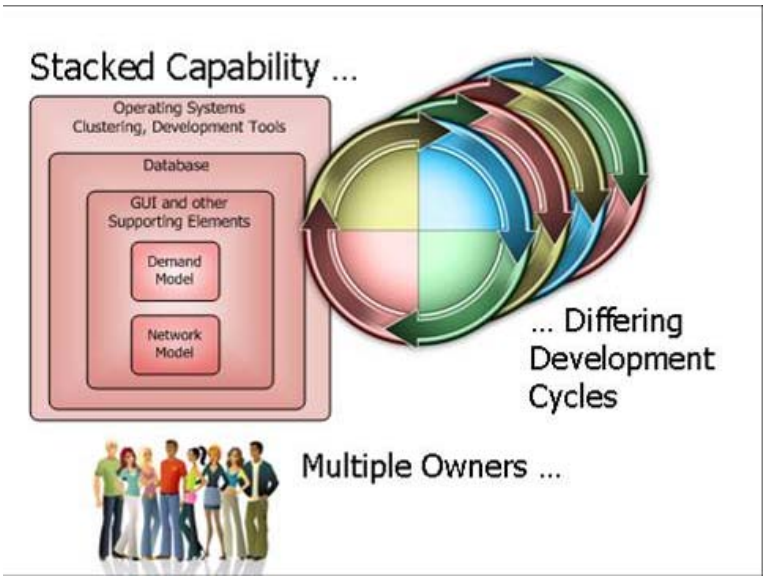
1. Task 1 Report, Synthesis and Summary of good industry practices related to your approach to developing a dynamic integrated model.
2. Task 2 Report, Architecture and Development Steps
3. Task 3 Special Progress Report prior to building the model
4. Task 4. Report that demonstrates that the dynamic integrated model works on a small scale network and that the full application network works when loaded with an existing trip table.

5. Task 5. Validation Report
6. Task 6. Draft Final Report
7. Task 7. Provide all input files, output files, executable modules, source code, documentation, and any other files needed to replicate results.
8. Task8. User's Manual and Documentation
9. Task 9. Communications Strategy, visual presentation and two deliveries
10. Five (5) interim meetings with SHRP 2 staff and members of a Technical Expert Task Group, one (1) in Washington, DC, and four (4) at the public agency site or contractor's facility.
11. Two (2) interim meetings with the TCC in Washington, DC; Irvine, CA; or Woods Hole, MA
12. Telephone conference calls, as needed

Special Notes

Note 1: Consulting firms or universities may submit proposals in either Category A, Category B, or both with different public agency partners. However, you must include in the "Other commitments of the research team" section of the proposal your staff time allocation to the other C10 proposal as well as your commitments to other work. SHRP 2 is looking for creativity and new ideas. This suggests that it is unlikely that the same consulting/university team would be selected twice, but the decision will be made based on the evaluation criteria listed in Special Note 3.

Note 2: This graphic illustrates the complete software environment. It is also illustrates that each piece may develop on different cycles and that development in one element may disable other components unintentionally. An objective of Project C10 is to deliver a dynamic integrated model that will work over a long period of time. Proposers should describe all components of their architecture and its stability with respect to changes in the operating systems or database platforms. Graphic courtesy of FHWA.



Note 3. As stated clearly in the Liability Statement Notice, a condition for acceptance of proposals is that the prime proposer must sign the NAS Liability Statement. Please have your legal staff read the liability statement prior to proposing.

TheExpert Task Group has also established an absolute requirement that letters of commitment from all participants, including public agency partner(s) must be included in the proposal.

The Expert Task Group has established these additional evaluation criteria for this project.

Additional Evaluation Criteria for the proposed research approach, experimental design, and facilities (characteristics and features of the location partner):

1. Public Agency Commitment
   - Level and nature of public agency commitment and leadership
   - Degree of agency management/board support
   - Willingness to test the results of SHRP 2 pricing research (C04) and operations research (C05) in the model.
   - Stated intent to implement research results when completed

2. Data
   - Availability and quality of data – e.g., travel surveys; traffic volume, speed, density/lane occupancy; signal data; disaggregate land use and socioeconomic data; and other data necessary to build and validate the model set.
   - Availability or ability to obtain travel time reliability data; ability to link road volume to conditions such as incidents, lane closures, weather, and events.

3. Likelihood of success

- Capability of existing models, networks, and researchers/staff
- Ability of the partnership's existing models and networks or models and networks under development to support achievement of project objectives
- Experience with emissions models MOBILE 6 or EMFAC in California
- Ability to develop fine-grained, time-sensitive networks that can show volume, queues, and lane occupancy in suitable temporal and spatial resolutions that satisfy the requirements of traffic simulation, traffic assignment, and travel demand

4. Methodology for evaluation and validation of the dynamic integrated model (Tasks 5 and 6)
   - Creativity and innovation exhibited in the evaluation

5. The likelihood that the business approach will not hinder moving results into practice (Task 1)
6. Other
   - Letter of acknowledgment from state DOT(s) in which the project will occur
   - Creative/automated processes for implementation and transfer of data and methods to the new models set.

Note 4. Intellectual Property. This research effort will lead to a new approach to travel modeling, one in which fine-grained, time-dependent networks are linked with person or household based demand models. This will represent a major shift in travel modeling, from highly aggregate zones and network links carrying thousands of vehicles to modeling individual behavior and the movement of specific vehicles. As such this effort will set the direction for further application, development, and deployment of travel forecasting methods. It is essential that all groups involved in travel modeling be able to build on the work of this project.

The products of this project will be used by four primary groups:

- Planning agencies
- Consultants
- Researchers
- Software developers

Meeting the goals of this project requires that the products be delivered in a form that allows each of these groups to expand on the initial work through a) developing new methods and capabilities, b) making modifications to address specific needs, and c) applying the tools developed to individual projects and areas. A*ll elements needed to run and further develop the integrated demand models must be available to users.*

Please note that the National Academy of Sciences will own intellectual property developed as part of this project and researchers may not charge fees or royalties on new intellectual property. Researchers will receive a nonexclusive license to use the results of this research in their own products. ***(***See the discussion of Intellectual Propertyin the ***Manual for Conducting Research and Preparing Proposals for SHRP 2*** as referenced in General Note 4***).***

Note 5. A secondary objective of Project C10 is to address the benefits of a dynamic integrated model in estimating greenhouse gas emissions. However, this is not primarily an air quality modeling project. The interest of C10 is in how the output of a dynamic integrated model interfaces with the EPA MOVES model.

Note 6. The research team should possess at least the following skill sets**:**

- Experience with advanced travel demand models
- Experience with travel simulation models
- Experience with linking travel demand models and mobile source emissions models
- If software development is proposed, the team should have experience.

Note 7. Please limit the Understanding of the Problem and Description of facilities (urban area) to 10 pages each.

Note 8. As a guide, this is how the ETG envisions the conduct of Tasks 3, 4, and 5. Prepare two data sets, a small-scale test data set suitable for prototyping and an application data set for the full model. Using these data sets, do the following:

Task 3. Network Testing - Using networks from the application data set and existing trip tables from the partner agency, assign the existing trip tables to the network. (Highway and Transit for Category B)

Task 4. Model Prototyping – Using the test data set, develop and test the overall model framework. Ensure that all elements of the model are well connected, that feedback functions properly and that appropriate information is produced by the model.

In the report, provide separate discussions on Tasks 3 and 4.

The expert task group (or other designated group) will review the results of Tasks 3 and 4 prior to proceeding to Task 5.

Task 5. Test the dynamic integrated model on the application data set.

Comment on Task 4, prototyping: The test data set will support model prototyping. To that end, the test data set need not be derived from the application data set. Contractors may construct a notional (artificially constructed) data set, borrow a data set, or may use other data sets previously created. The test data set should include all of the major characteristics of the application data set (i.e., if the application data set

contains a light rail system the test data set should also). If the proposed model has previously been prototyped on a test data set those results may be used for this work. Test data sets developed for other purposes may also be used. If trip tables have previously been assigned to the application data set those results may also be used.

The overall intent is to build the model in a series of steps with intermediate deliverables and to take advantage of work previously completed.

Note 9: Category A and Category B teams may communicate and collaborate with each other with the involvement of SHRP 2 staff or members of the Technical Expert Task Group.

Note 10: You are asked to budget for 5 interim meetings with SHRP 2 staff and the Technical Expert Task Group (T-ETG) that will oversee both projects. This is a meeting approximately every six months. The T-ETG will function as a peer review team as you develop the dynamic integrated model. The involvement of the T-ETG will be hands-on.

Funds Available:

Two awards will be made.
Award in Category A: $1.4 million
Award in Category B: $2.6 million
$ 4.0 million for both awards

Contract Period: 30 monthsfor the entire project. Category A and Category B proposals may each last 30 months and will be done in parallel.

Responsible Staff: Stephen Andrle, sandrle@nas.edu, 202-334-2810

Authorization to Begin Work: September 2009, estimated.

Proposals (20 single-bound copies) are due not later than 4:30 p.m. on April 21, 2009

This is a firm deadline, and extensions simply are not granted. In order to be considered, all 20 copies of the agency's proposal, accompanied by the executed, unmodified Liability Statement must be in our offices not later than the deadline shown, or they will be rejected.

Delivery Address
PROPOSAL-SHRP 2
ATTN: Neil F. Hawks
Director, Strategic Highway Research Program 2
Transportation Research Board
500 Fifth Street, NW
Washington, DC 20001

Phone: 202-334-1430

Liability Statement

The signature of an authorized representative of the proposing agency is required on the unaltered statement in order for SHRP 2 to accept the agency's proposal for consideration. **Proposals submitted without this executed and unaltered statement by the proposal deadline *will be summarily rejected.*** An executed, unaltered statement indicates the agency's intent and ability to execute a contract that includes the provisions in the statement. Here is a printable version of the **Liability Statement (pdf).** A free copy of the Adobe Acrobat PDF reader is available at **http://www.adobe.com**. The Liability Statement is included as Figure 1 in the *Manual for Conducting Research and Preparing Proposals for SHRP 2* referred to in General Note 4.

General Notes

1. Proposals will be evaluated by SHRP 2 staff and Expert Task Groups (ETGs) consisting of individuals collectively very knowledgeable in the problem area. Selection of an agency is made by the SHRP 2 Oversight Committee, based on the recommendation from SHRP 2 staff and the ETG. The following factors are considered: (1) the proposer's demonstrated understanding of the problem; (2) the merit of the proposed research approach and experimental design; (3) the experience, qualifications, and objectivity of the research team in the same or closely related problem area; (4) the proposer's plan for participation by disadvantaged business enterprises (DBEs)—small firms owned and controlled by minorities or women; and (5) the adequacy of facilities.

TRB and the SHRP 2 Oversight Committee strongly encourage the significant participation of DBEs in SHRP 2 research contracts. Although no quota is specified nor is DBE participation mandated, the proposer's plan for involvement of DBEs is a factor in contractor selection, and the contractor's adherence to its DBE plan will be monitored during the contract period. Contractors are required to submit periodic reports comparing actual with proposed payments to DBEs. The "Research Team Builder" section of the SHRP 2 website is a resource for proposers

interested in participating on research teams.

2. Any clarifications regarding this RFP will be posted on the SHRP 2 Web site (www.TRB.org/SHRP2). Announcements of such clarifications will be posted on the front page and, when possible, will be noted in the TRB e-newsletter. Proposers are advised to check the Web site frequently until March 26, 2009, when no further comments will be posted.

