

# Metro | Agenda

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

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7:30 AM	1.	<b>CALL TO ORDER &amp; DECLARATION OF A QUORUM</b>	Rex Burkholder, Chair
7:32 AM	2.	<b>TRANSITION IN COMMITTEE CHAIR</b>	Rex Burkholder, Chair
7:35 AM	3.	<b>INTRODUCTIONS</b>	Carlotta Collette, Chair
7:40AM	4.	<b>CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS</b>	Carlotta Collette, Chair
7:40 AM	5.	<b>COMMENTS FROM THE CHAIR &amp; COMMITTEE MEMBERS</b>	
	*	• Legislative Update	Randy Tucker/Olivia Clark
	*	• 2009 JPACT Work Program	
	*	• Technology and Innovation Transportation Hearing	
	*	• High Capacity Transit Online Build-a-System Tool	
7:55 AM	6.	<b>CONSENT AGENDA</b>	Carlotta Collette, Chair
	*	• Consideration of the JPACT Minutes for March 5, 2009	
	*	• Approve Letter of Support for 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	Mike Hoglund
	7.	<b>ACTION &amp; INFORMATION / DISCUSSION ITEMS</b>	
8 AM	7.1	* Resolution No. 09-4037, For the Purpose of Adopting the FY 2010 Unified Planning Work Program – <u>APPROVAL REQUESTED</u>	Robin McArthur
8:10 AM	7.2	* Report on Federal Quadrennial Review – <u>INFORMATION</u>	Robin McArthur
8:15 AM	7.3	* Resolution No. 09-4038, For the Purpose of Certifying the Portland Metropolitan Area is in Compliance with Federal Transportation Planning Requirements – <u>APPROVAL REQUESTED</u>	Robin McArthur
8: 20 AM	7.4	American Recovery and Reinvestment Act:	Andy Shaw/Ted Leybold
		• ODOT Update	
	*	• Resolution No. 09-4043, For the Purpose of Amending the Metropolitan Transportation Improvement Program (MTIP) to Add New Projects to Receive Funding From the America Recovery and Reinvestment Act Allocated by the Oregon Transportation Commission - <u>APPROVAL REQUESTED</u>	
8:40 AM	7.5	** Regional Transportation Plan (RTP): Review Community Building Needs and Introduction to Mobility Atlas – <u>INFORMATION / DISCUSSION</u>	Kim Ellis
9 AM	8.	<b>ADJOURN</b>	Carlotta Collette, Chair

Upcoming Meetings:

1. Regular JPACT meeting scheduled for Thursday, May 14, 2009 at 7:30 a.m. at the Metro Council Chambers.
2. JPACT Retreat scheduled for Friday, May 22, 2009 from 8 a.m. to 3 p.m. at the Oregon Zoo, Skyline Room.

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

BEFORE THE METRO COUNCIL

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

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

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

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

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

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

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

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

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

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

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

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

WHEREAS, that proposed package calls for \$499 million annually in new revenues for roads and highways, a new "ConnectOregon" package calling for \$150 million in multimodal projects, the creation of a dedicated account for funding non-highway investments, new tools for addressing transit operating costs, eventual dedication of 15% of lottery funds to multimodal transportation, and several reforms aimed at improving transportation governance and addressing the climate impacts of transportation; and

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

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

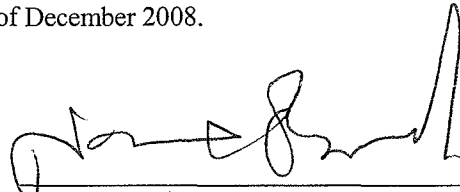
WHEREAS, by Resolution No. 08-3956, the Metro Council adopted "Portland Metropolitan Region Transportation Priorities for the 2009 Oregon Legislature," on June 26, 2008; and

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

BE IT RESOLVED:

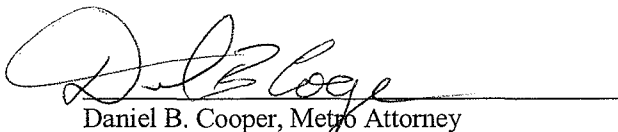
1. That the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) endorse transportation funding priorities for the 2009 legislative session as reflected in Exhibit A to this resolution; and
2. That the Metro Council and JPACT support the proposed package proposed by Governor Kulongoski, which reflects a balance between roads and multimodal investments; and
3. That the JPACT chair shall establish a legislative working group to advocate for the region's transportation priorities during the 2009 legislative session.

ADOPTED by the Metro Council this 18<sup>th</sup> day of December 2008.

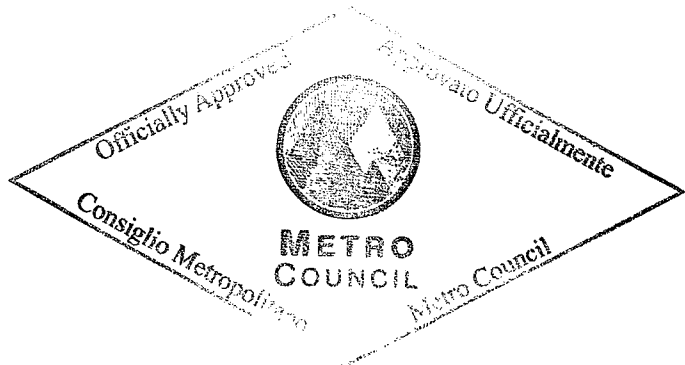


David Bragdon, Council President

Approved as to Form:



Daniel B. Cooper, Metro Attorney



## Portland Metropolitan Region Transportation Priorities for the 2009 Oregon Legislature

### Policy

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

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

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

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

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

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

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

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

### New Revenues

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

**Invest in Transit:** Devote new resources (including new lottery funds) to expanding bus, light rail, commuter rail, streetcar, and other public transit services and facilities that support the state’s CO<sub>2</sub> emissions reduction goals and efficient land use.

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

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

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

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

## STAFF REPORT

### IN CONSIDERATION OF RESOLUTION NO. 08-4003, FOR THE PURPOSE OF ENDORING FINAL REGIONAL PRIORITIES FOR 2009 STATE TRANSPORTATION FUNDING LEGISLATION

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Date: December 4, 2008

Prepared by: Randy Tucker

## BACKGROUND

An efficient and adequately funded transportation system is critical to ensuring a healthy economy and livable communities throughout our state. The capital investments that have been made possible by Oregon Transportation Investment Acts (OTIA) I, II and III (2001, 2002, and 2003) and by the *ConnectOregon I and II* packages (2005 and 2007) will help Oregon respond to important economic opportunities. However, years of stagnation in transportation funding prior to 2001 mean that a significant backlog of important projects remains unfunded; moreover, the recent packages failed to address in a meaningful way the impacts of growth or the urgent need for funds to maintain and repair city, county and state roads.

This is certainly true in the Portland metropolitan region, where rapid growth has outstripped the capacity of the region to respond. Critical investments are needed in order to support both new and existing industrial and residential areas. Moreover, inadequate funding has limited the ability of the state and local governments statewide to maintain existing roads. Failing to repair roads in a timely manner ends up costing more in the long run.

The threat of climate change and volatility in fuel prices pose additional challenges. State greenhouse gas (GHG) emissions reduction goals adopted by the 2007 Legislature will force new thinking on transportation investments, given that the transportation system creates 34 percent of Oregon's GHG emissions. In addition, wildly fluctuating gasoline prices and the likelihood of long-term price increases have caused shifts in commuting patterns, increasing transit ridership and creating renewed demand for light rail and bus transit investments as transit system capacity is increasingly pushed to the limit. The same forces have increased demand for bicycle and pedestrian facilities, both in and outside of the road right of way.

**Provisions of Resolution 08-4003:** This resolution is an updated version of Resolution 08-3956, which was passed in June. It includes refinements to the priorities for a state transportation package that were adopted at that time as well as acknowledgement of Governor Kulongoski's proposed package (see below). Notable changes from Resolution 08-3956:

- Addition of language declaring that future changes in the state funding formula should reflect the contribution of the Portland region and other metropolitan regions to state revenues and the statewide economic benefits of investments in metropolitan regions
- Addition of language supporting "least-cost decision making" that prioritizes transportation demand management and system management and operations strategies as the first step in addressing capacity needs
- Replacement of language calling for removal of the requirement that counties approve registration fee increases in neighboring counties with language calling for the removal of restrictions on local revenue-raising

- Deletion of specific state revenue proposals in favor of an overall target
- Addition of language calling for investment in non-motorized transportation
- Addition of “be it resolved” language supporting Governor Kulongoski’s proposal
- Addition of “be it resolved” language establishing a legislative working group to advocate for the region’s priorities

**Governor’s Proposed Package:** In response to the state of affairs described above, Governor Kulongoski appointed several committees to develop a proposal on transportation funding for consideration by the 2009 Oregon Legislature. Many local and regional officials participated in these conversations. The Governor’s Transportation Vision Committee issued a wide-ranging report in early November, and on November 10 the Governor released his recommended package, the “2009 Jobs and Transportation Act,” or JTA.

The JTA incorporates most of the recommendations of the Vision Committee’s report. Briefly, it proposes:

- \$499 million/year in revenue increases for Oregon’s road system
- the creation of a dedicated fund for non-highway transportation investments, to be funded initially using \$44 million/year in flexible federal transportation funds, and in the future by allocating the equivalent of 15% of lottery dollars to this fund
- \$150 million in lottery dollars for a third round of the “ConnectOregon” multimodal investment program

See page 4 for a more detailed summary of the JTA.

**Discussion:** Metro staff, along with staff of local governments in the region, believes the Governor’s proposal is largely consistent with a set of regional priorities embodied in Metro Council Resolution No. 08-3956, which was approved in June by JPACT and adopted by the Metro Council to guide the region’s advocacy of a 2009 legislative transportation package.

Some concerns remain:

- While the JTA identifies specific and dedicated funding sources to support investments in roads, the same is not true for transit and other non-road investments. The two main non-road funding sources identified in the JTA are lottery dollars and \$44 million in flexible federal funds that are currently being used for roads.<sup>1</sup> While the Governor proposes to dedicate 15% of lottery dollars to non-highway transportation, that is a long-range goal that, according to the bill drafting instructions from the Governor’s office, “cannot be achieved within the constraints on the 2009-2011 budget.” The only “solid” lottery-funded element in the package is ConnectOregon III. Without lottery dollars, the package will not come close to achieving the recommendation of the Vision Committee that multimodal investments in a 2009 package should equal 20% of new road revenues.
- The proposal excludes bicycle and pedestrian facilities from the definition of “non-highway transportation infrastructure” eligible to receive monies from the dedicated non-highway fund. This decision directly conflicts with the recommendations of the Vision Committee. Much effort has gone into developing an integrated mobility strategy for the region that incorporates substantial

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<sup>1</sup> Other proposed multimodal funding sources include an unspecified increase in funding for transportation options (probably from the general fund) and an increase in the statutory cap on local payroll taxes to fund public transit.

investments in non-motorized transportation facilities that are not in the road right-of-way (trails, paths, dedicated bikeways, etc.). Failing to make these facilities eligible for “non-highway” state dollars (mainly lottery dollars and flexible federal funds, as noted above) cuts these efforts off from the only sources of substantial state transportation funding.

- The proposal calls for a cigarette tax increase to raise \$5 million for elderly and disabled transit. This falls short of the \$10-20 million recommended by the Governor’s Vision Committee.

#### **Issues to consider:**

- The draft resolution recommends supporting the Governor’s proposal. Other options include (a) simply endorsing the priorities reflected in Exhibit A or (b) supporting the Governor’s proposal with caveats (e.g., related to the concerns listed above).
- Even a very substantial state package is unlikely to address all of the region’s transportation needs. The region will need to supplement any increases in state funding with regional resources, probably through a ballot measure.
- Regional lobby staff have recommended a broad advocacy effort in support of a state package that reflects the region’s priorities.

#### **ANALYSIS/INFORMATION**

1. **Known Opposition:** None (to this resolution). Possible opposition to the legislative package could be based on either concern about tax increases (because it involves new revenues, the package would require three-fifths majorities of both houses) or concern that the package is not sufficiently balanced between roads and multimodal investments.
2. **Legal Antecedents:**
  - Article IX, Section 3a of the Oregon Constitution (limits the use of vehicle-related revenues to road-related expenditures)
  - Oregon Transportation Investment Acts I, II, and III (HB 2142, 2001; HB 4010, 2002; HB 2041, 2003)
  - ConnectOregon I and II multimodal investment packages (SB 71, 2005; HB 2278, 2007)
  - Metro Council Resolution No. 04-3498, For the purpose of endorsing regional priorities for a state transportation funding package; Resolution No. 07-3764, For the purpose of endorsing regional priorities for state transportation funding legislation; Resolution No. 08-3921, For the purpose of endorsing regional priorities for state transportation funding legislation; Resolution No. 08-3956, For the purpose of endorsing regional priorities for state transportation funding legislation
3. **Anticipated Effects:** The proposed resolution establishes policy guidelines for the region’s advocacy efforts related to transportation in the 2009 Oregon Legislature.
4. **Budget Impacts:** No direct impacts. Local and regional governments will dedicate existing staff to advocacy and may incur expenses related to communications products supporting this effort.

#### **RECOMMENDED ACTION**

Staff recommends adoption of Resolution 08-4003.



## **Selected highlights of Governor Kulongoski's 2009 "Jobs and Transportation Act"**

### **Roads and highways**

- \$499 million/year in new funding for roads
  - 2-cent/gallon gas tax increase, from 24 cents to 26 cents (described as "a temporary two-cent gas tax increase to provide the short-term revenue needed to adequately fund Oregon's transportation system as the state identifies long-term solutions for sustainable funding")
  - Registration fee increase from \$27/year to \$81/year
  - Title fee increase from \$55/year to \$110/year
  - New \$100 first-time title fee – \$50 rebate for fuel-efficient vehicles
- \$44 million in federal flexible funds shifted from roads to multimodal investments; this amount is backfilled with new road funding
- 50-30-20 distribution of remaining \$455 million (state: \$227.5 million; counties: \$136.5 million; cities: \$91 million)
- Selected elements funded with state's share:
  - \$50 million bonded to generate \$600 million in one-time proceeds to relieve freight bottlenecks
  - \$50 million/year for modernization (not bonded)
  - \$97 million/year for maintenance, preservation, operations
  - \$15 million for Columbia River Crossing

### **Multimodal investments**

- \$150 million for ConnectOregon III (funded by bonding against \$12.6 million/year in lottery funds)
- \$5 million for elderly/disabled transit from 2.5-cent/pack cigarette tax increase
- \$44 million in flexible funds dedicated to unspecified multimodal investments (apparently including support for MPO efforts to reduce VMT; see below)
- Support and expand the Transportation Options program
- Create "a fund statutorily dedicated to investments in Oregon's non-highway transportation needs"
- Allocate an amount equal to 15% of lottery revenues to non-highway transportation (a goal, not expected to be achieved in 2009-2011 budget)

### **Other**

- Continue work of Road User Fee Task Force
- Extend tax credits for "pay as you drive" auto insurance
- Seek partner for congestion pricing pilot project
- Create a Transportation Utility Commission (scope initially limited to startup activities)
- Develop a least-cost planning model
- Support the work of MPOs to design VMT reduction plans
- Increase from 1% to 1.5% of road funds for bikes
- Increase in cap on local payroll taxes to fund transit

### **Not specified**

- Funding for bike/ped facilities not in the road right of way (trails, etc.)

## 2009 JPACT Work Program

4/1/09

<p><b><u>March 5, 2009 – Regular Meeting</u></b></p> <ul style="list-style-type: none"> <li>• Final MTIP Regional Flexible Fund Approval – Action</li> <li>• RTP Framework – Freight Framework</li> <li>• Economic Stimulus Phase I (MTIP Amendment)</li> <li>• Sellwood Bridge LPA</li> </ul> <p><b><u>March 2<sup>nd</sup> – Washington, DC Prep Meeting</u></b>          Location: Metro, Rm. 370A          Time: 5 p.m.</p> <ul style="list-style-type: none"> <li>• Final preparation for members attending the Washington, DC trip</li> </ul> <p><b><u>March 10-12<sup>th</sup></u></b></p> <ul style="list-style-type: none"> <li>• Washington, DC Trip</li> </ul>	<p><b><u>April 9, 2009 – Regular Meeting</u></b></p> <ul style="list-style-type: none"> <li>• Report on Federal Quadrennial Certification</li> <li>• Portland Metropolitan Area Compliance with Federal Transportation Planning Requirements – Certification</li> <li>• Economic Stimulus Phase II (MTIP Amendment) on ODOT stimulus funding - Action</li> <li>• Federal Fiscal Year 2010 Unified Planning Work Program – Adoption</li> <li>• RTP Framework – Community Building Needs and Intro Mobility Atlas</li> </ul>
<p><b><u>May 14, 2009 – Regular Meeting</u></b></p> <ul style="list-style-type: none"> <li>• Recommended HCT Priorities and Draft Plan – Information and Discussion</li> <li>• RTP Framework – Mobility Corridors</li> </ul> <p><b><u>May 22<sup>nd</sup> – JPACT Retreat</u></b>          Location: Oregon Zoo, Skyline Room          Time: 8 a.m. to 3 p.m.</p> <ul style="list-style-type: none"> <li>• Greatest Places Initiative Status</li> <li>• RTP Framework: Funding Strategy and Investment Priorities</li> <li>• ACT Study/JPACT Membership</li> </ul>	<p><b><u>June 11, 2009 – Regular Meeting</u></b></p> <ul style="list-style-type: none"> <li>• Direction on Recommended RTP Investment Strategy</li> <li>• 2010 TriMet Transit Investment Plan – Review/Comment</li> <li>• I-5/99W Corridor – Preferred Alternative</li> </ul>
<p><b><u>July 9, 2009 Regular Meeting</u></b></p> <ul style="list-style-type: none"> <li>• OTREC</li> </ul> <p><b><u>July Date TBD: JPACT/MPAC Meeting</u></b></p> <ul style="list-style-type: none"> <li>• Land Use Direction</li> <li>• Transportation Direction</li> </ul>	<p><b><u>August 13, 2009 – Regular Meeting</u></b></p> <ul style="list-style-type: none"> <li>• Adopt air quality conformity analysis of 2010-13 MTIP</li> <li>• Adopt 2010-13 MTIP</li> </ul>
<p><b><u>September 10, 2009 – Regular Meeting</u></b></p> <ul style="list-style-type: none"> <li>• Release Draft RTP for Public Review</li> </ul>	<p><b><u>October 8, 2009 – Regular Meeting</u></b></p> <ul style="list-style-type: none"> <li>• Draft RTP – Discussion</li> </ul>
<p><b><u>November 12, 2009 – Regular Meeting</u></b></p> <ul style="list-style-type: none"> <li>• Adopt 2035 RTP, Pending Air Quality Conformity – Action</li> </ul>	<p><b><u>December 10, 2009 – Regular Meeting</u></b></p>

**Parking Lot:**

- When to Consider LPA/RTP Actions for Sunrise and I-5/99W
- ODOT Tolling Policy
- Involvement with Global Warming Commission
- Status Reports on Regional Programs: TOD and ITS
- JPACT Bylaw Amendment on Membership

**The Portland Story – Climate and Transportation  
Testimony to the House Committee on Science and Technology  
Regarding Research Needs for Inclusion in the  
Next Transportation Authorization Bill**

Thank you Congressman Wu, and members of the Committee on Science and Technology, for the opportunity to provide input on this important topic. The testimony I am providing today was developed by City of Portland transportation staff in conjunction with Portland State University, the Oregon Transportation and Education Consortium (OTREC), TriMet, and Metro (our regional MPO). These comments are consistent with the regional reauthorization position paper adopted by JPACT (the Portland-area MPO board) and the Metro Regional Council.

In the Portland region, we benefit from high-quality decision making based on the integration of land use and transportation planning backed by data and research. For over 30 years, the region has pursued a path different from most urban areas of the United States. In the 1970's, we began to direct resources into a multi-modal transportation system rather than investing in a longstanding freeway expansion project. Coupled with the state's establishment of an urban growth boundary, this landmark decision laid the groundwork for three decades of transportation and land use innovation that has positioned the city well to meet the coming challenges posed by climate change..

Twenty years later, in 1993, the City of Portland was the first city in the nation to adopt a comprehensive climate strategy that included an aggressive transportation agenda. As a result of that strategy - and high bike ridership and strong commitment to transit - Portland's per capita emissions have dropped to 10% below 1990 levels. During that same period, greenhouse gas emissions throughout the country have increase by 17%.

Between 1996 and 2006, transit ridership in the Portland Metro region increased by 46 percent, while our population increased by 16 percent. At the same time, daily vehicle miles traveled (DVMT) per capita in the Portland region declined by 8 percent, while the average length of a work trip decreased 33 percent. In contrast, national DVMT per capita rose by 8 percent over the same period.

This progress is not accidental. It is the result of many years of planning for compact growth, investing in high quality transportation options and adopting climate-friendly policies rooted in quality research and modeling supported by data.