3. According to the provisions of Title 49, Code of Federal Regulations, Part 21, which relates to nondiscrimination in federally assisted programs, all parties are hereby notified that the contract entered into pursuant to this announcement will be awarded without discrimination on the grounds of race, color, religion, sex, national origin, or disability.

4. The essential features required in a proposal for research are detailed in the *Manual for Conducting Research and Preparing Proposals for SHRP 2.* Proposals must be prepared according to this document, and attention is directed specifically to Section IV for mandatory requirements. Proposals that do not conform to these requirements will be rejected.

5. The total funds available are made known in the project statement, and line items of the budget are examined to determine the reasonableness of the allocation of funds to the various tasks. If the proposed total cost exceeds the funds available, the proposal is rejected.

6. All proposals become the property of the Transportation Research Board. Final disposition will be made according to the policies thereof, including the right to reject all proposals.

IMPORTANT NOTICE

Potential proposers should understand that the research project described herein is tentative. The final content of the program depends on the level of funding made available. Nevertheless, to be prepared to execute research contracts as soon as possible after sponsors' approvals, the Strategic Highway Research Program is assuming that the tentative program will become official in its entirety and is proceeding with requests for proposals and selections of research agencies.

To create a link to this page, use this URL: http://www.trb.org/TRBNet/ProjectDisplay.asp?ProjectID=2349

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Metro | *Memo*

Date: March 19, 2009

To: TPAC and Interested Parties

From: Ted Leybold, MTIP Manager

Re: Identification of back-up and fail safe obligation strategies for American Reinvestment and Recovery Act local transportation funding

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Introduction

The American Reinvestment and Recovery Act (ARRA) apportioned $38,022,870 to local transportation projects in the Metro region. These funds must be obligated by March 2, 2010 or they will revert to the federal government for re-apportionment to other metropolitan areas that successfully obligated all of their funding.

Projects have been identified for the funding apportioned from the ARRA for transportation in the Metro region. The project list was adopted by JPACT and the Metro Council on March 5, 2009.

As local agencies proceed with project development work necessary to obligate the funding awarded, projects may encounter issues that preclude them from being able to obligate the funding in accordance with federal regulations. In this case, a regional strategy needs to be in place that identifies how the funding will be re-programmed to alternative projects that are capable of obligating the funds prior to the federal deadline of March 2, 2010.

Process

County Coordinating Committees and the City of Portland will be asked to submit a two-step strategy for the re-programming of funds. First will be a back-up strategy to propose to Metro for how to re-program funds within each sub-region should a project be identified prior to July 30th that it will not be able to complete and submit with ODOT approval all work by December 31, 2009 necessary to obligate funding. A strategy could include re-programming to other ARRA or federal aid projects in the sub-area or identification of additional ready-to-go projects.

As much as possible, the back up strategy should provide the ability to generally address the current balance of projects across multiple transportation sectors (preservation, bike/pedestrian, ITS, etc.).

Second will be a “fail-safe” strategy the Committee would propose to Metro in the event a project is identified after July 30th that will not be able to complete and submit with ODOT approval all work necessary to obligate funding by December 31, 2009. This strategy should identify two or three federal aid projects in order of preference that could immediately absorb and obligate the funding from the project not able to obligate. These projects would be projects whose scope could be expanded with no additional environmental work.

Local coordinating committee staff is strongly encouraged to solicit input from ODOT local area liaison and Metro staff prior to submitting strategies to Metro to ensure their viability. These strategies need to be submitted to Metro by April 14th so that TPAC can act on the recommendations at its April meeting. The strategies will be subject to review and approval by Metro staff, in consultation with ODOT staff, to ensure that the strategies are viable to obligate all funds.

These funds are administered by the MPO in cooperation with ODOT and local agencies. It is the responsibility of the MPO to ensure that all of these funds are utilized and the region remain eligible to receive potential additional funds. Local agencies have had and continue to have the ability to shape how these funds are prioritized locally. However, the authority to administer these funds is not sub-allocated to the local agency. It is the local agency responsibility to deliver the project that has been identified to receive funds and to work with your Coordinating Committee to identify a viable back-up and fail-safe strategy for your sub-region should an existing project not be able to proceed within the existing funding framework.

Next steps

At the April TPAC and May JPACT meetings, the back-up and fail-safe strategies will be considered and approved. This will provide authority for quick administrative action by Metro staff should the strategies need to be implemented.

Related Information

Additional information will be forthcoming from the Federal Highway Administration and the ODOT local government section regarding project agreements and reporting requirements.

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Metro | *Memo*

Date: March 27, 2009

To: TPAC and interested parties

From: Kim Ellis, RTP Project Manager

Re: 2035 Regional Transportation Plan (RTP) Update – System Development Next Steps

Purpose

In late-2009, a number of coordinated growth management decisions will be made through the *Making the Greatest Place* initiative. 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 process and proposed approach for updating the 2035 RTP investment strategy for the community building and mobility investment strategy tracks. This effort will result in draft set of investment priorities and a long-term strategy to fund priorities that support the 2040 Growth Concept and meet other goals of the RTP.

Action Requested

- Discuss proposed system development approach and process, including development of a single set of investment priorities that meets Federal "fiscal" constraint requirements and serves as the "adequate" system as defined by the State Transportation Planning Rule (TPR).
- Identify issues/concerns for RTP work group to address.

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.

Work in the coming months will focus on updating the current RTP finance assumptions and the list of investments the region can afford. Refinements to the list of investment priorities will respond to policy direction and funding targets provided by the Metro Policy Advisory Committee (MPAC), the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council. The refinements will also consider the findings and recommendations from the investment scenarios analysis, local aspirations and mobility corridor workshops, high-capacity transit system plan, the regional freight and goods movement plan and the transportation system management and operations plan.

Staff proposes the system development phase focus on defining a single set of investment priorities that meets Federal "fiscal" constraint requirements and serves as the "adequate" system as defined by the State Transportation Planning Rule (TPR). Chapter 3 of the RTP provides the policy basis for establishing the "planned" regional transportation system and the types of investments needed to support the vision for this "planned" system.

The proposed approach allows for expanding current finance assumptions to reflect policy makers willingness and commitment to raise new revenues. Updating current finance assumptions will be the

focus of JPACT retreat on May 22. A single set of investment priorities is less confusing to the public than the current state RTP, which includes 3 different sets of investments – one that meets federal requirement (financially constrained system), one that meets state requirements (priority system) and a third set that presents all the investments needed to implement the 2040 growth concept (illustrative system).

With TPAC support of this approach, staff can begin working with the RTP work group to address broader implications of a single system of investment priorities on local Transportation System Plans (TSPs) and development review, including designation of planned facilities for purposes of right-of-way acquisition and identifying performance standards for making an "adequacy" determination to comply with Section 0060 of the TPR.

Next Steps

Metro staff will continue to bring forward products for individual RTP elements for Metro Council, MPAC and JPACT discussion, which will culminate in June with MPAC, JPACT and the Metro Council providing policy direction RTP funding options and investment priorities.

Next steps to update and refine the current RTP investment strategy include:

Late-March-April	Local agency technical workshops on mobility corridors held to review facility functions and identify gaps in potential solutions identified in the current RTP following the federally-required congestion management process (CMP)
April 9	Release of an atlas of the region's mobility corridors
April-May	MPAC, JPACT and Metro Council discuss High Capacity Transit (HCT) plan strategies and priorities, local aspirations/community building needs and regional mobility corridors needs
May 18	Metro provides ODOT, TriMet, Port, special districts, cities and counties with current RTP investment list and summary of potential community building and mobility corridor solutions
May 22	JPACT retreat to discuss RTP funding options and investment priorities
June	MPAC, JPACT and Metro Council provide direction on RTP funding strategy and investment priorities
June 13-July 11	ODOT, TriMet, Port, special districts, cities and counties update RTP investment priorities based on policy direction and funding targets
July 11	RTP Investment Strategy refinements submitted to Metro by 5 p.m.
July-August	Modeling and analysis of draft investment strategy
Sept. 1	Draft RTP released for 30-day public comment period

/attachments

- **Attachment 1:** RTP Investment Strategy Framework
- **Attachment 2:** RTP Investment Strategy Elements

2035 RTP Investment Strategy

State and Regional Mobility Track

Why: Support integrated, multi-modal mobility for people and goods movement.

Who: JPACT/MPAC/Council provide direction. Metro, ODOT, TriMet, special districts, cities and counties identify investment priorities.

Where: Facilities within mobility corridors, including throughways, high capacity transit, arterials, frequent bus routes, 2040 corridors and off-street trails.

What: Investments that support safe, reliable interstate, intrastate and intra-regional people and goods movement.

How: Review mobility corridor atlas, current RTP and regional studies, local and state plans and RTP needs assessment to bring forward mobility corridors priorities, consistent with policy direction.

When: June 13 – July 11 '09

Community Building Track

Why: Support place-making and local aspirations to implement the 2040 Growth Concept.

Who: JPACT/MPAC/Council provide direction. Metro, ODOT, TriMet, special districts, cities and counties identify investment priorities.

Where: Facilities within 2040 target areas, including centers, station communities, main streets, employment areas and industrial areas.

What: Investments that leverage 2040 land uses, improve community access and mobility for people and goods and demonstrate sustainable transportation design practices.

How: Review current RTP, local plans, state of centers report, and RTP needs assessment to bring forward community projects of regional significance, consistent with policy direction.

When: June 13 –July 11 '09

Attachment 2

METRO

2035 Regional Transportation Plan Investment Strategy

State and Regional Mobility Investment Strategy

Investments that support reliable interstate, intrastate and intra-regional people and goods movement.

Regional Throughway Investments

These investments include multi-modal capital investments, right-of-way preservation and system and demand management strategies to support safe and reliable travel on the region's throughway system. These routes have the function of connecting major 2040 Growth Concept activity centers, industrial areas and intermodal facilities within the region and serve as the primary interstate and intrastate connections for travel to other parts of the state, California, Pacific Northwest and Canada.

Regional High Capacity Transit Investments

These investments include capital investments, right-of-way preservation and system and demand management strategies to support safe and reliable travel on the region's high capacity transit (HCT) system. The HCT system has the function of connecting the 2040 Growth Concept central city, regional centers and passenger intermodal facilities within the region.

2040 Corridors Investments

These multi-modal investments implement the regional bike, pedestrian, arterial street and regional transit network concepts where appropriate through management strategies and strategic multi-modal corridor investments. These investments are targeted to the 2040 Corridors design-type, and provide important access connections to and between centers, main streets, employment areas, industrial areas, intermodal facilities and gaps in connectivity to regional facilities and the regional throughway system.

Regional Bicycle Parkway Investments

These investments implement the Regional Greenspaces Master Plan through strategic investments in regional bicycle parkways to serve longer-distance bicycle connections to and between the central city, regional centers, town centers, industrial areas and passenger intermodal facilities, regionally significant parks and greenspaces, the Willamette Greenway and other regionally significant habitat areas, fish and wildlife corridors, trails and greenways in Oregon and the state of Washington.

Community Building Investment Strategy

Investments that leverage 2040 land uses and improve community access and mobility.

Centers and Main Streets Investments

These multi-modal investments implement management strategies and the regional bike, pedestrian, street and regional transit network concepts to support multi-modal travel needs within 2040 mixed-use areas, including the central city, regional and town centers, main streets, station communities and passenger intermodal facilities.