### **Challenges**

Today in Portland, transportation accounts for 40% of our greenhouse gas emissions. As we began to update our Climate Action Plan (scheduled to be adopted in June 2009), it became evident that transportation must be a centerpiece of our strategy if we are to achieve the climate goals established in our region. The draft plan includes aggressive transportation targets and calls for reporting of green house gas emissions on all transportation projects.

Despite our successes to date, the next steps are challenging. First, projections show that, even with rapid introduction of electric vehicles and alternative fuels, we must reduce vehicle miles traveled by 68% per person to achieve our 2050 climate goal of reducing overall greenhouse gas emissions by 80%. Vehicle technology and fuels can help, but are insufficient to make real reductions in emissions and meet Oregon and Portland's climate goals.

Portland's challenge, and the nation's, is to research, develop and implement new tools to help us make real change in our climate impacts. As of today, we lack the data, the models and the decision-making tools to get us there. What we do have is a clear idea what strategies and actions we need to succeed.

The window for effective climate action is closing quickly – many scientists believe that we must significantly reduce emissions in the next five and ten years in order to avoid major and irreversible climatic changes.

To have a realistic chance of achieving an 80% reduction by 2050 we must prioritize short-term “early wins,” the quick-to-implement strategies that will pay forty years of dividends starting in 2010, 2011 and 2012. We must close the major gaps in data collection, travel modeling and decision-making that inhibit our ability to plan and select climate-friendly transportation projects, policies and plans.

Thus we ask you to support two parallel and interconnected tracks in the climate and transportation research agenda:

First, transportation planners and engineers need data, models and decision tools to evaluate demand management and system management strategies. Demand management and system management are two highly cost-effective “implementation-ready” strategies which can be implemented today to begin reducing emissions immediately and on a significant scale.

Second, we need significantly better travel data collection and modeling tools to improve capital project development and system plan evaluation. Implementation of the “Travel Data and Modeling Recommendations to Support Climate Policy and Performance-Based Transportation Policy” presented by Mr. Winkelman would substantially address our concerns in this regard.

## **Solutions**

Because of the need to act quickly and wisely, we encourage you to prioritize research on quick-to-implement strategies such as Transportation Demand Management (TDM) and Transportation System Management (TSM).

As it stands today, some of the most effective climate change strategies are relatively easy and inexpensive to implement but do not always rise to the top of community needs based on modeling and decision making practices. Best practices for demand and system management strategies include tools that allow road users to access real time information about traffic conditions and ridesharing. In addition, targeted marketing campaigns have shown dramatic increases in transit and bicycle use. Research showing the effectiveness of these tools will lead communities to prioritize and invest in them. In turn, the programs will allow users to make travel choices that have a significant impact on congestion.

Additionally, managing corridors based on established performance goals is a key strategy to reduce congestion and emissions. To do this effectively will require quality data and research. Planners need data on vehicle miles traveled, mode choice, and trip patterns to make informed decisions about projects and programs related to climate change.

History has shown that research, methods, practices, and tools are a key element of major paradigm shifts in the field of transportation. Focusing the current reauthorization of the transportation act on climate change and “greening” our transportation system is one such shift. By comparison, the National Defense Highway System Act (which initiated construction of the interstate highway system in the late ‘50’s and ‘60’s) was accompanied by significant research on safety, highway geometrics, metropolitan planning and other areas that had not previously been contemplated.

Similarly, ISTEA, adopted in 1991, included flexible funding categories, air quality conformity, an emphasis on freight and inter-modal facilities, a new emphasis on system performance, and other innovative elements to advance transportation in the US. Research and technology advances around these topics were widespread in the 90’s, helping to forge productive partnerships between the federal government, universities, states, MPO’s, Ports, transit districts, and private enterprise.

The “Green TEA” or Green Reauthorization can set us on a path toward a transportation system that is sustainable, reduces our emissions and builds a system for the future. The treatment of climate change in this reauthorization promises significant advances in research and knowledge that will result in real change.

Throughout the transportation field, models are key to enabling decisions for policies and programs/funding. Locally, we have attempted to model greenhouse gas emissions at the project level. While the experience was enlightening, it became evident that we lack sufficient data (in terms of trip lengths, VMT, mode choice) and modeling capacity to accurately predict the climate impacts of specific projects.

If we are to measure innovative programs and policies, new model enhancements are required to address the increased technical demands imposed by the rigor of environmental analysis. Improvements are needed for measuring :

1. Emissions
  - The EPA MOVES model was developed for the purposes of quantifying the green house gases from mobile sources. Improvements are needed in this tool to more easily address different vehicle types (hybrids, electric) and fuels (biodiesel, ethanol).
2. VMT and congestion
  - Improving data and capacity for “Tour Models” will lead to better modeling of trip chaining and time of day decisions as a response to congestion. It will also improve our ability to model responses to pricing mechanisms.
3. • Dynamic traffic assignment – This assignment technique better captures queuing and upstream route choice effects due to bottle necks. Overall, it provides better measurement of congestion effects.
4. • Land use allocation models - These models lead to better sensitivity to induced demand related to transportation investments.
5. Non-motorized travel (walk and bike)
  - Focus on tools that are better equipped spatially to address the acuity required for non-motorized modal decisions.
6. Vehicle choice
  - Need to develop tools to emulate the choice of purchasing a new vehicle, what kind, and which vehicle is used for a particular trip.
7. Commercial traffic and goods movement
  - This component of travel is a major contributor to the environmental health of the region. Tools to address their travel patterns need improvement if we are to achieve our goals.

## **Conclusion**

The Portland region has achieved considerable success in limiting emissions growth from transportation:

- Transit ridership has doubled since 1990, with increases every year and exponentially with the cost of gas.

Portland has a higher percentage of bicycle commuters than any other major U.S. city with a bicycle commute rate of 8-12%; eight times the national average.

Portland adopted a renewable fuel standard requiring that all diesel sold in the city include at least five percent bio-diesel and all gasoline 10 percent ethanol.

Nevertheless, transportation of goods and people continues to account for 40 percent of Multnomah County greenhouse gas emissions. Land use planning and transportation funding decisions greatly influence transportation-related greenhouse gas emissions. Decision makers need quality data to inform decisions about how and where to spend public dollars to build and manage a transportation system that works towards our climate goals.

Our Metropolitan Planning Organization, at the direction of our policy committee on transportation, recently adopted Resolution 09-0416 which outlines the region's position on the transportation reauthorization. Support for a robust research agenda tied to climate change is among the key recommendations of that resolution and we encourage you to pursue avenues that foster an environment of learning and collaboration among jurisdictions. We consider it a sign of the times that Congress chose Oregon for a national University Transportation Center (OTREC), whose theme is sustainable transportation and whose success stems from partnership among four universities and collaborations with public agencies around the state.

A commitment to regional planning rooted in quality research and data has paid dividends for the Portland region over the past forty years, and the nation has benefited from our experience in addressing climate change through an integrated approach to land use and transportation planning. Looking toward the reauthorization of the transportation bill, we look forward to continued partnership with the federal government. Portland is committed to being a leader in climate change and clean technologies; a transportation bill with a robust research agenda that provides us with the data and decision making tools will ensure an outcome that benefits both our region and the country. Thank you for the invitation to speak before you and your partnership in addressing the impact transportation has on our environment.

# Going places

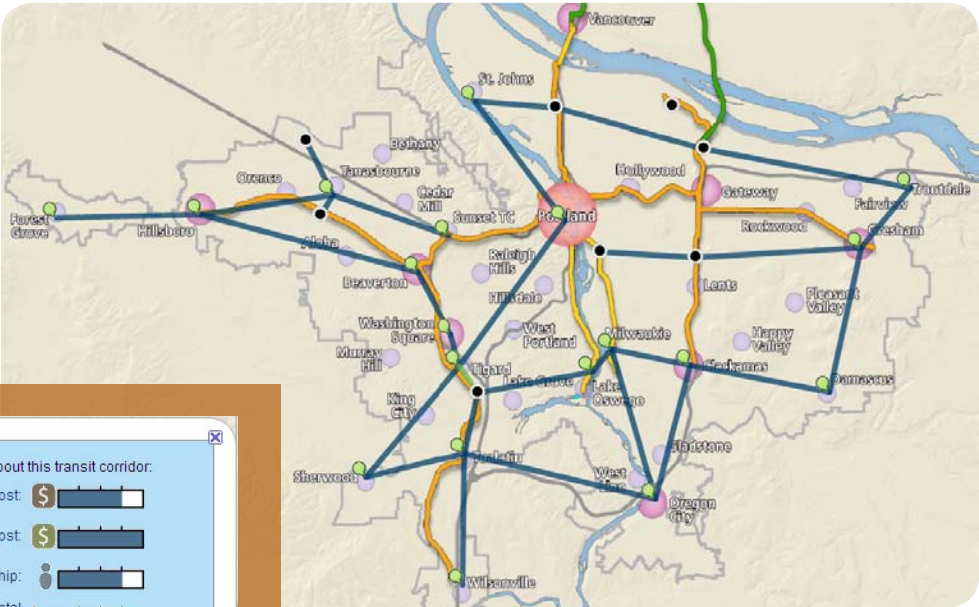


REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN

## High capacity transit build-a-system tool

On March 23, Metro launched an online build-a-system tool and questionnaire as part of the prioritization process for the High Capacity Transit System Plan. The tool and questionnaire are available through April 24 at [www.oregonmetro.gov/goingplaces](http://www.oregonmetro.gov/goingplaces).

The build-a-system tool allows users to be “virtual planners,” choosing which high capacity transit lines to build within a limited budget. Users balance trade-offs such as cost, ridership, environmental benefit, and connection to attractions and institutions to create the system that they would like to see.



Users **balance** trade-offs, **compare** potential lines and configurations, **submit** their best system, and then **answer** the questionnaire to express their values.

The tool is coupled with a questionnaire addressing the project’s evaluation criteria to help decision-makers understand the values that drive people’s thinking on transit investments. Responses to the questionnaire will be tallied to help decision-makers balance the region’s priorities in evaluating the potential new lines and improvements to the current system.

Users are asked questions like:

2. How important were each of the system-wide criteria, when you developed your system?

	Very important	Somewhat important	Not at all important	Not sure/No opinion
Environmental benefits (e.g. greenhouse gas reduction)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Ridership	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Capital cost	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Operations cost	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Metro project staff will be featuring the online tool in several communities in April at these times and locations:

6:30 to 8:30 p.m. Wednesday, April 1 Tigard Trails open house, Tigard Library   13500 SW Hall Blvd.	10 a.m. to noon Saturday, April 4 Gresham Library   385 NW Miller Ave.
1 to 4 p.m. Saturday, April 4 Clackamas Town Center   12000 SE 82nd Ave., Happy Valley	10 a.m. to 2 p.m. Saturday, April 11 Powell’s Books   1005 W. Burnside St., Portland
8 to 10 a.m. Saturday, April 4 Café Delirium   308 N. Main Ave., Gresham	11 a.m. to 4 p.m. Saturday, April 18 Earth Day celebration   Downtown Hillsboro



**Joint Policy Advisory Committee on Transportation**

**MINUTES**

March 5, 2009

7:30 a.m. – 9:00 a.m.