Industrial Areas and Employment Areas Investments

These multi-modal transportation investments implement management strategies and the regional bike, pedestrian, arterial street, regional freight and regional transit network concepts to provide access and mobility within industrial and employment areas and freight intermodal facilities.

Environmental Enhancement and Mitigation Investments

These investments address environmental enhancement and mitigation projects, including culvert replacements that benefit endangered fish passage, diesel retrofit projects, and implementation of green street and non-motorized transportation demonstration projects that advance the development of environmentally sustainable transportation design.

March 27, 2009

www.oregonmetro.gov/rtp

2035
REGIONAL TRANSPORTATION PLAN

presented by Tom Kloster
TPAC | March 27, 2009

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2035 REGIONAL TRANSPORTATION PLAN

Purpose

- Reminder of where we've been and policy choices ahead
- Review RTP investment tracks and link to goals and objectives
- Summarize major products feeding into the RTP
- Describe agency roles/responsibilities and timeline
- Input on proposed approach

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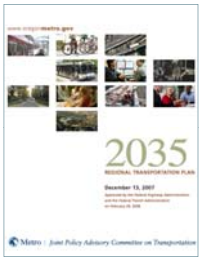
2035 REGIONAL TRANSPORTATION PLAN

Project Timeline and Milestones



- Dec. '07 - Adopted new policy direction and projects the region can afford
- Summer-Fall '08 – Tested new policies and measures
- Spring-Summer '09 – Identify needs, priorities and funding
- Sept. 1 '09 – Release draft plan for public comment
- Fall '09 – Consider draft plan
- Spring '10 - Consider final plan

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2035 REGIONAL TRANSPORTATION PLAN

Challenges and Choices Ahead

Challenges

- Economy
- Growth
- Housing costs
- Transportation costs
- Energy costs
- Public health
- Climate change

Choices for 2009

- Growth strategy
- Finance strategy
- Investment strategy
  - Management emphasis
  - Capital emphasis
  - Modal emphasis
  - Land use emphasis
- Performance
- Local implementation

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2035 REGIONAL TRANSPORTATION PLAN

A New Blueprint For Making Choices

- Outcomes-based and tied to public values
- Strategic and innovative
- Integrated, multi-modal solutions to support community-building and provide mobility
- Policy and performance-driven - transportation performance, land use and quality of life effects considered

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MOVING FROM POLICY TO IMPLEMENTATION

An Outcomes-Based Framework for Decision-Makers

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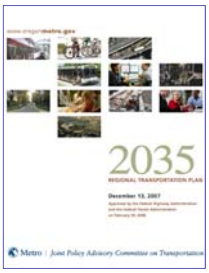
2035 REGIONAL TRANSPORTATION PLAN

RTP Goals and Outcomes



- Vibrant Communities and Efficient Urban Form
- Economic Competitiveness and Prosperity
- Transportation Choices
- Efficient Management of the System
- Safety and Security
- Environmental Stewardship
- Human Health
- Equity
- Fiscal Stewardship
- Accountability

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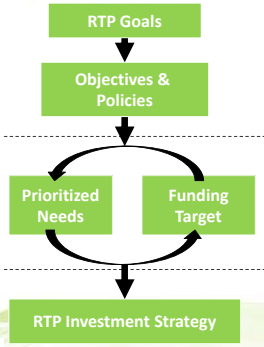
2035 REGIONAL TRANSPORTATION PLAN

Goals Lead to Investment Priorities



What to achieve or work towards

What is important to consider when identifying needs and solutions

Funding limits amount of needs that can be addressed

What needs are most important to address

Analysis to determine performance or progress contributed by system of investments

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2035 RTP PERFORMANCE WORK GROUP RECOMMENDATIONS

Performance Evaluation Framework

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2035 RTP PERFORMANCE WORK GROUP RECOMMENDATIONS

Measuring Performance

Current Measures

- ✓ Highway capacity
- ✓ Delay
- ✓ Transit ridership
- ✓ Mode share
- ✓ Vehicle miles traveled
- ✓ Air quality

+

New Measures

- ✓ Cost of freight delay
- ✓ Travel time reliability
- ✓ Environmental justice communities' access to transit
- ✓ Access to trails
- ✓ Greenhouse gas emissions
- ✓ Land consumption
- ✓ Job/housing growth
- ✓ Housing/transportation costs
- ✓ Environmental impacts

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MOVING FROM POLICY TO IMPLEMENTATION

Building Blocks
For System Development

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2035 REGIONAL TRANSPORTATION PLAN

A New Approach for System Development

- Overlapping community-building and mobility tracks
- Needs and integrated solutions are policy-driven
- Informed by, but not defined by travel model
- Constrained system is "adequate" system as defined by the transportation planning rule

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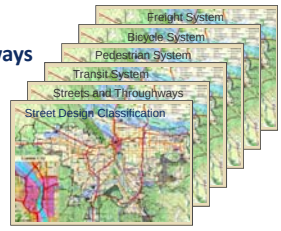
2035 REGIONAL TRANSPORTATION PLAN

Multi-Modal Integration

- Street Design
- Streets & Throughways
- Transit
- Freight
- Pedestrian
- Bicycle



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2035 REGIONAL TRANSPORTATION PLAN

Regional "Needs" Defined

Regional Transportation Need	System Gap	System Deficiency
Right-of-way	◆	◆
Safety		◆
Congestion		◆
Transit access and coverage	◆	
Connectivity	◆	
Bikeways and trails	◆	
Sidewalks in centers and transit corridors	◆	
Bridge restrictions		◆

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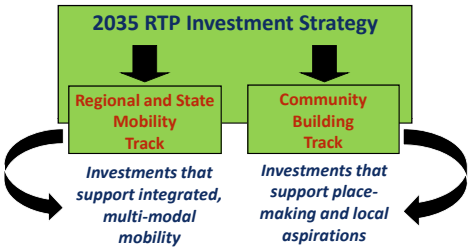
2035 REGIONAL TRANSPORTATION PLAN

Investment Strategy Framework



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2035 REGIONAL TRANSPORTATION PLAN

Community Building Solutions

CENTERS AND CORRIDORS

- Boulevard retrofits
- Transit service & transit-oriented development
- Street connections
- Sidewalks, bikeways & trails
- Timing signals for pedestrians and slower speeds
- Parking management & transportation management associations

INDUSTRIAL & EMPLOYMENT AREAS

- Arterial connections to industry, access management & timing signals for freight – *the last mile*
- Transit service
- Improve and protect interchanges for freight access
- Sidewalks, bikeways & trails
- Transportation management associations

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2035 REGIONAL TRANSPORTATION PLAN

Integrated Regional Mobility Solutions

- Access management, ramp metering, arterial signal timing and traveler information
- High capacity transit and frequent bus service supported by transit-oriented development
- Sidewalk, bikeway and trail connections to transit
- Arterial connectivity, capacity and overcrossings of throughways
- Grade separate road and rail
- Throughway capacity and interchange upgrades
- Freight rail upgrades

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BUILDING THE RTP INVESTMENT STRATEGY

Investment Scenarios

Implications for community building strategy

- Emphasize land use tools and strategies and target transportation investments to attract growth in centers, corridors and industrial areas
- Emphasize system and demand management tools and strategies to foster walking, bike and use of transit
- Maintain freight access to industry
- Complete transit, bike and pedestrian systems

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BUILDING THE RTP INVESTMENT STRATEGY

Local Aspirations

Implications for community building strategy

- Target investments in areas with higher aspirations for growth
- Expand HCT and transit service
- Provide arterial connections and highway access to centers
- Maintain freight access to industry
- Retrofit arterials in centers to be less of a barrier for bike and ped travel
- Complete bike, pedestrian and trail systems

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BUILDING THE RTP INVESTMENT STRATEGY

Freight and Goods Movement Plan

Implications for community building strategy

- Target investments to serve industrial areas and maintain freight access to businesses and intermodal facilities
- Implement zoning and management tools to protect interchanges
- Provide arterial connections and highway access to industrial areas
- Provide freight loading/unloading areas in centers

BUILDING THE RTP INVESTMENT STRATEGY

System Management & Operations Plan

Implications for community building strategy

- Increase safety for all modes of travel
- Manage signals for pedestrians and slower speeds
- Implement parking management & transportation management associations
- Implement transit signal priority
- Provide multi-modal traveler information

BUILDING THE RTP INVESTMENT STRATEGY

High Capacity Transit Plan

Implications for community building strategy

- HCT workshops demonstrated importance of zoning, street connectivity and sidewalks to leverage HCT
- Target investments in areas with zoning and higher aspirations for growth to leverage HCT
- Complement with other regional transit service

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2035 REGIONAL TRANSPORTATION PLAN

Atlas of Mobility Corridors

- Snapshot of the region's major travel corridors
- Highlights current conditions and land use patterns
  - Current and planned functions
  - Current zoning, jobs and housing density
  - Auto and freight traffic volumes and travel patterns
  - Street and highway performance (LOS)
  - Transit ridership and capacity
  - Bike, trail and pedestrian system gaps

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BUILDING THE RTP INVESTMENT STRATEGY

Blue Ribbon Committee for Trails

- Connect 2040 activity centers and regional greenspaces with active transportation corridors
- Emerging "bicycle parkways" concept that expands active transportation concept to mobility corridors
- Mainstreams trails and bike travel as part of the region's integrated mobility strategy

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MOVING FROM POLICY TO IMPLEMENTATION

Bringing it All Together

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BUILDING THE RTP INVESTMENT STRATEGY

Bringing It All Together

- Policy framework and system concepts
- Needs and potential solutions
  - Current local and regional plans
  - RTP Scenarios
  - Atlas of mobility corridors
  - State of Centers and local aspirations
  - Freight and Goods Movement Plan
  - Transportation System Management and Operations Plan
  - High Capacity Transit Plan
- Funding strategy
- RTP investment strategy
  - Mobility priorities
  - Community-building priorities

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2035 REGIONAL TRANSPORTATION PLAN

Next Steps

COMMUNITY BUILDING	MOBILITY
MARCH - MAY • Local aspirations and HCT workshops summarized • Potential solutions identified	**MARCH - MAY** • Agency mobility corridor workshops held and summarized • Mobility atlas released and potential solutions identified
JUNE • Policy direction on priorities and funding target	**JUNE** • Policy direction on priorities and funding target
JUNE 13 - JULY 11 • Agencies identify investment priorities	**JUNE 13 - JULY 11** • Agencies identify investment priorities

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Metro | *Making the greatest place*

Local Aspirations

Making a vision a reality is not a simple task. Often when people are asked to describe what they want their community to be like in the future they use descriptions of how it should look and function. They describe the businesses that would anchor the community, the elements of established neighborhoods that would remain a constant presence, the number of people coming and going on main street, and the nature of employment districts.

Metro's Local Aspirations process seeks to help each community establish its own voice as the region prepares for regional growth management decisions in 2009 and 2010. Within the next year, major decisions will be made about investments that can have a profound impact on achieving these local aspirations. These decisions will revolve around investments in transportation systems and projects that support the development of great communities. These decisions involve the identification of priorities for new high capacity transit investments. These decisions will also address how best to accommodate the next 20 to 50 years of population and employment growth in this region. Over the long term, the aspirations of local communities to accommodate that growth will inform the deployment of Metro's technical and financial assistance to support communities in implementation of the 2040 Growth Concept, the region's blueprint for managing growth.

To inform these decisions and use regional investments wisely, Metro is committed to understanding the aspirations of each unique community and is engaged in an ongoing dialogue with local partners to document these aspirations. Staff has requested planning directors in each of the communities to describe their communities' aspirations and values for growth, the investments that are needed to support those aspirations, and any proposed policy changes that may be necessary to achieve their aspirations.