Council Chambers

MEMBERS PRESENT

Rex Burkholder, Chair  
Sam Adams  
Carlotta Collette  
Craig Dirksen  
Fred Hansen  
Kathryn Harrington  
Donna Jordan  
Lynn Peterson  
Roy Rogers  
Jason Tell  
Ted Wheeler  
Bill Wyatt

AFFILIATION

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

MEMBERS EXCUSED

Shane Bemis  
Nina DeConcini  
Royce Pollard  
Steve Stuart  
Don Wagner

AFFILIATION

City of Gresham  
Department of Environmental Quality  
City of Vancouver  
Clark County  
Washington Department of Transportation

ALTERNATES PRESENT

Dean Lookingbill  
Andy Ginsburg

AFFILIATION

Representing City of Vancouver  
Department of Environmental Quality

STAFF: Robin McArthur, Andy Shaw, Anthony Buztek, Pamela Peck, Kayla Mullis, Ted Leybold, Kim Ellis, Kelsey Newell, Deena Platman.



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

Chair Rex Burkholder declared a quorum and called the meeting to order at 7:32 a.m.

**2. INTRODUCTIONS**

There were none.

**3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS**

There were none.

**4. COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS**

The committee agreed to endorse a set of changes to Washington County's authorization and appropriation project requests adopted as part of Exhibit A to Resolution No. 09-4016. Washington County will supply the Oregon delegation with a letter outlining the submittal amendments and supplemental template.

Commissioner Ted Wheeler stated that Multnomah County will submit an appropriation request for for approximately two million dollars in funding for the Sellwood Bridge project separate from JPACT's recommended project list.

**5. CONSENT AGENDA**

**Consideration of JPACT meeting minutes for January 15, 2009  
Resolution No. 09-4029**

MOTION: Councilor Kathryn Harrington moved, Councilor Donna Jordan seconded, to approve the consent agenda.

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

**6. DISCUSSION ITEMS**

**6.1 Regional Transportation Plan (RTP): Freight Framework**

Councilor Rod Park briefed the committee on the Regional Freights and Goods Movement Task Force (RFGMTF) and introduced the following members of the task force: Ms. Susie Lahsene of the Port of Portland, Tracy Ann Waylen of ESCO, Tom Dechenne of Norris, Bergs & Simpson, and Bob Russell of the Oregon Trucking Association.

Ms. Lahsene discussed the regional transportation system's effect on economic growth; emphasizing that freight improvements and efficient transportation systems have a direct

effect on the cost of goods and services in the region. A more efficient transportation system will support the regional economy and aid in growing the Portland metropolitan economy.

Ms. Waylen discussed key issues with the regional transportation system including congestion hotspots, reliability, network barriers, land use and impacts. The Freight Task Force action plan aims to add guidance and clarity to transportation politics in order to address these key issues and create a fluid transportation system with a predictable paced network.

Mr. Dechenne discussed land use issues, bottlenecks and multi-modal transportation. He emphasized that investment priorities include making improvements to throughways that provide access to industrial land, addressing bottlenecks in key areas and improving the functionality of the multi-modal distribution system in the region.

Mr. Russell stressed the importance in the future of commercial business in the area; specifically emphasizing that improving critical transit areas will keep the regional transportation system flowing and trigger economic growth in the region.

The committee discussed the time sensitivity of freight.

## **7. ACTION ITEMS**

### **7.1 Resolution No. 09-4017, For the Purpose of Allocating \$67.8 Million of Regional Flexible Funding for the Years 2012 and 2013, Pending Air Quality Conformity Determination**

Mr. Ted Leybold briefed the committee on Resolution No. 09-4017 which would allocate \$67.8 million of the Regional Flexible Funding (RFF) to selected projects for fiscal years 2012 and 2013. TPAC developed and recommended a list of projects to receive RFF funding. Public comments were included in all project applications and a public comment session was held based on TPAC's recommended project list. The recommended project list addresses policy issues and objectives and takes into account regional funding, public comment and quantitative measures.

Committee discussion included the following topics:

- Mr. Bill Wyatt of the Port of Portland raised concerns about the absence of explicit freight projects in the project list

The committee made comments concerning:

- Status of freight funding in the American Recovery and Reinvestment Act
  - Honoring the theme of freight being brought forth by the Freight Task Force
  - Importance of opening industrial land for development and its absence in the project list
- Mr. Jason Tell of ODOT suggested scaling Step I funding, like RTO, TOD and TSMO funds, in order to create money for freight projects
- The committee made comments concerning:
- Importance of keeping bike and pedestrian projects on the funding list

- Positive effect of RTO and TSMO on freight
- Industrial and Employment Areas projects

The committee agreed that a consolidated list of all funds distributed throughout the region (i.e. RFF, ARRA, Connect Oregon, OTIA funds, etc.) should be created in order to illustrate more accurately where funds are being obligated.

MOTION: Mr. Fred Hansen moved, Councilor Jordan seconded, to approve Resolution No. 09-4017.

ACTION TAKEN: With a majority in favor, and two opposed (Tell and Wyatt), the motion passed.

## **7.2 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 JPACT 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:

- Federal funding largely depends on regional consensus and this resolution would confirm regional support
- The Sellwood Bridge as the City of Portland's top priority transportation project
- Assurance that reducing costs will not produce another 2<sup>nd</sup> tier bridge

MOTION: Mayor Sam Adams moved, Commissioner Lynn Peterson seconded, to approve Resolution No. 09-4032.

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

### **7.3 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**

Mr. Ted Leybold and Mr. Andy Shaw briefed the committee on the project list included in Attachment A to Resolution No. 09-4022. The American Recovery and Reinvestment Act (ARRA) requires half of funding apportioned to ODOT be obligated within 120 days of the bill adoption on March 2, 2009. The remainder of ODOT funds, transit funds and all MPO funds must be obligated within one year. To ensure all funds are obligated and to be eligible for additional funds, however, ODOT has set an obligation deadline of the end of the 2009 calendar year for MPO projects. The list is comprised of projects proposed in the Portland metro region, TriMet and SMART jurisdictions and ODOT, Region 1.

ODOT has requested applications for a second round of ODOT project funding that demonstrates state interest by March 9<sup>th</sup> 2009. ODOT has an additional \$100 million to allocate from the ARRA. Additional projects from this phase, if located in the Metro area, will need to be added to the MTIP in a future action.

Metro staff brought to TPAC two phases of project lists compiled from project lists developed by the County Transportation Coordinating Committees. TPAC has recommended that both Phase I and Phase II project lists be adopted by JPACT and the Metro Council as one action. The ARRA funds are projected to create 1400 jobs immediately with a secondary impact of 2100 jobs.

In addition to a technical review, an Air Quality analysis was compiled on all required projects. A formal public comment period was held from February 27, 2009 to March 3, 2009. Public comments received were provided at the meeting. Comments received included support for specific projects, bike and pedestrian projects in general, and requests to be thoughtful regarding other funding opportunities for projects and supporting long-term economic impacts when choosing funds for allocation.

The committee agreed that reporting will be an important aspect of the handling ARRA funds and that strategies for identifying back-up and fail safe projects should be created in case projects on the current list are not able to obligate or additional funding becomes available.

Committee discussion also included:

- The requirements for the ODOT application submission
- Allowing for flexibility in the project list
- Mayor Adams notified the committee that the City of Portland will be identifying \$2 million of their funds for sidewalk repairs in Southwest and East Portland as a back-up project should one of their projects not be able to obligate as expected.

MOTION: Mayor Craig Dirksen moved, Councilor Jordan seconded, to adopt Resolution No. 09-4022 with the ability to create a fail safe list of projects in the future as an administrative amendment.

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

**8. ADJOURN**

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

Respectfully submitted,

Kayla Mullis  
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR MARCH 5, 2009

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

<b>ITEM</b>	<b>TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOC #</b>
5.0	Document	N/A	Updated meeting minutes for Feb 12, 2009	030509j-01
6.1	Document	N/A	RFGMTF Member List	030509j-02
6.1	Power Point	3/5/09	Region Freight and Goods Movement Action Plan	030509j-03
6.1	Letter	3/5/09	To: JPACT From: Tom Dechenne; Norris, Beggs & Simpson Re: Freight and Goods Movement portion of the RTP	030509j-04
7.1	Letter	2/27/09	To: Chair Rex Burkholder and JPACT From: Dennis Doyle, City of Beaverton Re: Transportation Project Rankings	030509j-05
7.1	Report	2/09	Final Public Comment Report: RFF Allocation 2010-2013	030509j-06
7.2	Resolution	N/A	Updated Resolution No. 09-4022	030509j-07
7.2	Flyer	3/3/09	OTC Economic Stimulus Announcement	030509j-08
7.2	Document	3/09	ODOT federal economic stimulus application process	030509j-09
7.2	Document	N/A	ODOT Economic Stimulus Package	030509j-10
7.2	Document	N/A	ODOT TE Project List	030509j-11
7.2	Chart	N/A	City of Portland Prioritized Federal Stimulus List	030509j-12
7.2	Memo	3/4/09	To: JPACT and Metro Council From: Pat Emmerson, Metro Public Affairs Re: Stimulus Funding	030509j-13



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



BEFORE THE METRO COUNCIL

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

[CLICK HERE FOR REPORT](#)

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# **FY 2009-10**

# **Unified Planning Work Program**

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## 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

**Draft**

April 9, 2009

## STAFF REPORT

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

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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.



April 9, 2009

Phillip A. Ditzler, Division Administrator  
Federal Highway Administration  
Oregon Division  
530 Center Street, Suite 100  
Salem, OR 97301

R F. Krochalis, Regional Administrator  
Federal Transit Administration  
Region 10  
915 Second Avenue, Room 3142  
Seattle, WA 98174-1002

RE: Portland/Vancouver Certification Review

Dear Messrs. Ditzler and Krochalis:

Thank you for your February 17, 2009 letter with the final report of the *Transportation Planning Certification Review for the Portland - Vancouver Metropolitan Area*. We appreciate the time and effort FHWA and FTA staff spent preparing for the Certification Review, and the comments, suggestions, and feedback we received during and subsequent to the Review.

Enclosed is a detailed plan and schedule for resolving the corrective actions and recommendations indentified in the final report. If you have questions about this plan, or if we can provide additional information, please contact Tom Kloster at (503) 797-1832.