Stated Aspirations for Growth – Where and how much does a community wish to grow? What key locations are targeted for new growth, what locations should preserve existing character? Are there any significant redevelopment opportunities?

Stated Values – What are the overall values that guide growth in the community? Is it a modern high rise or historic town center? Is it active 24 hours a day or 12?

Investments Needed – What investments will communities require to help them meet their stated aspirations? What transportation investments will be needed? Are there infrastructure needs that cannot be met with existing funding tools? Are policy changes needed? Are other financial incentives needed to enable desired development?

Policies Proposed – What tools are communities currently considering (or willing to consider) to achieve these aspirations? What kind of public process would be helpful? Would such things as a financing strategy, parking management program or zoning code changes be helpful?

A Definition of a Successful Region

Only by framing our future choices and stated aspirations together can the region consider how to target investments to create a successful region. The following definition of a successful region has been approved by the Metro Policy Advisory Committee and adopted by the Metro Council:

1. **People live and work in vibrant communities where they can choose to walk for pleasure and to meet their everyday needs.**
2. **Current and future residents benefit from the region's sustained economic competitiveness and prosperity.**
3. **People have safe and reliable transportation choices that enhance their quality of life.**
4. **The region is a leader in minimizing contributions to global warming.**
5. **Current and future generations enjoy clean air, clean water and healthy ecosystems.**
6. **The benefits and burdens of growth and change are distributed equitably.**

Local Aspiration Milestones

Framing —October 2008- February 2009 – Local aspirations defined at the community level

Assessing – March – Sept 2009 – Local aspirations considered in developing investment priorities.

Committing – Sept 2009 – Dec 2010 – Confirming investment priorities and targeting technical assistance and financial resources to support implementation.

Materials following this page were distributed at the meeting.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS	)))))	RESOLUTION NO. 09-4038 Introduced by Michael Jordan, COO with the Concurrence of Council President Bragdon

WHEREAS, substantial Federal funding from the Federal Transit Administration and Federal Highway Administration is available to the Portland metropolitan area; and

WHEREAS, the Federal Transit Administration and Federal Highway Administration require that the planning process for the use of these funds complies with certain requirements as a prerequisite for receipt of such funds; and

WHEREAS, satisfaction of Federal requirements is documented in Exhibit A attached hereto; now, therefore

BE IT RESOLVED, that the transportation planning process for the Portland metropolitan area (Oregon portion) is in compliance with Federal requirements in Title 23 Code of Federal Regulations, Parts 450 and 500, and Title 49 Code of Federal Regulations, Part 613.

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

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

APPROVED by the Oregon Department of Transportation this ____ day of _____ 2009.

Jerri L. Bohard
Transportation Development Administrator

Metro Self-Certification

1. Metropolitan Planning Organization Designation

Metro is the Metropolitan Planning Organization (MPO) designated by the Governor for the urbanized areas of Clackamas, Multnomah and Washington Counties, and operates in accordance with 23 U.S.C. 134 and 49 U.S.C. 5303.

Metro is a regional government with six directly elected district councilors and a regionally elected Council President. Local elected officials of general purpose governments are directly involved in the transportation planning/decision process through the Joint Policy Advisory Committee on Transportation (JPACT). JPACT provides the "forum for cooperative decision-making by principal elected officials of general purpose governments" as required by USDOT and takes action on the Regional Transportation Plan (RTP), the Metropolitan Transportation Improvement Program (MTIP) and the Unified Planning Work Program (UPWP). The Metro Policy Advisory Committee (MPAC) deals with non-transportation-related matters and with the adoption and amendment to the Regional Transportation Plan (RTP). Specific roles and responsibilities of the committees are described on page 2.

2. Geographic Scope

Transportation planning in the Metro region includes the entire area within the Federal-Aid Urban Boundary (FAUB). Metro updated the FAUB and Federal functional classification in January 2005 as recommended in Metro's 2004 Federal Review.

3. Agreements

a. A Memorandum of Agreement between Metro and the Southwest Washington Regional Transportation Council (RTC) delineates areas of responsibility and coordination. Executed in April 2006, the Agreement is being updated for execution in April 2009.

b. In accordance with 23 CFR 450.314, an intergovernmental agreement (IGA) between TriMet, Oregon Department of Transportation (ODOT), and Metro was executed in July 2008, to be updated in June 2018.

c. Yearly agreements are executed between Metro and ODOT defining the terms and use of FHWA planning funds.

d. Bi-State Coordination Committee Charter – Metro and eleven state and local agencies adopted resolutions approving a Bi-State Coordination Committee Charter in 2004. Some were adopted in late 2003 and the balance in 2004, which triggered the transition from the Bi-State Transportation Committee to the Bi-State Coordination Committee.

e. A Memorandum of Understanding between Metro and the Department of Environmental Quality (DEQ) describing each agency's responsibilities and roles for air quality planning. Executed in July 2007, to be updated in July 2010.

f. A Memorandum of Understanding between Metro and South Metro Area Regional Transit (SMART) outlining roles and responsibilities for implementing the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was effective July 1, 2008, to be updated in June 2011.

4. Responsibilities, Cooperation and Coordination

Metro uses a decision-making structure that provides state, regional, and local governments the opportunity to participate in the transportation and land use decisions of the organization. The two key committees are JPACT and MPAC. These committees receive recommendations from the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

JPACT

This committee is comprised of three Metro Councilors; nine local elected officials including two from Clark County, Washington, and appointed officials from ODOT, TriMet, the Port of Portland and DEQ. All transportation-related actions (including Federal MPO actions) are recommended by JPACT to the Metro Council. The Metro Council can approve the recommendations or refer them back to JPACT with a specific concern for reconsideration. Final approval of each item, therefore, requires the concurrence of both bodies. As recommended by Metro's 2004 Federal Review, JPACT has designated a Finance Subcommittee to explore transportation funding and finance issues in detail, and make recommendations to the full committee.

In FY 2007-08, JPACT completed the bylaw review recommended in Metro's 2004 Federal Review and clarified representation of South Metro Area Regional Transit representation on the committee.

Bi-State Coordination Committee

Based on a recommendation from the I-5 Transportation & Trade Partnership Strategic Plan, the Bi-State Transportation Committee became the Bi-State Coordination Committee in early 2004. The Bi-State Coordination Committee was chartered through resolutions approved by Metro, Multnomah County, the cities of Portland and Gresham, TriMet, ODOT, the Port of Portland, RTC, Clark County, C-Tran, Washington State Department of Transportation (WSDOT) and the Port of Vancouver. The Committee is charged with reviewing all issues of bi-state significance for transportation and land use. A 2003 Memorandum of Understanding (MOU) states that JPACT and the RTC Board "shall take no action on an issue of bi-state significance without first referring the issue to the Bi-State Coordination Committee for their consideration and recommendation."

MPAC

This committee was established by the Metro Charter to provide a vehicle for local government involvement in Metro's planning activities. It includes eleven local elected officials, three appointed officials representing special districts, TriMet, a representative of school districts, three citizens, two non-voting Metro Councilors, two Clark County, Washington representatives and a non-voting appointed official from the State of Oregon. Under the Metro Charter, this committee has responsibility for recommending to the Metro Council adoption of or amendment to any element of the Charter-required RTP.

The Regional Framework Plan was adopted on December 11, 1997 and updated December 28, 2005 and addresses the following topics:

- Transportation
- Land use (including the Metro Urban Growth Boundary (UGB))
- Nature in Neighborhoods
- Water supply and watershed management
- Natural hazards
- Coordination with Clark County, Washington
- Management and implementation

In accordance with this requirement, the transportation component of the Regional Framework Plan developed to meet Federal transportation planning regulations, the Oregon Transportation Planning Rule and Metro Charter requirements that require a recommendation from both MPAC and JPACT. This ensures integration of transportation with land use and environmental concerns.

5. Metropolitan Transportation Planning Products

a. Unified Planning Work Program

JPACT, the Metro Council, and the Southwest Washington RTC adopt the UPWP annually. It fully describes work projects planned for the Transportation Department during the fiscal year and is the basis for grant and funding applications. The UPWP also includes Federally funded major projects being planned by member jurisdictions. These projects will be administered by Metro

through intergovernmental agreements with ODOT and the sponsoring jurisdiction. As required by Metro's 2004 Federal Review, Congestion Management Process (CMP) and RTP update tasks were expanded in the UPWP narratives. Also, Metro identified environmental justice tasks in the UPWP in the Environmental Justice and Title VI narrative and individual program narratives; elderly and disabled planning tasks have been identified in the Elderly & Disabled Transportation Planning program narrative.

b. Regional Transportation Plan

JPACT and the Metro Council approved the 2035 Federal RTP in December 2007. This update was limited in scope and does not attempt to revisit the requirements of the Oregon Transportation Planning Rule. However, the 2035 Federal RTP includes a new policy for the purpose of transportation planning and project funding to address SAFETEA-LU provisions and key issues facing the region.

As required by Metro's 2004 Federal Review, the 2035 update addressed operating and maintenance costs paid by member jurisdictions. The 2035 RTP revenue forecast and financial analysis for operations and maintenance costs was based on a thorough evaluation of city and county, ODOT, TriMet and SMART cost projections (2035 RTP Sections 5.1 through 5.3). The financially constrained system described in Chapter 6 of the 2035 RTP was specifically developed to comply with SAFETEA-LU planning requirements. The system was developed based on a forecast of expected revenues that was formulated in partnership with ODOT, cities and counties in the Metro region, TriMet and the South Metro Area Rapid Transit (SMART) district. A background research report was also developed during Phase 2 of the update to document current funding trends and sources. The subsequent financial analysis and the background report are included in Appendix 4.3 and Appendix 6.0, respectively.

The projects and programs recommended in the financially constrained system were developed cooperatively with local jurisdictions, ODOT, and port and transit districts, and through workshops sponsored by TPAC. The financially constrained system is intended as the "Federal" system for purposes of demonstrating air quality conformity and allocating Federal funds through the MTIP process (2035 RTP Sections 7.1 and 7.5). The RTP financial plan and revenue forecast assumptions are described in Chapter 5 of the 2035 RTP. The total reasonably expected revenue base assumed in the 2035 RTP for the road system is approximately $ 9.07 billion.

In addition to the financially constrained system, the 2004 Federal Update identifies a larger set of projects and programs for the "Illustrative System," which is nearly double the scale and cost of the financially constrained system. The illustrative system represents the region's objective for implementing the Region 2040 Plan and is being refined as part of the "State" component of the RTP update.

A new map has been added to Chapter 1 of the RTP that identifies the MPO Planning Boundary and the Air Quality Maintenance Area Boundary. This boundary defines the area that the RTP applies to for Federal planning purposes. The boundary includes the area inside Metro's jurisdictional boundary, the 2008 UGB and the 2000 census defined urbanized area boundary for the Portland metropolitan region. FHWA and FTA approved the 2035 RTP and the associated air quality conformity determination on February 29, 2008. Documentation of compliance with specific Federal planning requirements is summarized in subsequent sections of this document.