Again, we appreciate the efforts of everyone involved in the Certification Review and look forward to continuing to work with you to improve Metro's transportation planning process.

Sincerely,

Robin McArthur, AICP  
Planning and Development Director

Enclosure

cc:

FHWA (Daniel M. Mathis, Washington Division Administrator)  
RTC (Dean Lookingbill, Planning Director)  
ODOT (Jason Tell, Manager Region I)  
WSDOT (Don Wagoner, Regional Administrator)  
TriMet (Fred Hansen, General Manager)  
C-Tran (Jeff Hamm, Executive Director)

## Summary of 2008 Metro Corrective Actions and Recommendations – Metro Response

Topic Area	Corrective Action	Recommendations	Metro Response
Metropolitan Planning Organization (23 CFR 450.310)	None	None	
Metropolitan Planning Boundaries (23 CFR 450.312)	<ul style="list-style-type: none"> <li>The Metropolitan planning area boundaries shall be expanded to reflect, at a minimum, the urbanized area defined by the 2000 Census, within six months of this report.</li> </ul>	None	<ul style="list-style-type: none"> <li>Metro will update the planning area boundaries in our geographic information data to reflect the 2000 Census Urban Area, and carry this information forward to the updated RTP.</li> </ul> <p>Target Completion Date: July 29, 2009</p>
Agreements and Contracts (23 CFR 450.314)	None	<ul style="list-style-type: none"> <li>Metro is commended for executing and regularly reviewing their intergovernmental agreements for planning responsibilities with ODOT, and TriMet; Metro and SMART; and Metro and RTC.</li> </ul>	
Unified Planning Work Program (23 CFR 450.308)	None	<ul style="list-style-type: none"> <li>UPWP should specifically identify the various planning activities that will be undertaken to resolve all corrective actions required by this review.</li> </ul>	<ul style="list-style-type: none"> <li>Metro will incorporate planning activities undertaken to resolve corrective actions required by this review into the FY 2010-11 UPWP.</li> </ul> <p>Target Completion Date: April 30, 2010</p>

Topic Area	Corrective Action	Recommendations	Metro Response
<p>Transportation Planning Process (23 CFR 450.306, 318)</p>	<ul style="list-style-type: none"> <li>Metro shall document the process for RTP full and administrative amendments within six months of this report.</li> </ul>	<ul style="list-style-type: none"> <li>Metro is commended for its strong collaborative relationship with partner agencies.</li> <li>Metro should more clearly identify and address safety, security, and environmental justice elements in the metropolitan planning process.</li> </ul>	<ul style="list-style-type: none"> <li>Metro will identify the safety and security topics as "outstanding issues" in the 2035 RTP in order to complete the background work needed to adequately address both issues in the next RTP update. Metro's TSMO Plan, scheduled for completion in mid-2009, will be a starting point for identifying how to bring safety and security data monitoring into the planning process, and how this information can be used to inform policy makers. The Federal 2035 RTP has already been updated to include a policy framework for both safety and security, establishing the scope of the data collection needed to fully address these topics.</li> <li>Metro will also identify environmental justice as an "outstanding issue" with a similar goal of completing the needed background work necessary to adequately address environmental justice in the next RTP update. The Federal 2035 RTP also has a policy framework for environmental justice, and the expectation that future updates to the RTP or other metropolitan planning activities will address this topic as part of the planning process.</li> </ul> <p>Target Completion Date: September 2009 (as part of the draft 2035 RTP)</p>

Topic Area	Corrective Action	Recommendations	Metro Response
<p>Congestion Management Process (CMP) (23 CFR 450.316)</p>	<ul style="list-style-type: none"> <li>Metro shall document a more fully integrated CMP that demonstrates the six required elements outlined under 23 CFR 450.320(c), and in an easily understandable way its effective use in monitoring and mitigating congestion. This effort should be developed and documented for review by FHWA and FTA by January 30, 2010.</li> </ul>	<ul style="list-style-type: none"> <li>Coordinate with ODOT and other partners to better document how the CMP is used as part of the development of a Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP).</li> </ul>	<ul style="list-style-type: none"> <li>Metro is currently working with regional partners to develop and implement a regional CMP. The CMP will be documented in the 2035 RTP. A draft CMP will be available for review in September 2009, with the release of the draft 2035 RTP.</li> </ul> <p>Target Completion Date: September 2009 (as part of the draft 2035 RTP)</p>
<p>Metropolitan Transportation Plan Development (23 CFR 450.322)</p>	<p>None</p>	<ul style="list-style-type: none"> <li>Metro should work with ODOT to incorporate more safety data into the planning process. Given limited resources, maximum attention should be placed on identification of deficiencies by creation of crash categorization to enable focused and cost effective follow-up activities at the local level.</li> <li>Metro should develop new origin and destination study to help refine and validate their modeling results.</li> </ul>	<ul style="list-style-type: none"> <li>As part of implementing the "outstanding issue" requirements described above for safety and security, Metro will work with ODOT and FHWA to develop a framework for addressing safety and security in its MPO planning process. The scope for this process will be included in the 2010-2011 UPWP as part of the TSMO work program.</li> </ul> <p>Target Completion Date: March 2011</p> <ul style="list-style-type: none"> <li>Metro will initiate a new travel behavior survey in fall 2010. The timing of the survey is intended to provide a full year of service for the new Green Line light rail between Clackamas town center and downtown Portland.</li> </ul> <p>Target Completion Date: Fall 2012</p>

Topic Area	Corrective Action	Recommendations	Metro Response
<p>Transportation Improvement Program (TIP) (23 CFR 450.324)</p>	<ul style="list-style-type: none"> <li>• Next TIP shall include total project cost estimates that may go beyond the 4 year programming cycle.</li> </ul>	<ul style="list-style-type: none"> <li>• Metro should clarify how project selection criteria are consistent with RTP system performance goals and performance measures.</li> <li>• In documenting fiscal constraint of the TIP, Metro should work closely with ODOT to minimize differences between estimated costs and revenues.</li> </ul>	<ul style="list-style-type: none"> <li>• Metro will add a column to the MTIP programming tables to display prior obligations on all projects and will include an estimate of all future costs beyond programming years if applicable.</li> <li>• Metro will include additional descriptive material explaining how the project selection criteria for MPO, ODOT and transit administered funds are consistent with the RTP system performance goals and measures.</li> <li>• Metro will balance estimated costs and revenues in the fiscal constraint table in the next TIP.</li> </ul> <p>All tasks will be completed with publication of the next TIP, estimated to be in November 2009.</p> <p>Target Completion Date: November 2009</p>



Topic Area	Corrective Action	Recommendations	Metro Response
Financial Planning/Fiscal Constraint	None	<ul style="list-style-type: none"> <li>Metro should revise financial documentation in the RTP to more clearly communicate fiscal status to the general public.</li> </ul>	<ul style="list-style-type: none"> <li>Metro will make these revisions as part of completing the draft 2035 RTP.</li> </ul> <p>Target Completion Date: December 2009 (resolution of intent to approve the draft 2035 RTP)</p>
Public Outreach (23 CFR 450.316)	<ul style="list-style-type: none"> <li>Within 6 months, Metro shall adopt a Public Participation Plan, including consultation with Tribes and land management agencies, which meets SAFETEA-LU requirements.</li> </ul>	<ul style="list-style-type: none"> <li>Document outreach to non-traditional public sectors and tribes with interests in the MPO area.</li> <li>Metro should strengthen their use of visualization techniques.</li> </ul>	<ul style="list-style-type: none"> <li>Metro is currently updating its public involvement policies to meet SAFETEA-LU requirements.</li> <li>Metro will document its outreach to tribes with interests in the MPO area, including documentation when no tribes can be identified that have an interest in the MPO area.</li> <li>Metro has included the need to emphasize visualization techniques in its new Public Involvement policies.</li> </ul> <p>Target Completion Date: June 30, 2009</p>

Topic Area	Corrective Action	Recommendations	Metro Response
Air Quality (40 CFR 93)	None	<ul style="list-style-type: none"> <li>• Conformity determination for TIP and RTP update should include transit fare and service level information and discuss how the trends have changed since the previous conformity determination.</li> <li>• Although they are not currently regulated as part of federal conformity requirements, Metro should continue to pursue an evaluation framework for greenhouse gas emissions (e.g., carbon dioxide) to address statewide reduction goals.</li> </ul>	<ul style="list-style-type: none"> <li>• Metro will incorporate transit fare and service level information, and will include trend changes since the previous conformity determination, upon receipt of further data from ODOT. There could be a conformity determination as early as fall 2009 and no later than spring 2010.</li> </ul> <p>Target Completion Date: Spring 2010</p> <ul style="list-style-type: none"> <li>• Metro will continue to estimate carbon dioxide emissions in accordance with our agreement with the Oregon Department of Environmental Quality. The Federal 2035 RTP has also been expanded to include a policy framework for managing carbon emissions, in anticipation of expected state and federal carbon budgets or other planning requirements. Currently, Metro uses the preliminary MOVES model to provide illustrative information on these new policies as part of the RTP, and expects to provide a full analysis of carbon emissions when the MOVES model and state and federal targets are in place.</li> </ul> <p>Target Completion Date: Spring 2010</p>
Self Certification (23 CFR 450.334)	None	<ul style="list-style-type: none"> <li>• Provide follow-up status of corrective actions and recommendations from USDOT review in future self-certifications.</li> </ul>	<p>Metro will include status of corrective actions and recommendations included in this review in the FY 2010-11 self-certification.</p> <p>Target Completion Date: April 30, 2010</p>

Topic Area	Corrective Action	Recommendations	Metro Response
<p>Title VI and Related Requirements (23 CFR 200.9)</p>	<p>None</p>	<ul style="list-style-type: none"> <li>• Metro should identify minority and low income populations and analyze whether the current and planned transportation system disproportionately burdens or significantly denies these populations the benefits of the transportation system investments.</li> <li>• Title VI complaints and/or disposition should be included in the annual report submitted to ODOT.</li> </ul>	<ul style="list-style-type: none"> <li>• Metro will continue to expand its environmental justice program as part of updating both the MTIP and RTP. In September 2006, Metro published the results of the first analysis of minority and low-income populations to determine benefits and burdens of the current RTP and Metropolitan TIP. Metro has continued to conduct an environmental justice analysis for individual planning projects that focuses on that project's impact area.</li> </ul> <p>Metro is currently updating our Public Participation Plan and will expand our environmental justice program as part of that update. The expanded requirements will apply to future RTP and MTIP updates and project development planning.</p> <p>Target Completion Date: June 30, 2009 (for updated Public Involvement Plan)</p> <ul style="list-style-type: none"> <li>• Metro has had no Title VI complaints to date, but procedures and processes to address them are included in Metro's Title VI Plan. A section to report complaints was included in Metro's recent Title VI compliance report sent to ODOT on March 26, 2009. Metro will continue to provide annual Title VI reports to ODOT.</li> </ul> <p>Target Completion Date: Annually, beginning in March 2009</p>