Work is continuing on the State component of the RTP update in 2008-09. Tasks related to the update were outlined in the FY 2007-08 UPWP and FY 2008-09 UPWP.

c. Metropolitan Transportation Improvement Program

The MTIP was updated in Summer 2007 and incorporated into the 2008-11 State Transportation Improvement Program (STIP). The 2007 update included the allocation of $63 million of Surface Transportation Program (STP) and Congestion Mitigation/Air Quality Program (CMAQ) funding, programming of projects for the ODOT Modernization, Bridge, Safety, Preservation, Operations, OTIA III, Enhancements, and Immediate Opportunity Fund projects and programming of transit

funding. The first year of programming is considered the priority project funding for the region. Should any of these projects be delayed, projects of equivalent dollar value may be advanced from the second, third or fourth years of the program without processing formal Transportation Improvement Program (TIP) amendments. As recommended in Metro's 2004 Federal Review, the MTIP webpage was linked to ODOT's STIP page.

Metro is in the process of updating the 2010-13 MTIP in the current fiscal year, with adoption of an updated program scheduled for late FY 2008-09.

6. Planning Factors

Currently, Metro's planning process addresses the SAFETEA-LU planning factors in all projects and policies. Table 1 below describes the relationship of the planning factors to Metro's activities and Table 2 outlines Metro's response to how the factors have been incorporated into the planning process. The SAFETEA-LU planning factors are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility options available to people and for freight;
5. Protect and enhance the environment, promote energy conservation and improve quality of life;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient management and operations; and
8. Emphasize the preservation of the existing transportation system.

As noted in Tables 1 and 2, Metro has reviewed and updated both the RTP and MTIP, and revised both documents to be compliant with SAFETEA-LU planning requirements.

Table 1: SAFETEA-LU Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
1. Support Economic Vitality	• RTP policies linked to land use strategies that promote economic development. • Industrial areas and intermodal facilities identified in policies as "primary" areas of focus for planned improvements. • Comprehensive, multimodal freight improvements that link intermodal facilities to industry are detailed for the plan period. • Highway Level of Service (LOS) policy tailored to protect key freight corridors. • RTP recognizes need for freight linkages to destinations beyond the region by all modes.	• All projects subject to consistency with RTP policies on economic development and promotion of "primary" land use element of 2040 development such as centers, industrial areas and intermodal facilities. • Special category for freight improvements calls out the unique importance for these projects. • All freight projects subject to funding criteria that promote industrial jobs and businesses in the "traded sector."	• HCT plans designed to support continued development of regional centers and central city by increasing transit accessibility to these locations. • HCT improvements in major commute corridors lessen need for major capacity improvements in these locations, allowing for freight improvements in other corridors.

Table 1: SAFETEA-LU Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
2. Increase Safety	• The RTP policies call out safety as a primary focus for improvements to the system. • Safety is identified as one of three implementation priorities for all modal systems (along with preservation of the system and implementation of the region's 2040-growth management strategy). • The RTP includes a number of investments and actions aimed at further improving safety in the region, including: ◦ Investments targeted to address known safety deficiencies and high-crash locations. ◦ Completing gaps in regional bicycle and pedestrian systems. ◦ Retrofits of existing streets in downtowns and along main streets to include on-street parking, street trees marked street crossings and other designs to slow traffic speeds to follow posted speed limits. ◦ Intersection changes and ITS strategies, including signal timing and real-time traveler information on road conditions and hazards. ◦ Expanding safety education, awareness and multi-modal data collection efforts at all levels of government. ◦ Expand safety data collection efforts and create a better system for centralized crash data for all modes of travel.	• All projects ranked according to specific safety criteria. • Road modernization and reconstruction projects are scored according to relative accident incidence. • All projects must be consistent with regional street design guidelines that provide safe designs for all modes of travel.	• Station area planning for proposed HCT improvements is primarily driven by pedestrian access and safety considerations.

Table 1: SAFETEA-LU Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
3. Increase Security	• System security was incorporated into the 2035 Federal RTP. • Security and emergency management activities are summarized in Section 2.4.7.4 of the 2035 RTP. • Policy framework in Section 3.3 of the 2035 RTP includes, "Goal 5: Enhance Safety and Security," and specific security objectives and potential actions to increase security of the transportation system for all users. • Includes investments that increase system monitoring for operations, management and security of the regional mobility corridor system. • Actions direct Metro to work with local, state and regional agencies to identify critical infrastructure in the region, assess security vulnerabilities and develop coordinated emergency response and evacuation plans. • Actions direct transportation providers to monitor the regional transportation and minimize security risks at airports, transit facilities, marine terminals and other critical infrastructure.	• Transportation security will be factored into the next MTIP update, following completion of the new RTP.	• System security has been a routine element of the HCT program, and does not represent a substantial change to current practice.

Table 1: SAFETEA-LU Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
4. Increase Accessibility	• The RTP policies are organized on the principle of providing accessibility to centers and employment areas with a balanced, multi-modal transportation system. • The policies also identify the need for freight mobility in key freight corridors and to provide freight access to industrial areas and intermodal facilities. • The plan emphasizes accessibility and reliability of the system, particularly for commuting and freight, and includes a new, more customized approach to managing and evaluating performance of mobility corridors. This new approach builds on using new, cost-effective technologies to improve safety, optimize the existing system, and ensure freight transporters and commuters have a broad range of travel options in each corridor.	• Measurable increases in accessibility to priority land use elements of the 2040-growth concept is a criterion for all projects. • The MTIP program places a heavy emphasis on non-auto modes in an effort to improve multi-modal accessibility in the region.	• The planned HCT improvements in the region will provide increased accessibility to the most congested corridors and centers. • Planned HCT improvements provide mobility options to persons traditionally underserved by the transportation system.

Table 1: SAFETEA-LU Planning Factors (continued)

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
5. Protect Environment and Quality of Life	• The RTP is constructed as a transportation strategy for implementing the region's 2040-growth concept. The growth concept is a long-term vision for retaining the region's livability through managed growth. • The RTP system has been "sized" to minimize the impact on the built and natural environment. • The region has developed an environmental street design guidebook to facilitate environmentally sound transportation improvements in sensitive areas, and to coordinate transportation project development with regional strategies to protect endangered species. • The RTP conforms to the Clean Air Act. • Many new transit, bicycle, pedestrian and Transportation Demand Management (TDM) projects have been added to the plan to provide a more balanced multi-modal system that maintains livability. • RTP transit, bicycle, pedestrian and TDM projects will complement the compact urban form envisioned in the 2040 growth concept by promoting an energy-efficient transportation system. • Metro coordinates its system level planning with resource agencies to identify and resolve key issues. • The region's parking policies (Title 2 of the Urban Growth Management Functional Plan) are also designed to encourage the use of alternative modes, and reduce reliance on the automobile, thus promoting energy conservation and reducing air quality impacts.	• The MTIP conforms to the Clean Air Act and continues to comply with the air quality maintenance plan in accordance with sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7605 (c) and (d)) and 40 CFR part 93. • The MTIP focuses on allocating funds for clean air (CMAQ), livability (Transportation Enhancement) and multi- and alternative modes (STIP). • Bridge projects in lieu of culverts have been funded through the MTIP to enhance endangered salmon and steelhead passage. • "Green Street" demonstration projects funded to employ new practices for mitigating the effects of storm water runoff.	• Light rail improvements provide emission-free transportation alternatives to the automobile in some of the region's most congested corridors and centers. • HCT transportation alternatives enhance quality of life for residents by providing an alternative to auto travel in congested corridors and centers.

Table 1: SAFETEA-LU Planning Factors (continued)

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
6. System Integration/ Connectivity	• The RTP includes a functional classification system for all modes that establishes an integrated modal hierarchy. • The RTP policies and Functional Plan* include a street design element that integrates transportation modes in relation to land use for regional facilities. • The RTP policies and Functional Plan include connectivity provisions that will increase local and major street connectivity. • The RTP freight policies and projects address the intermodal connectivity needs at major freight terminals in the region. • The intermodal management system identifies key intermodal links in the region.	• Projects funded through the MTIP must be consistent with regional street design guidelines. • Freight improvements are evaluated according to potential conflicts with other modes.	• Planned HCT improvements are closely integrated with other modes, including pedestrian and bicycle access plans for station areas and park-and-ride and passenger drop-off facilities at major stations.
7. Efficient Management & Operations	• The policy component of the 2035 RTP includes specific provisions for efficient system management and operation (2035 RTP Goal 4), with an emphasis on TSM, ATMS and the use of non-auto modal targets (Table 3.17) to optimize the existing and planned transportation system. • Proposed RTP projects include many system management improvements along regional corridors. • The plan also calls for consideration of value pricing in the region to better manage capacity and peak use of the throughway system. However, more work is needed to gain public acceptance of this tool.	• Projects are scored according to relative cost effectiveness (measured as a factor of total project cost compared to measurable project benefits). • TDM projects are solicited in a special category to promote improvements or programs that reduce single occupancy vehicle (SOV) pressure on congested corridors. • TSM/ITS projects are funded through the MTIP.	• Proposed HCT improvements include redesigned feeder bus systems that take advantage of new HCT capacity and reduce the number of redundant transit lines.

* *Functional Plan = Urban Growth Management Functional Plan, an adopted regulation that requires local governments in Metro's jurisdiction to complete certain planning tasks.*

7. Public Involvement

Metro maintains a proactive public involvement process that provides complete information, timely public notice, and full public access to key decisions. Metro supports early and continuing involvement of the public in developing its policies, plans and programs. Public Involvement Plans are designed to both support the technical scope and objectives of Metro studies and programs while simultaneously providing for innovative, effective and inclusive opportunities for engagement. Every effort is made to employ broad and diverse methods, tools and activities to reach potentially impacted communities and other neighborhoods and to encourage the participation of low-income and minority citizens and organizations.

All Metro UPWP studies and projects that have a public involvement component require a Public Involvement Plan (PIP) that meets or exceeds adopted public involvement procedures. Metro consults with the Metro Committee for Citizen Involvement (MCCI) in the development of individual PIPs. Included in individualized PIPs are strategies and methods to best involve a diverse citizenry. Some of these may include special public opinion survey mechanisms, translation of materials for non-English speaking members of the community, citizen working committees or advisory committee structures, special task forces, web instruments and a broad array of public information materials. Hearings, workshops, open houses, charrettes and other activities are also held as needed.

The work program and PIP for the 2035 RTP update was developed with input from Metro's Advisory Committees, including Metro's Committee for Citizen Involvement. The 2035 RTP update included workshops, informal and formal input opportunities as well as a 30-day+ comment period for the community, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, and other interested persons. Public involvement opportunities and key decision points were published in the *Oregonian* and other community newspapers, posted on Metro's web site, e-mailed via the Planning Department E-News to more than 4,500 individuals, and advertised through Metro's transportation hotline. All plan documents were simultaneously published (and regularly updated) on the Metro web site, including draft plan amendments, the update schedule, other explanatory materials and summaries of public comments received. Section 1.5 in the 2035 RTP and Appendix 4.5 describe the public process in more detail.

The MTIP relies on early program kick-off notification, inviting input on the development of criteria, project solicitation, project ranking and the recommended program. Workshops, informal and formal opportunities for input as well as a 30-day+ comment period are repetitive aspects of the MTIP process. By assessing census information, block analysis is conducted on areas surrounding each project being considered for funding to ensure that environmental justice principles are met and to identify where additional outreach might be beneficial.

TPAC includes six citizen positions that are geographically and interest area diverse and filled through an open, advertised application and interview process. TPAC makes recommendations to JPACT and the Metro Council. Metro Council adopted Metro's Transportation Public Involvement Policy on June 10, 2004 by Resolution Number 04-3450.

Title VI – In April 2007, Metro completed and submitted its Title VI Plan to the FTA. This plan is now being implemented through updates to Metro's RTP and MTIP, and through corridor planning activities in the region.

Environmental Justice – The intent of environmental justice (EJ) practices is to ensure the needs of minority and disadvantaged populations are considered and the relative benefits/impacts of individual projects on local communities are thoroughly assessed and vetted. Metro continues to expand and explore environmental justice efforts that provide early access to and consideration of planning and project development activities. Metro's EJ program is organized to communicate and seek input on project proposals and to carry those efforts into the analysis, community review and decision-making processes. In addition, Metro established an agency diversity action team. The team is responsible for identifying opportunities to collaboratively develop and implement sustainable diversity initiatives across and throughout the agency. Metro's diversity efforts are most evident in three areas: Contracts and Purchasing, Community Outreach, and Recruitment and Retention.

8. Disadvantaged Business Enterprise

A revised Disadvantaged Business Enterprise (DBE) program was adopted by the Metro Council in June 1997 (Ordinance No. 97-692A).

Metro's DBE program was reviewed and submitted to FTA in August 1999. Metro currently piggybacks on ODOT's DBE program.

9. Americans with Disabilities Act

The Americans with Disabilities Act (ADA) Joint Complementary Paratransit Plan was adopted by the TriMet Board in December 1991 and was certified as compatible with the RTP by Metro Council in January 1992. The plan was phased in over five years and TriMet has been in compliance since January 1997. Metro approved the 1997 plan as in conformance with the RTP. FTA audited and approved the plan in summer 1999.

10. Affirmative Action

In accordance with 49 U.S.C. 5331, 42 U.S.C. 6101, Section 324 of title 23 U.S.C. and Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27, Metro states as its policy a commitment to provide equal employment opportunities without regard to race, color, religion, national origin, sex, age, disability, sexual orientation, or marital or familial status, except where a bona fide occupational qualification exists. Compliance with this policy is administered by Metro's Human Resources Department.

11. Construction Contracts

Provisions of 23 CFR part 230 do not apply to Metro as Metro does not administer Federal and Federal-aid highway construction contracts.

12. Lobbying

Annually Metro certifies compliance with 49 CFR 20 through the FTA TEAM system.

Table 2: Metro's Response to SAFTETEA-LU Provisions

SAFTETEA-LU Provision for all MPOs	**Metro Response**
Consult/Coordinate with planning officials responsible for planned growth, economic development, environmental protection, airport operations, and freight movement.	Metro's transportation planning and land-use planning functions are within the same department and coordinate internally. • Metro facilitates this consultation, coordination and decision-making through four advisory committee bodies –the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC), the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC). Metro consults MPAC on land-use activities. • Metro is a member of Regional Partners for Economic Development and endorsed the Consolidated Economic Development Strategy (CEDS). • Metro has implemented a fish and wildlife habit protection program through regulations, property acquisition, education and incentives. • Metro has a standing committee to coordinate with public agencies with environmental protection responsibility. • The Port of Portland manages the airport and is represented on both TPAC and JPACT. • Metro also coordinates with freight, rail, airport operations and business interests through the Regional Freight and Goods Movement Task Force and Regional Freight and Goods Movement Technical Advisory Committee.
Promote consistency between transportation improvements and State and local planned growth and economic development.	Metro transportation and land-use planning is subject to approval by the Oregon Department of Land Conservation and Development.
Give safety and security due emphasis as separate planning factors.	Metro addressed security and safety as individual factors in the update to the RTP in 2007. • Separate background research papers were developed during Phase 2 of the update to document current safety issues and planning efforts, and current security planning efforts in the region. This research is included Appendix 6.0 was considered during the formulation of the 2035 RTP goals, objectives, projects and potential actions included in Chapter 3 and investment priorities in Chapter 6 of the 2035 RTP. Additionally, Metro staffs the Regional Emergency Management Group (REMG), which has expanded its scope to include anti-terrorism preparedness, TriMet's responsibility for transit security plans, ODOT's responsibility for coordination of state security plans, Port of Portland's responsibility for air, marine and other Port facilities security plans and implementation of system management strategies to improve security of the transportation system (e.g., security cameras on MAX and at transit stations). The group brings together local emergency managers to plan responses to security concerns and natural hazards.

Table 2: Metro's Response to SAFTETEA-LU Provisions (continued)

SAFTETEA-LU Provision for all MPOs	**Metro Response**
Discuss in the transportation plan potential environmental mitigation activities to be developed in consultation with Federal, State, and tribal wildlife, land management, and regulatory agencies.	SAFETEA-LU provisions for additional consultation with state and Federal resource agencies, and tribal groups that were not already part of Metro's existing committee structure were met through a consultation meeting held on October 16, 2007 with the Collaborative Environmental Transportation Agreement for Streamlining (CETAS) work group, consisting of the Oregon Department of Transportation and ten state and Federal transportation, natural resource, cultural resource and land-use planning agencies. A background research paper was also developed during Phase 2 of the update to document current environmental trends, issues and current mitigation strategies in the region. This research was considered during the formulation of the 2035 RTP goals, objectives, projects and potential actions included in Chapter 3 and investment priorities in Chapter 6 of the 2035 RTP. In addition, staff conducted an analysis of the potential environmental effects of transportation investments. The background research report and environmental considerations analysis is included in Appendix 6.0.
Consult with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation in development of the transportation plan.	SAFETEA-LU provisions for additional consultation with state and Federal resource agencies, and tribal groups that were not already part of Metro's existing committee structure were met through a consultation meeting held on October 16, 2007 with the Collaborative Environmental Transportation Agreement for Streamlining (CETAS) work group, consisting of the Oregon Department of Transportation and ten state and Federal transportation, natural resource, historic, cultural resource and land-use planning agencies. A background research paper was also developed during Phase 2 of the update to document current environmental trends, issues and mitigation strategies in the region. This research was considered during the formulation of the 2035 RTP goals, objectives, projects and potential actions included in Chapter 3 and investment priorities in Chapter 6 of the 2035 RTP. In addition, staff conducted an analysis of the potential environmental effects of transportation investments – this analysis included a comparison of the RTP investments with available State Conservation maps and inventories of historic resources. The background research report and environmental considerations analysis is included in Appendix 6.0.

Table 2: Metro's Response to SAFTETEA-LU Provisions (continued)

SAFTETEA-LU Provision for all MPOs	**Metro Response**
Include operation and management strategies to address congestion, safety, and mobility in the transportation plan.	• System management policies in the RTP (2035 RTP Section 3.4.4) and resulting projects and programs are intended to maximize the use of existing facilities to address congestion, safety and mobility. • The regional CMP also requires local jurisdictions to explore system management solutions before adding roadway capacity to the regional system (2035 RTP Section 7.6.3). These provisions are implemented through potential actions included in Section 3.3 (particularly Goals 4 and 5), and a number of projects and programs recommended in the updated plan, and are listed in Chapter 6 of the 2035 RTP. • The plan also calls for consideration of value pricing in the region to better manage capacity and peak use of the throughway system. • RTP projects in Chapter 6 include many system management improvements along regional mobility corridors and the supporting arterial system. Work will continue in the state component of the RTP update to further expand implementation of these strategies. • Metro has established a Regional Transportation Options Committee as a subcommittee of TPAC to address demand management. The TransPort Committee is a subcommittee of TPAC to address ITS and operations.

Table 2: Metro's Response to SAFTETEA-LU Provisions (continued)

SAFTETEA-LU Provision for all MPOs	**Metro Response**
Develop a participation plan in consultation with interested parties that provides reasonable opportunities for all parties to comment on transportation plan.	Metro has public involvement policy for regional transportation planning and funding activities to support and encourage board-based public participation in development and review of Metro's transportation plans. The Transportation Planning Public Involvement Policy was last updated in June 2004. The work program and public participation plan (PPP) for the 2035 RTP update was developed with input from Metro's Advisory Committees, including Metro's Committee for Citizen Involvement. Approval of the 2035 RTP, Resolution No. 07-3831B, followed JPACT and Metro Council consideration of approximately 300 comments received during the public comment period. The comments were summarized into a comment log and Public Comment Summary Report. Refinements were recommended to respond to the comments received. The comment period for the Air Quality Conformity Determination provided an opportunity for public review and comment on the air quality conformity methodology and results. *Section 1.5 in the 2035 RTP and Appendix 4.5 describe the public process in more detail.*
Employ visualization techniques to describe plan and make information available (including transportation plans) to the public in electronically accessible format such as on the Web.	On a regular basis, Metro employs visualization techniques. Examples include: • RTP document is available on Metro's website • RTP newsletters and maps • MTIP document is available on Metro's website • GIS maps to illustrate planning activities • Participation in FHWA GIS Web Training Video simulation of light rail on the Portland Mall and I-205 Corridor.
Update the plan at least every 4 years in non-attainment and maintenance areas, 5 years in attainment areas.	2035 Federal RTP update was completed by March 5, 2008.
Update the TIP at least every 4 years, include 4 years of projects and strategies in the TIP.	Initiated MTIP and STIP update for August 2009.
SAFETEA-LU includes a new requirement for a "locally developed, coordinated public transit/human services transportation plan" to be eligible for formula funding under three FTA grant programs (5310,5316,5317) It is not clear yet who will be responsible for these plans.	Metro participates on the Special Transportation Fund Advisory Committee and Regional Transportation Coordinating Council of the Elderly and Disabled Transportation Plan. A coordinated human services and public transportation plan is under development by those committees and has been integrated into the 2008 RTP update. Additional work will be completed during the state component of the RTP update in 2008.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 09-4038, FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

Date: April 16, 2009

Prepared by: Robin McArthur
(503) 797-1714

BACKGROUND

Federal transportation agencies (Federal Transit Administration [FTA] and Federal Highway Administration [FHWA]) require a self-certification that Metro's planning process is in compliance with certain Federal requirements as a prerequisite to receiving Federal funds. The self-certification documents that we have met those requirements and is considered yearly at the time of Unified Planning Work Program (UPWP) approval. Required self-certification areas include:

- Metropolitan Planning Organization (MPO) designation
- Geographic scope
- Agreements
- Responsibilities, cooperation and coordination
- Metropolitan Transportation Planning products
- Planning factors
- Public Involvement
- Title VI
- Environmental Justice
- Disadvantaged Business Enterprise (DBE)
- Americans with Disabilities Act (ADA)
- Affirmative Action
- Construction Contracts
- Lobbying

Each of these areas is discussed in Exhibit A to Resolution No. 09-4038.

ANALYSIS/INFORMATION

1. **Known Opposition** – No known opposition
2. **Legal Antecedents** – this resolution certifies that the Portland metropolitan area is in compliance with Federal transportation planning requirements as defined in Title 23 of the Code of Federal Regulations, Parts 450 and 500, and title 49, of the Code of Federal Regulations, Part 613.
3. **Anticipated Effects** – Approval will mean that grants can be submitted and contracts executed so work can commence on July 1, 2009, in accordance with established Metro priorities.
4. **Budget Impacts** – Approval of this resolution is a companion to the UPWP. It is a prerequisite to receipt of Federal planning funds and is, therefore, critical to the Metro budget. The UPWP matches projects and studies reflected in the proposed Metro budget submitted by the Metro Chief Operating Officer to the Metro Council. The UPWP is subject to revision in the final adopted Metro budget..