Topic Area	Corrective Action	Recommendations	Metro Response
<p>Intelligent Transportation System (23 CFR 940)</p>	<p>None</p>	<ul style="list-style-type: none"> <li>• Coordinate with ODOT in establishing a regular review cycle of the regional ITS Plan, and integration with the regional TSMO Plan.</li> <li>• Coordinate with ODOT in updating and implementing the regional ITS plan share date for use in the CMP.</li> </ul>	<ul style="list-style-type: none"> <li>• Metro will address the review cycle of regional ITS plans in the Regional TSMO Plan. Metro has dedicated regional flexible funds to support implementation of the Regional TSMO Plan.</li> </ul> <p>Target Completion Date: September 2009</p> <ul style="list-style-type: none"> <li>• Metro will continue to coordinate with ODOT, PSU and local jurisdictions on the regional data collection and archive for use in the CMP. In 2008, Metro provided gap funding to ensure the ongoing operation of the PORTAL system, and through Metro's TSMO program, we will continue to monitor the regional partnership to ensure that gaps in data or data availability do not occur. Upon completion of the Regional TSMO plan this year, Metro will formalize reporting relationships with partners, and expect to take on a data collection role as well, in addition to the overall planning and coordination role that Metro currently fills.</li> </ul> <p>Target Completion Date: September 2009</p>

U.S. DEPARTMENT OF TRANSPORTATION



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Salem, Oregon 97301  
503.399.5749

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Region 10  
915 Second Avenue, Room 3142  
Seattle, Washington 98174-1002  
206.220.7954

February 17, 2009

In Reply Refer To:

724.411

Mr. David Bragdon, President  
Portland Metro  
600 N.E. Grand Avenue  
Portland, Oregon 97232-2736

Mr. Steve Stuart, Clark County Commissioner, and Chair  
Southwest Washington Regional Transportation Council (RTC)  
P.O. Box 1366  
Vancouver, Washington 98666-1366

RE: Portland/Vancouver Certification Review

Dear Messrs. Bragdon and Stuart:

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are pleased to provide you with the enclosed final report of our Planning Certification Review of the Portland and Vancouver metropolitan areas. Pursuant to 23 U.S.C. and 49 U.S.C. 1607 provisions of the Safe, Accountable, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) the FHWA and FTA are required to conduct a certification review of the transportation planning process in urbanized areas with populations over 200,000, once every four years. FHWA and FTA staff conducted a joint review of your respective metropolitan planning areas' transportation planning process on October 20-23, 2008.

The certification reviews are conducted with the objective of evaluating the transportation planning process in the spirit of highlighting good practices, exchanging information, and identifying opportunities for improvements. We found that the performance of both agencies support certifying the Metro and RTC MPOs, subject to the corrective actions identified in this report. A complete draft of the findings, corrective actions and recommendations contained in this report was shared with your staff for comment. The enclosed report formally documents the full results of our review.

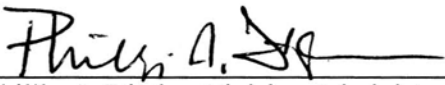
We would like to acknowledge the outstanding technical work performed by both MPOs. We are pleased with progress made on the corrective actions identified during the previous certification review conducted in 2004. We especially appreciate the time and assistance that your staff, along with your partners at the State DOTs and transit agencies, provided during the course of this review. Please convey our thanks for their support.

MOVING THE  
**AMERICAN**  
**ECONOMY**


**The primary result of our review is that FHWA and FTA are jointly certifying the transportation planning process of the MPOs for the Portland/Vancouver Metropolitan Areas, subject to the corrective actions identified in this report. This certification will remain in effect for four years from the date of this certification letter.**

If you have any questions, please contact Sidney Stecker of the FHWA Washington Division Office at (360) 753-9555, Satvinder Sandhu of the FHWA Oregon Division Office at (503) 587-4723 or Ned Conroy of FTA Region 10 at (206) 220-4318 for any questions or follow-up actions regarding this review.

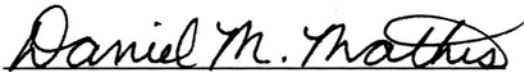
Sincerely,



Phillip A. Ditzler, Division Administrator  
Oregon Division  
Federal Highway Administration



R. F. Krochalis, Regional Administrator  
Region 10  
Federal Transit Administration



Daniel M. Mathis, Division Administrator  
Washington Division  
Federal Highway Administration

cc:

RTC (Dean Lookingbill, Planning Director)  
Metro (Robin McArthur, Planning Director)  
ODOT (Jason Tell, Manager Region 1)  
WSDOT (Don Wagoner, Regional Administrator)  
TriMet (Fred Hansen, General Manager)  
C-Tran (Jeff Hamm, Executive Director)

SS/rm

MOVING THE  
**AMERICAN**  
**ECONOMY**





**Transportation Planning Certification Review  
for  
Portland-Vancouver Metropolitan Area**

**October 20-23, 2008**

**Final Report**

**January 29, 2009**

**Prepared by**

**Federal Highway Administration  
Federal Transit Administration**

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## Executive Summary

Pursuant to 23 U.S.C. 134 and 49 U.S.C. 1607, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly certify the metropolitan transportation planning in Transportation Management Areas (TMAs) at least every four years. A TMA is an urbanized area as defined by the U.S. Census with a population over 200,000. Upon completion of the review and evaluation, the results must support a joint certification by the FHWA and FTA that the transportation planning process substantially meets federal planning regulations. The review covers actions by all agencies, including State, Metropolitan Planning Organization (MPO), Transit Operators and local governments, which are charged with cooperatively carrying out the planning processes on a daily basis. Failure to certify is significant, as it can result in the withholding of U.S. Department of Transportation (USDOT) funds. The review should also enhance the quality of the planning process and ensure that projects receiving federal funds can advance without delay.

The FHWA and FTA conducted a transportation planning process review for Metro, the MPO for the Portland, Oregon metropolitan area, and the Southwest Washington Regional Transportation Council (RTC), the MPO for the Vancouver, Washington metropolitan area. A list of preliminary review questions was provided to Metro and RTC in September 2008, with a follow-up field review on October 20-23, 2008. The on-site review also included discussions with local elected officials and the public, seeking comments on the planning process and opportunities for improvement.

Included in the Executive Summary is a table outlining the topic areas addressed in the Certification Review along with any corrective actions and recommendations related to each topic area. The full report details the findings for each regulatory requirement along with findings, corrective actions and recommendations.

### Conclusions:

Based on the findings of this review, the FHWA and FTA jointly certify that the transportation planning process of the Metro and RTC substantially meet the requirements, subject to the resolution of corrective actions identified in this report within the timeframe specified. In order to ensure timely resolution of the corrective actions identified in this report, the MPOs are asked to develop a detailed plan and schedule, outlining the steps and specific milestones. Recommendations are not statutory requirements; however, they are based on the best practices and current initiatives supported by FHWA and FTA.

The corrective actions outlined in this report must be resolved by the deadlines provided in the report. If Metro and RTC are unable to resolve corrective actions identified in this report in the stipulated time frame, or otherwise agreed to by FHWA and FTA, the planning process will no longer be certified and Federal funding restrictions may be applied.

## Summary of 2008 Metro Corrective Actions and Recommendations

Topic Area	Corrective Action	Recommendations
Metropolitan Planning Organization (23 CFR 450.310)	None	None
Metropolitan Planning Boundaries (23 CFR 450.312)	<ul style="list-style-type: none"> <li>The Metropolitan planning area boundaries shall be expanded to reflect, at a minimum, the urbanized area defined by the 2000 Census, within six months of this report.</li> </ul>	None
Agreements and Contracts (23 CFR 450.314)	None	<ul style="list-style-type: none"> <li>Metro is commended for executing and regularly reviewing their intergovernmental agreements for planning responsibilities with ODOT, and TriMet; Metro and SMART; and Metro and RTC.</li> </ul>
Unified Planning Work Program (23 CFR 450.308)	None	<ul style="list-style-type: none"> <li>UPWP should specifically identify the various planning activities that will be undertaken to resolve all corrective actions required by this review.</li> </ul>
Transportation Planning Process (23 CFR 450.306, 318)	<ul style="list-style-type: none"> <li>Metro shall document the process for RTP full and administrative amendments within six months of this report.</li> </ul>	<ul style="list-style-type: none"> <li>Metro is commended for its strong collaborative relationship with partner agencies.</li> <li>Metro should more clearly identify and address safety, security, and environmental justice elements in the metropolitan planning process.</li> </ul>
Congestion Management Process (23 CFR 450.316)	<ul style="list-style-type: none"> <li>Metro shall document a more fully integrated CMP that demonstrates the six required elements outlined under 23 CFR 450.320(c), and in an easily understandable way its effective use in monitoring and mitigating congestion. This effort should be developed and documented for review by FHWA and FTA by January 30, 2010.</li> </ul>	<ul style="list-style-type: none"> <li>Coordinate with ODOT and other partners to better document how the CMP is used as part of the development of a Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP).</li> </ul>

Metropolitan Transportation Plan Development (23 CFR 450.322)	None	<ul style="list-style-type: none"> <li>• Metro should work with ODOT to incorporate more safety data into the planning process. Given limited resources, maximum attention should be placed on identification of deficiencies by creation of crash categorization to enable focused and cost effective follow-up activities at the local level.</li> <li>• Metro should develop new origin and destination study to help refine and validate their modeling results.</li> </ul>
Transportation Improvement Program (TIP) (23 CFR 450.324)	<ul style="list-style-type: none"> <li>• Next TIP shall include total project cost estimates that may go beyond the 4 year programming cycle.</li> </ul>	<ul style="list-style-type: none"> <li>• Metro should clarify how project selection criteria are consistent with RTP system performance goals and performance measures.</li> <li>• In documenting fiscal constraint of the TIP, Metro should work closely with ODOT to minimize differences between estimated costs and revenues.</li> </ul>
Financial Planning/Fiscal Constraint	None	<ul style="list-style-type: none"> <li>• Metro should revise financial documentation in the RTP to more clearly communicate fiscal status to the general public.</li> </ul>
Public Outreach (23 CFR 450.316)	<ul style="list-style-type: none"> <li>• Within 6 months, Metro shall adopt a Public Participation Plan, including consultation with Tribes and land management agencies, which meets SAFETEA-LU requirements.</li> </ul>	<ul style="list-style-type: none"> <li>• Document outreach to non-traditional public sectors and tribes with interests in the MPO area.</li> <li>• Metro should strengthen their use of visualization techniques.</li> </ul>
Air Quality (40 CFR 93)	None	<ul style="list-style-type: none"> <li>• Conformity determination for TIP and RTP update should include transit fare and service level information and discuss how the trends have changed since the previous conformity determination.</li> <li>• Although they are not currently regulated as part of federal conformity requirements, Metro should continue to pursue an evaluation framework for greenhouse gas emissions (e.g., carbon dioxide) to address statewide reduction goals.</li> </ul>
Self Certification (23 CFR 450.334)	None	<ul style="list-style-type: none"> <li>• Provide follow-up status of corrective actions and recommendations from USDOT review in future self-certifications.</li> </ul>