RECOMMENDED ACTION

Approve Resolution No. 09-4038 certifying that the Portland metropolitan area is in compliance with Federal transportation planning requirements.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE FY 2010 UNIFIED PLANNING WORK PROGRAM	)	RESOLUTION NO. 09-4037
	)	Introduced by Michael Jordan, COO with the Concurrence of Council President Bragdon

WHEREAS, the Unified Planning Work Program (UPWP) as shown in Exhibit A attached hereto, describes all Federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2010; and

WHEREAS, the FY 2010 UPWP indicates Federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, Tualatin Hills Parks & Recreation, the cities of Damascus, Hillsboro, Milwaukie, Portland, and Wilsonville, Clackamas County, Multnomah County, Washington County, TriMet, and Oregon Department of Transportation; and

WHEREAS, approval of the FY 2010 UPWP is required to receive Federal transportation planning funds; and

WHEREAS, the FY 2010 UPWP is consistent with the proposed Metro Budget submitted to the Metro Council; now therefore

BE IT RESOLVED by the Metro Council:

1. That the FY 2010 UPWP attached hereto as Exhibit A is hereby adopted.
2. That the FY 2010 UPWP is consistent with the continuing, cooperative, and comprehensive planning process and is given positive Intergovernmental Project Review action.
3. That Metro's Chief Operating Officer is authorized to apply for, accept, and execute grants and agreements specified in the UPWP.
4. That staff shall update the UPWP budget figures, as necessary, to reflect the final Metro budget.

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

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Resolution No. 09-4037
Exhibit A

CLICK HERE FOR REPORT

FY 2009-10

Unified Planning Work Program

Transportation Planning in the Portland/Vancouver Metropolitan Area

Metro
Tualatin Hills Parks & Recreation
City of Damascus
City of Hillsboro
City of Milwaukie
City of Portland
City of Wilsonville (SMART)
Clackamas County
Multnomah County
Washington County
TriMet
Oregon Department of Transportation
Southwest Washington Regional Transportation Council

This Unified Planning Work Program (UPWP) has been financed in part through grants from the Federal Highway Administration, Federal Transit Administration, and the Oregon Department of Transportation. The views expressed in this UPWP do not necessarily represent the views of these agencies.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 09-4037, FOR THE PURPOSE OF ADOPTING THE FY 2010 UNIFIED PLANNING WORK PROGRAM

Date: April 16, 2009

Prepared by: Robin McArthur
(503) 797-1714

BACKGROUND

The FY 2010 Unified Planning Work Program &UPWP) describes transportation planning activities to be carried out in the Portland-Vancouver metropolitan region during the fiscal year beginning July 1, 2009. Included in the document are Federally funded studies to be conducted by Metro, Southwest Washington Regional Transportation Council, Tualatin Hills Parks & Recreation, the cities of Damascus, Hillsboro, Milwaukie, Portland, and Wilsonville, Clackamas County, Multnomah County, Washington County, TriMet, and Oregon Department of Transportation.

ANALYSIS/INFORMATION

1. **Known Opposition** – No known opposition

2. **Legal Antecedents** – Federal transportation agencies (Federal Transit Administration [FTA] and Federal Highway Administration [FHWA]) require an adopted UPWP as a prerequisite for receiving Federal funds according to Title 23 of the Code of Federal regulations, Part 450, Subpart C.

3. **Anticipated Effects** – Approval will mean that grants can be submitted and contracts executed so work can commence on July 1, 2009, in accordance with established Metro priorities.

4. **Budget Impacts** – The UPWP matches the projects and studies reflected in the proposed Metro FY 2009-10 budget submitted by the Council President to the Metro Council. The UPWP is subject to revision in the final Metro budget. This resolution also directs staff to update the UPWP budget figures, as necessary, to reflect the final Metro budget.

RECOMMENDED ACTION

Approve Resolution No. 09-4037 which adopts the UPWP continuing the transportation planning work program for FY 2010, and authorize submittal of grant applications to the appropriate funding agencies.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD NEW PROJECTS TO RECEIVE FUNDING FROM THE AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) ALLOCATED BY THE OREGON TRANSPORTATION COMMISSION	)))))))	RESOLUTION NO. 09-4043 Introduced by Councilor Rex Burkholder

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

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

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

WHEREAS, the federal government recently passed the American Recovery and Reinvestment Act (ARRA); and

WHEREAS, on March 19, 2009 the Oregon Transportation Commission selected additional projects to receive a second round of ARRA funding from the portion of funds administered by the Oregon Department of Transportation; and

WHEREAS, several of these projects are located in the Metro Area; and

WHEREAS, all projects in the Metro Area to receive these funds must be included in the MTIP; and

WHEREAS, these funds must be put to use in a short time frame in order to meet federal deadlines and stimulate the economy; and

WHEREAS, the projects listed in Exhibit A, attached to this resolution, have been analyzed and found to conform to air quality regulations and regional transportation emissions budgets; and

WHEREAS, the cost of projects proposed for amending into the transportation improvement program for use of these funds is equal to the forecasted funds available, therefore maintaining financial constraint of the program; and

WHEREAS, the project list was considered and adopted at a Commission hearing open to public participation and comment; therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to amend the 2008-11 Metropolitan Transportation Improvement Program to add the projects listed in Exhibit A, attached.

ADOPTED by the Metro Council this ____ day of April 2009.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

March 18, 2009 OTC
Allocation of ARRA Funds to Metro Area Transportation Projects

Lead Agency	Project Name	From	To	Brief Description	In RTP? (RTP #, No or N/A)	TIP Key #	Project Cost Estimate	Stimulus Request
Transit								
TriMet (FTA)	Milwaukie Park and Ride Facility			Improvements to 315 space park-and-ride to access bus service in North Milwaukie.	8025	12457		$3,200,000
TriMet (FTA)	Foster Road Layover Bus Pads			Concrete Bus Pads on SE Foster Road under I-205 for bus lay overs.	10184			$200,000
SMART (FTA)	Expand transit center building			Bathroom and layover facilities for SMART operators.	11112			$340,000
Port and Freight Rail								
Port of Portland	Terminal 6 Modernization project			Improvements to container crane and inter-modal yard.	N/A			$8,879,000
ODOT Rail Division	BNSF Railway			N Portland Junction, Willbridge Crossovers and N and S Lake Yard switch projects	N/A			$6,900,000
Cities and Counties								
Portland	Southwest and East Portland sidewalk infill project			Sidewalk infill on various Portland arterial streets.	various			$2,000,000
Oergon City	McLoughln Promenade restoration			Restoration of historic retaining wall and pedstrian path.	10148			$1,065,721
Washington Co.	Install pavement markers				N/A			$500,000
ODOT Region 1								
ODOT Region 1	OR 8 (Adair Street - Cornelius)	N. 10th Avenue	N. 19th Avenue	Pavement overlay	N/A	11444		$1,800,000
ODOT Region 1	Yeon Street Preservation			Pavement overlay	N/A	13708		$200,000
ODOT Region 1	Transport regional arterial traffic control project			Adds new signal controllers to approximately 200 intersections on arterials throughout the region and update signal timing to minimize ideling at	11104			$3,371,367
ODOT Region 1	Troutdale Interchange project			Existing project: add right turn lane from S. Frontage Rd eastbound to 257th Avenue southbound	10871	15185		$400,000

Metro Region Subtotal	$28,856,088

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 09-4043, FOR THE PURPOSE OF AMENDING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD NEW PROJECTS TO RECEIVE FUNDING FROM THE AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) ALLOCATED BY THE OREGON TRANSPORTATION COMMISSION

Date: March 24, 2009

Prepared by: Ted Leybold
503-797-1759

BACKGROUND

In an effort to stimulate the national economy, the federal government has passed the American Recovery and Reinvestment Act (ARRA). Funding for transportation projects is a significant part of the act and will be distributed through federal transportation agencies. Approximately $225 million statewide for highway improvements through the Oregon Department of Transportation (ODOT). ODOT has a deadline of obligating 50% of its funds within 120 days of funds being made available. All un-obligated funds at the end of the deadline will be forfeited back to FHWA for redistribution to states that have obligated all RFFA transportation funding.

ODOT proposed an initial list of projects for inclusion into the Metro area MTIP that were approved by JPACT and the Metro Council on March 6, 2009. ODOT requested project proposals from any public agency for an additional $90 million of ODOT administered ARRA funding. The projects needed to be able to obligate their funds within 120 days of March 2, 2009. The Oregon Transportation Commission (OTC) met on March 19, 2009 to consider the proposals and allocate the $90 million.

These projects the OTC selected for these funds are provided in Exhibit A to Resolution No. 09-4043.

Some projects are extending or restoring the original scope of an existing project for which environmental and contract approval has been granted. Some projects are preservation, sidewalk and signal systems projects that require minimal engineering and environmental analysis prior to obligation and expenditure of funds.

Projects selected for funding by the OTC that are located in the Metro Area, must first be amended into the MTIP to be eligible to obligate funding.

All of the projects nominated for inclusion in the MTIP were analyzed for conformity with air quality regulations and were found to be in compliance with State Implementation Plan for Air Quality transportation emission budgets for the Metro Area. These findings were shared with federal and state air quality regulatory agencies and TPAC.

ANALYSIS/INFORMATION

1. **Known Opposition** There was public comment in support of projects other than those selected for funding but no specific opposition documented of any project proposed for funding.

2. **Legal Antecedents** Amends the 2008-11 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 07-3825 on August 16, 2007 (For the Purpose of Approving the

2008-11 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area). Adds new projects to those already approved for ARRA funding through Resolution 09-4022.

3. **Anticipated Effects** Adoption of this resolution will make available additional transportation funding to local agencies in the Metro region for transportation and transit projects.

4. **Budget Impacts** None.

RECOMMENDED ACTION

Approve Metro Resolution No. 09-4043.

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2035
REGIONAL TRANSPORTATION PLAN

presented by Tom Kloster
TPAC | March 27, 2009

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2035 REGIONAL TRANSPORTATION PLAN

Purpose

- **Reminder of where we've been and policy choices ahead**
- **Review RTP investment tracks and link to goals and objectives**
- **Summarize major products feeding into the RTP**
- **Describe agency roles/responsibilities and timeline**
- **Input on proposed approach**

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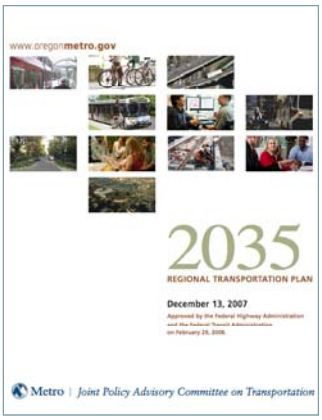
2035 REGIONAL TRANSPORTATION PLAN

Project Timeline and Milestones



- **Dec. '07 - Adopted new policy direction and projects the region can afford**
- **Summer-Fall '08 – Tested new policies and measures**
- **Spring-Summer '09 – Identify needs, priorities and funding**
- **Sept. 1 '09 – Release draft plan for public comment**
- **Fall '09 – Consider draft plan**
- **Spring '10 - Consider final plan**

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2035 REGIONAL TRANSPORTATION PLAN

Challenges and Choices Ahead

Challenges

- **Economy**
- **Growth**
- **Housing costs**
- **Transportation costs**
- **Energy costs**
- **Public health**
- **Climate change**

Choices for 2009

- **Growth strategy**
- **Finance strategy**
- **Investment strategy**
  - Management emphasis
  - Capital emphasis
  - Modal emphasis
  - Land use emphasis
- **Performance**
- **Local implementation**

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2035 REGIONAL TRANSPORTATION PLAN

A New Blueprint For Making Choices

- **Outcomes-based and tied to public values**
- **Strategic and innovative**
- **Integrated, multi-modal solutions to support community-building and provide mobility**
- **Policy and performance-driven - transportation performance, land use and quality of life effects considered**

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MOVING FROM POLICY TO IMPLEMENTATION

An Outcomes-Based Framework for Decision-Makers

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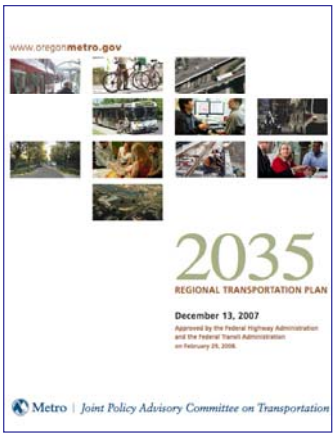
2035 REGIONAL TRANSPORTATION PLAN

RTP Goals and Outcomes



- Vibrant Communities and Efficient Urban Form
- Economic Competitiveness and Prosperity
- Transportation Choices
- Efficient Management of the System
- Safety and Security
- Environmental Stewardship
- Human Health
- Equity
- Fiscal Stewardship
- Accountability

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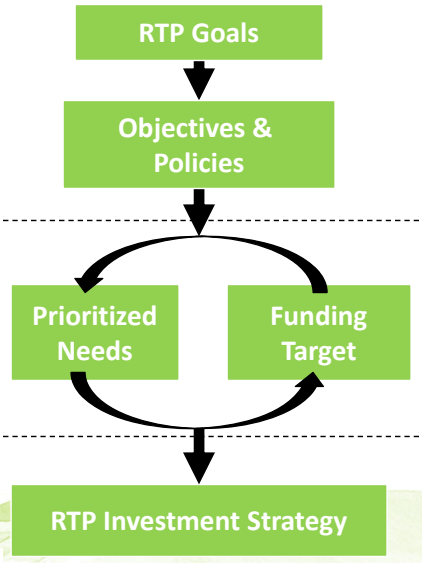
2035 REGIONAL TRANSPORTATION PLAN

Goals Lead to Investment Priorities



What to achieve or work towards

What is important to consider when identifying needs and solutions

Funding limits amount of needs that can be addressed

What needs are most important to address

Analysis to determine performance or progress contributed by system of investments

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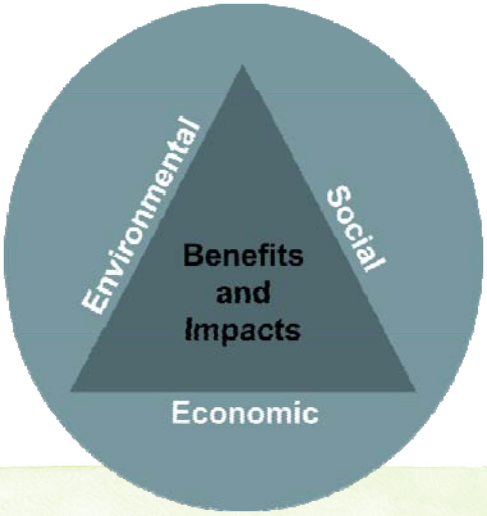
2035 RTP PERFORMANCE WORK GROUP RECOMMENDATIONS

Performance Evaluation Framework



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2035 RTP PERFORMANCE WORK GROUP RECOMMENDATIONS

Measuring Performance

Current Measures

- ✓ Highway capacity
- ✓ Delay
- ✓ Transit ridership
- ✓ Mode share
- ✓ Vehicle miles traveled
- ✓ Air quality

+

New Measures

- ✓ Cost of freight delay
- ✓ Travel time reliability
- ✓ Environmental justice communities' access to transit
- ✓ Access to trails
- ✓ Greenhouse gas emissions
- ✓ Land consumption
- ✓ Job/housing growth
- ✓ Housing/transportation costs
- ✓ Environmental impacts

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MOVING FROM POLICY TO IMPLEMENTATION

Building Blocks For System Development

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2035 REGIONAL TRANSPORTATION PLAN

A New Approach for System Development

- **Overlapping community-building and mobility tracks**
- **Needs and integrated solutions are policy-driven**
- **Informed by, but not defined by travel model**
- **Constrained system is "adequate" system as defined by the transportation planning rule**

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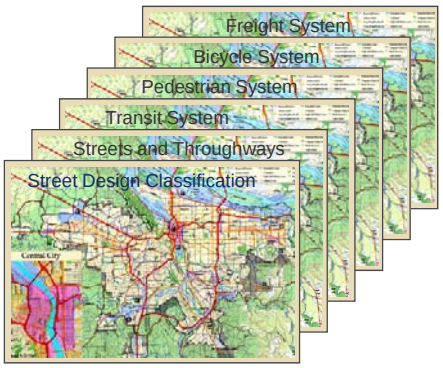
2035 REGIONAL TRANSPORTATION PLAN

Multi-Modal Integration

- Freight
- Bicycle
- Pedestrian
- Transit
- Streets & Throughways
- Street Design



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2035 REGIONAL TRANSPORTATION PLAN

Regional "Needs" Defined

Regional Transportation Need	System Gap	System Deficiency
Safety		◆
Congestion		◆
Transit access and coverage	◆	
Connectivity	◆	
Bikeways and trails	◆	
Sidewalks in centers and transit corridors	◆	
Bridge restrictions (height and weight)		◆

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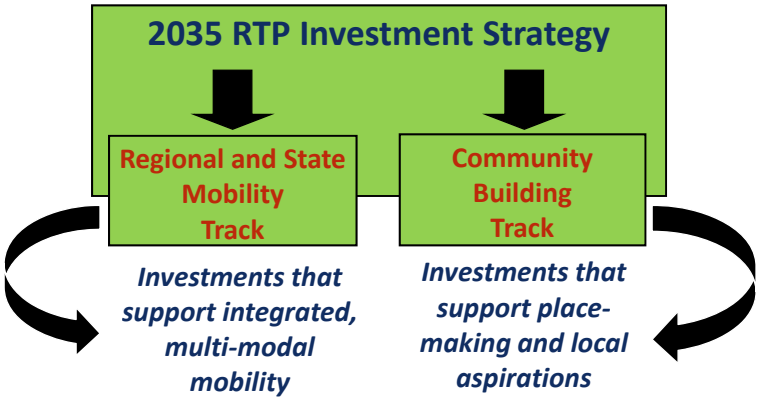
2035 REGIONAL TRANSPORTATION PLAN

Investment Strategy Framework



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2035 REGIONAL TRANSPORTATION PLAN

Community Building Solutions

CENTERS AND CORRIDORS

- Boulevard retrofits
- Transit service & transit-oriented development
- Street connections
- Sidewalks, bikeways & trails
- Timing signals for pedestrians and slower speeds
- Parking management & transportation management associations

INDUSTRIAL & EMPLOYMENT AREAS

- Arterial connections to industry, access management & timing signals for freight – *the last mile*
- Transit service
- Improve and protect interchanges for freight access
- Sidewalks, bikeways & trails
- Transportation management associations

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BUILDING THE RTP INVESTMENT STRATEGY

Investment Scenarios

Implications for community building strategy

- Emphasize land use tools and strategies and target transportation investments to attract growth in centers, corridors and industrial areas
- Emphasize system and demand management tools and strategies to foster walking, bike and use of transit
- Maintain freight access to industry
- Complete transit, bike and pedestrian systems

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BUILDING THE RTP INVESTMENT STRATEGY

Local Aspirations

Implications for community building strategy

- Target investments in areas with higher aspirations for growth
- Expand HCT and transit service
- Provide arterial connections and highway access to centers
- Maintain and improve freight access to industry
- Retrofit arterials in centers to be less of a barrier for bike and ped travel
- Complete bike, pedestrian and trail systems

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BUILDING THE RTP INVESTMENT STRATEGY

Freight and Goods Movement Plan

Implications for community building strategy

- Target investments to serve industrial areas and maintain freight access to businesses and intermodal facilities
- Implement zoning and management tools to protect interchanges
- Provide arterial connections and highway access to industrial areas
- Provide freight loading/unloading areas in centers

BUILDING THE RTP INVESTMENT STRATEGY

System Management & Operations Plan

Implications for community building strategy

- Increase safety for all modes of travel
- Manage signals for pedestrians and slower speeds
- Implement parking management & transportation management associations
- Implement transit signal priority
- Provide multi-modal traveler information

BUILDING THE RTP INVESTMENT STRATEGY

High Capacity Transit Plan

Implications for community building strategy

- HCT workshops demonstrated importance of zoning, street connectivity and sidewalks to leverage HCT
- Target investments in areas with zoning and higher aspirations for growth to leverage HCT
- Complement with other regional transit service

www.oregonmetro.gov/goingplaces

2035 REGIONAL TRANSPORTATION PLAN

Integrated Regional Mobility Solutions

- Access management, ramp metering, arterial signal timing and traveler information
- High capacity transit and frequent bus service supported by transit-oriented development
- Sidewalk, bikeway and trail connections to transit
- Arterial connectivity, capacity and overcrossings of throughways
- Grade separate road and rail
- Throughway capacity and interchange upgrades
- Freight rail upgrades

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2035 REGIONAL TRANSPORTATION PLAN

Atlas of Mobility Corridors

- Snapshot of the region's major travel corridors
- Highlights current conditions and land use patterns
  - Current and planned functions
  - Current zoning, jobs and housing density
  - Auto and freight traffic volumes and travel patterns
  - Street and highway performance (LOS)
  - Transit ridership and capacity
  - Bike, trail and pedestrian system gaps

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BUILDING THE RTP INVESTMENT STRATEGY

Blue Ribbon Committee for Trails

- Connect 2040 activity centers and regional greenspaces with active transportation corridors
- Emerging "bicycle parkways" concept that expands active transportation concept to mobility corridors
- Mainstreams trails and bike travel as part of the region's integrated mobility strategy

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MOVING FROM POLICY TO IMPLEMENTATION

Bringing it All Together

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BUILDING THE RTP INVESTMENT STRATEGY

Bringing It All Together

- Policy framework and system concepts
- Needs and potential solutions
  - Current local and regional plans
  - RTP Scenarios
  - Atlas of mobility corridors
  - State of Centers and local aspirations
  - Freight and Goods Movement Plan
  - Transportation System Management and Operations Plan
  - High Capacity Transit Plan
- Funding strategy
- RTP investment strategy
  - Mobility priorities
  - Community-building priorities

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2035 REGIONAL TRANSPORTATION PLAN

Next Steps

COMMUNITY BUILDING

MARCH - MAY

- Local aspirations and HCT workshops summarized
- Potential solutions identified

JUNE

- Policy direction on priorities and funding target

JUNE 13 - JULY 11

- Agencies identify investment priorities

MOBILITY

MARCH - MAY

- Agency mobility corridor workshops held and summarized
- Mobility atlas released and potential solutions identified

JUNE

- Policy direction on priorities and funding target

JUNE 13 - JULY 11

- Agencies identify investment priorities

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2035 REGIONAL TRANSPORTATION PLAN

TPAC Discussion

- Provide input on proposed approach
  - Constrained system = "adequate" system as defined by the TPR
  - Issues for RTP work group to address
- Provide input on options for how agencies develop updated RTP investment strategy in a coordinated and integrated manner
  - Coordinating committee meetings?
  - RTP work group meetings?
  - Regional workshops?
  - Individual agency?

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