<p>Title VI and Related Requirements (23 CFR 200.9)</p>	<p>None</p>	<ul style="list-style-type: none"> <li>• Metro should identify minority and low income populations and analyze whether the current and planned transportation system disproportionately burdens or significantly denies these populations the benefits of the transportation system investments.</li> <li>• Title VI complaints and/or disposition should be included in the annual report submitted to ODOT.</li> </ul>
<p>Intelligent Transportation System (23 CFR 940)</p>	<p>None</p>	<ul style="list-style-type: none"> <li>• Coordinate with ODOT in establishing a regular review cycle of the regional ITS Plan, and integration with the regional TSMO Plan.</li> <li>• Coordinate with ODOT in updating and implementing the regional ITS plan share date for use in the CMP.</li> </ul>

## Summary of 2008 RTC Corrective Actions and Recommendations

Topic Area	Corrective Action	Recommendations
Metropolitan Planning Organization (23 CFR 450.310)	None	None
Metropolitan Planning Boundaries (23 CFR 450.312)	None	None
Agreements and Contracts (23 CFR 450.314)	None	<ul style="list-style-type: none"> <li>• RTC in cooperation with WSDOT and C-TRAN should establish a regular review cycle to update their inter-governmental agreements.</li> </ul>
Unified Planning Work Program (23 CFR 450.308)	None	<ul style="list-style-type: none"> <li>• UPWP should include any additional planning activities necessary to resolve all certification review corrective actions.</li> </ul>
Transportation Planning Process (23 CFR 450.306)	None	<ul style="list-style-type: none"> <li>• During the next RTP update the base year travel forecast model should be updated based on more recent data.</li> <li>• Develop a planning process flow chart for RTP and TIP development.</li> <li>• RTC should more clearly identify and address safety, security, and environmental justice elements in the metropolitan planning process, to show how they affect project development and implementation.</li> </ul>
Congestion Management Process (23 CFR 450.320)	<ul style="list-style-type: none"> <li>• RTC shall develop a process to fully incorporate all six element of the CMP, outlined under 23 CFR 450.320 (c), in the planning and programming process, by January 30, 2010.</li> </ul>	<ul style="list-style-type: none"> <li>• Coordinate with WSDOT and other partners to more effectively use the CMP as part of the development of a Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP).</li> <li>• Expand the range and scope of the CMP to include effective measures for monitoring and evaluating alternatives to auto travel, such as person throughput, transit use and frequency, and bike/pedestrian accessibility.</li> </ul>

<p>Metropolitan Transportation Plan Development (23 CFR 450.322)</p>	<ul style="list-style-type: none"> <li>In coordination with State and Federal environmental agencies RTC shall incorporate environmental mitigation strategies in the RTP, by January 2010.</li> </ul>	<ul style="list-style-type: none"> <li>RTC should work with WSDOT and other partner agencies to better reflect the use of safety data into the planning process, specifically the development of RTP and TIP. Given the limited resources, maximum attention should be placed on identification of deficiencies by creation of crash categorization to enable focused and cost effective follow-up activities at the local level.</li> </ul>
<p>Transportation Improvement Program (TIP) (23 CFR 450.324)</p>	<ul style="list-style-type: none"> <li>The next TIP shall include an estimated total project cost for each project, which may extend beyond the four years of the TIP cycle.</li> </ul>	<ul style="list-style-type: none"> <li>Provide documentation on how project selection criteria are consistent with RTP system performance goals and performance measures.</li> </ul>
<p>Financial Planning/Fiscal Constraint (23 CFR 450.322 &amp; 324)</p>	<p>None</p>	<ul style="list-style-type: none"> <li>In a follow-up to the certification review meeting, RTC has developed project cost estimates in the YOE dollars for both the TIP and RTP.</li> <li>RTC should provide financial documentation in the MTP to more clearly communicate fiscal status.</li> </ul>
<p>Public Outreach (23 CFR 450.316)</p>	<p>None</p>	<ul style="list-style-type: none"> <li>RTC is commended for adopting its new public participation plan to address SAFETEA-LU requirements.</li> <li>Revise Plan to include specific strategies for reaching out underserved populations and Tribal Governments with interest in the MPO area.</li> <li>Include criteria in Plan for evaluating effectiveness of the Plan.</li> <li>Address how public involvement will be conducted for TIP amendments.</li> </ul>
<p>Air Quality (40 CFR 93)</p>	<p>None</p>	<ul style="list-style-type: none"> <li>Although they are not currently regulated as part of federal conformity requirements, RTC should consider evaluating green house gas emissions (e.g., carbon dioxide) to address statewide reduction goals.</li> </ul>

<p>Self Certification (23 CFR 450.334)</p>	<p>None</p>	<ul style="list-style-type: none"> <li>• Provide follow-up status of corrective actions and recommendations from USDOT review in future self-certifications.</li> <li>• Assist, as appropriate, member jurisdictions in their effort to comply with ADA requirements within public right-of way.</li> </ul>
<p>Title VI and Related Requirements (23 CFR 200.9)</p>	<p>None</p>	<ul style="list-style-type: none"> <li>• Include procedures for addressing environmental justice.</li> <li>• Insert organizational chart reflective of RTC's entire operations, including MPO and RTPO.</li> <li>• Include procedures for addressing Limited English Proficiency.</li> </ul>
<p>Intelligent Transportation System (23 CFR 940)</p>	<p>None</p>	<ul style="list-style-type: none"> <li>• Encourage implementation of elements identified in the ITS Implementation Plan and Regional ITS Architecture to collect data for use in the CMP to improve transportation system operations.</li> <li>• Coordinate with WSDOT in establishing a regular review cycle and update of the regional ITS plan as needed.</li> </ul>



## Introduction

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are required to jointly review and certify the transportation planning processes for each metropolitan area with population over 200,000 persons, also known as Transportation Management Area. The Portland/Vancouver metropolitan area is divided into two separate Metropolitan Planning Organizations, one located in Portland, Oregon and the other in Vancouver, Washington. Portland Metro serves the portion of the TMA located in Oregon, while Southwest Washington Regional Transportation Council (RTC) serves the portion of the TMA located in Washington State. For the purpose of this certification review, the two MPOs are reviewed separately, but concurrently and a single certification report is developed to address the planning process for the TMA as a whole.

The USDOT review team consisted of staff from FTA Region 10, FHWA Oregon and Washington Division Offices, and FHWA's Office of Planning. Subject matter specialists from the FHWA Division offices also participated during those portions of the review relevant to their expertise.

In advance of the onsite meeting, the USDOT review team prepared a review guide which outlined the major federal planning requirements and asked several questions about the MPO structure and planning processes of the MPO. The MPO provided written responses and documentation for the team's review prior to this visit. The questionnaire response and documentation addressed many review questions and helped focus the agenda for the on-site portion of the review.

The on-site review began with a joint meeting of both MPOs in Metro offices on the morning of October 20, 2008 with opening session remarks from the review team and Metro and RTC providing an overview of the current state of the planning process, collaborative efforts, mission, goals, challenges and future outlook. The review team then spent two days with each MPO discussing and reviewing planning processes, and how these meet federal planning regulations. The agenda included sessions with the MPO elected officials and public meetings at Metro and RTC, for the purpose of gathering comments on how the overall transportation planning process is perceived to be working by the public. The site visit was concluded with a joint closeout session with both MPOs, where the review team outlined the preliminary findings, recommendations, and corrective actions that formed the basis for this certification report.

As part of this review, the team considered products and materials related to the transportation planning process, including: Metropolitan Transportation Plan (MTP), Metropolitan Transportation Improvement Program (MTIP), Unified Planning Work Program (UPWP), and other documents.

The planning certification review focused on specific objectives, to determine the following:

- 1) Planning activities of Metro and RTC and other agencies with responsibilities for regional transportation planning are conducted in accordance with FHWA and FTA regulations, policies and procedures including the provisions of Title 23 U.S.C. and 23 CFR 450.
- 2) The regional transportation planning process for the MPO area is a continuing, cooperative, and comprehensive process that results in the development, implementation, and support of transportation system preservation and improvements.
- 3) The UPWPs adequately document Metro's and RTC's transportation planning activities and all other ongoing significant transportation planning activities occurring in the region.



- 4) The regional transportation planning products, including the MTP and the MTIP, reflect the identified transportation needs, priorities and funding resources.
- 5) The Metropolitan Transportation Plan is multi-modal in perspective and meets the needs of the traveling public and community and is based on the current information.
- 6) Requirements of the Title 23 U.S.C., SAFETEA-LU, 23 CFR 450.300, the Clean Air Act Amendments (CAAA), Title VI of the Civil Rights Act, and the Americans with Disabilities Act (ADA) are incorporated where appropriate into the planning process, and
- 7) Corrective actions identified in the last certification review have been adequately addressed and comments and recommendations reasonably considered by the MPOs.

### **How to Use this Report**

Significant findings, corrective actions, recommendations and strengths of the planning process are summarized in the table with the Executive Summary section of this report. The user of this report should be aware of the following definitions, while interpreting the findings of this report:

**Findings** are statements of fact based on the FHWA and FTA observations made during the site visit and review of the planning documents.

**Corrective Actions** are improvements needed to correct statutory or regulatory deficiencies which, if not addressed, could lead to a “failure to certify” finding and the possible disruption of federally funded programs and projects.

**Comments and Recommendations** are not statutory or regulatory deficiencies, but actions identified by FHWA and FTA that represent best practices that are strongly endorsed.

## **Metro: Findings, Corrective Actions and Recommendations**

### **A) Metropolitan Planning Organization (23 CFR 450.310)**

#### **Findings:**

1. The geography of the study area remained unchanged since the last plan update and 2004 certification review. No new areas were added to the MPO and no changes to the MPO structure or membership were warranted.
2. Consistent with the 2004 Certification Review recommendations, JPACT re-evaluated and amended the JPACT bylaws to expand MPO representation. The amended bylaws did not change the number of seats on JPACT; however, transit operators representation is now more explicitly called out in the bylaws, and represented by Clackamas County and Cities of Clackamas representatives.
3. TriMet, SMART, SAM, SCTD, and CAT provide public transit services in the region. TriMet is a voting member of the JPACT.
4. The Department of Environmental Quality (DEQ) is the air quality agency with jurisdiction in the MPO area. Metro is the air quality planning agency for carbon monoxide (CO). The MPO and DEQ have developed an MOU defining their respective responsibilities.

#### **Corrective Actions:**

None

#### **Comments and Recommendations:**

None

### **B) Metropolitan Planning Area Boundaries (23 CFR 450.312)**

#### **Findings:**

1. Metro updated its planning and federal-aid boundaries to reflect changes with the 2000 Census information, prior to the 2004 certification review.
2. The Metro planning area does not include the entire urbanized area as defined by the 2000 census.

#### **Corrective Actions:**

1. The Metropolitan planning area boundaries shall be expanded to reflect, at a minimum, the urbanized area defined by the 2000 census, within six months of this report.

#### **Comments and Recommendations:**

None

### **C) Metropolitan Planning Agreements (23 CFR 450.314)**

#### **Findings:**

1. Metro, ODOT and TriMet adopted a three-way Intergovernmental Agreement for planning activities effective 6/18/2008-6/17/2016.
2. Metro and SMART have entered into an agreement effective 7/1/2008-6/30/2011 to jointly perform transit planning work. This agreement resolves the corrective action identified in the 2004 certification review.
3. Metro and RTC have developed a Memorandum of Agreement for regional coordination between two MPOs, effective 4/30/2006-4/29/2009.
4. The Department of Environmental Quality (DEQ) is the air quality agency with jurisdiction in the Metro area. Metro is the air quality planning agency for carbon monoxide (CO). Metro and DEQ have developed an MOU defining their respective responsibilities.

#### **Corrective Actions:**

None

#### **Comments and Recommendations:**

1. Metro, RTC, ODOT, TriMet and DEQ are commended for executing their updated intergovernmental agreements.

### **D) Unified Planning Work Program (23 CFR 450.308)**

#### **Findings:**

1. Various related tasks or activities to develop and implement the CMP are not clearly described in the UPWP to fully understand how efforts are coordinated.
2. ODOT and TriMet play an active role in the development of the UPWP, both through participation in the TPAC and JPACT and the identification of specific work activities in the UPWP.

#### **Corrective Actions:**

None

#### **Comments and Recommendations:**

1. UPWP should identify the planning activities that will be undertaken to address each of the corrective action identified in this report.

### **E) Transportation Planning Process (23 CFR 450.312, 316 & 320)**

#### **Findings:**

1. The planning process adequately addresses the eight SAFETEA-LU planning factors. However, the integration of safety and security into planning needs to be further strengthened.
2. Metro conducted environmental agencies consultation and coordination, to develop environmental mitigation strategies for the RTP, through CETAS, an inter-agency group convened by ODOT.

3. It is not completely clear to the reviewer how the many and various modal planning activities are coordinated to establish an understandable vision for how transportation safety is addressed in the planning process.
4. The RTP full and administrative amendment process is not clearly stated in the planning process.

**Corrective actions:**

1. Metro shall document the process for RTP full and administrative amendments within six months of this report.

**Comments and recommendations:**

1. Metro is commended for its strong collaborative relationship with partner agencies.
2. Metro should more clearly identify and address how transportation safety and security is incorporated among modal planning activities in the metropolitan planning process.
3. Metro should document how activities are coordinated to establish an understandable vision for how transportation safety is incorporated in the planning process.

**F) Congestion Management Process (CMP) (23 CFR 450.320 & 500.109)**

**Findings:**

1. At the previous certification review (2004), a corrective action was identified calling for further work on Metro's CMP. Since then the CMP has been further developed. However, the MPO acknowledges that more work is needed to fully develop the five-year vision identified in the 2005 CMP Roadmap.
2. The scope of the CMP effort has been broadly defined to include effective measures for monitoring and evaluating alternatives to auto travel, such as person throughput, transit use and frequency, and bike/pedestrian accessibility.
3. Metro has identified congested corridors to evaluate, initial causes of congestion, and preliminary performance measures to monitor progress.
4. Additional work currently underway includes the development of a comprehensive atlas that will document multi-modal transportation needs and strategies for each corridor. A performance measures work group will refine performance measures and develop a CMP monitoring process.

**Corrective actions:**

1. Metro shall document a more fully integrated CMP that demonstrates the six required elements outlined under 23 CFR 450.320 (c). This effort should be developed and documented for review by FHWA/FTA by January 2010. Document should include how the various elements of the CMP (e.g. 2040 performance indicators, Regional Mobility Program goals etc.) are coordinated to demonstrate in an easily understandable way its effective use in monitoring and mitigating congestion.

**Comments and Recommendations:**

1. FHWA and FTA can provide support to advance implementation of the CMP to meet the requirements of SAFETEA-LU.
2. Coordinate with ODOT and other partners (data collection, performance measures, and standards) to more effectively use the CMP as part of the development of its

Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP).

**G) Regional Transportation Plan (RTP) Development (23 CFR 450.322)**

**Findings:**

1. The current Regional Transportation Plan (RTP) was approved on February 29, 2008 to fully address federal planning requirements. Further work is underway on the RTP to address additional State planning requirements.
2. RTP is fiscally constrained and is Year of Expenditure (YOE) compliant.
3. Metro maintains a strong link between local plans and the RTP.
4. Metro's most recent origin and destination study was completed in the mid 1990s.
5. The 2004 certification review provided two corrective actions: a) improved coordination with other regional planning efforts, and b) inclusion of Operations and Management of the existing and proposed transportation system. Both of these corrective actions have been resolved.
6. The MPO is charged with balancing both Federal requirements and State Growth Management laws. As a result the MPO is engaged in several studies in coordination with State DOT, and local agencies, which blends the concept of growth boundaries and appropriate transportation system investments.
7. It is not very clear how consideration of safety, security and environmental justice affect the project development.

**Corrective actions:**

None

**Comments and Recommendations:**

1. Metro should work with ODOT to incorporate more safety data into the planning process and the development of RTP, including pedestrian and bicycle travel. Given limited resources, maximum attention should be placed on identification of deficiencies by creation of crash categorization to enable focused and cost effective follow-up activities at the local level. The MPO should clarify how safety influences project development and prioritization. The MPO should work cooperatively with ODOT to develop analytical tools to identify safety performance of the system.
2. Metro should follow through on developing a new origin and destination study to help validate their planning process and modeling.
3. Metro is commended for its coordination with environmental agencies in developing environmental consideration in RTP development.

**H) Transportation Improvement Program (TIP) and Project Selection (23 CFR 450.324, 326, 328, and 332)**

**Findings:**

1. TIP and subsequent amendments are published on the Web site for public review and adequate opportunities for public comments are provided.
2. Metro projects funded with local STP funds are selected based on well documented procedures.

3. The MPO, the State and the local transit operator (TriMet) work closely together on the development of the TIP.
4. An annual list of federally funded obligated projects is published on Metro's Web site and is also distributed to TPAC and made available to the JPACT.
5. The project listings in the TIP do not identify the total project costs for all sources of funding throughout the full cycle of implementing the project.
6. Metro TIP revenue and expenditure tables did not balance by fiscal year, however, the follow-up information provided some explanation of the reason of discrepancies.

**Corrective actions:**

1. As part of the next TIP update, project cost estimates should reflect the estimated total project costs, which may extend beyond the four years of the TIP cycle.

**Comments and Recommendations:**

1. Metro is commended for developing a clear flow chart for TIP amendments.
2. In documenting fiscal constraint of the TIP, Metro should work carefully with ODOT to minimize differences between estimated program costs and revenues on an annual basis. Any imbalances that may exist should be accompanied with an explanation, as part of the financial constraint documentation.
3. Metro should clarify how project selection criteria are consistent with RTP system performance goals and performance measures.

**I) Financial Planning/Fiscal Constraint (23 CFR 450.322 & 324)**

**Findings:**

1. Revenue projections are developed in cooperation with the local jurisdictions and ODOT.
2. The operation, maintenance, and preservation needs are addressed through local processes and reflected in the TIP.
3. Fiscal constraint is documented in the financial element of the RTP using YOY dollars. However, the documentation is fragmented and may not be easily understood by all audiences.

**Corrective actions:**

None

**Comments and Recommendations:**

1. In subsequent RTP development, the fiscal constraint documentation should be prepared to better communicate the balance of costs and revenues to a general audience in an understandable way.

**J) Public Outreach (23 CFR 450.316, 322, 324)**

**Findings:**

1. The umbrella Public Participation Plan has not been updated to reflect changes in SAFETEA-LU.

2. Metro makes excellent use of its website to post materials for stakeholders review and comment. The visual rendering, location and existing conditions of proposed major projects using available tools (google earth, GIS etc) are lacking.
3. Metro employs many non-traditional avenues in reaching the general public.
4. Outreach to tribes is not clearly documented. There are no Tribes physically located within the MPA, however, there are tribal interests within the Willamette Falls area.
5. Metro conducted consultation with state and federal environmental agencies in order to develop environmental mitigation strategies for the RTP, through an interagency group convened by ODOT call Collaborative Environmental and Transportation Agreements Streamlining (CETAS).

**Corrective actions:**

1. Metro shall develop an updated umbrella Public Participation Plan meeting SAFETEA-LU requirements within six months of this report (23 CFR 450.316(a)).

**Comments and Recommendations:**

1. Metro is commended for its many public outreach activities. Outreach to non-traditional public sectors and tribal governments needs to be documented.
2. Metro should strengthen its visualization techniques for major projects.

**K) Air Quality (40 CFR 93, 23 CFR 450.310, 312, 320, 322, 324, 326, 330 & 334)**

**Findings:**

1. Metro completed the TIP and RTP air quality conformity in a timely manner. RTP and TIP were last determined to be in conformance with federal air quality regulations on February 29, 2008.
2. Metro does a commendable job of documenting air quality conformity findings.
3. All TCMs identified in the SIP are implemented.
4. The 2004 certification review noted two corrective actions. The first required the MPO to provide public involvement consistent with the Oregon State Implementation Plan (SIP). The second highlighted the need to provide interagency consultation for the RTP and TIP amendments. Both of the corrective actions have been resolved.

**Corrective actions:**

None

**Comments and Recommendations:**

1. Metro does a commendable job of documenting air quality conformity findings and inter-agency consultation.
2. Conformity determination for TIP and RTP update should include transit fare and service level information and discuss how the trends have changed since the previous conformity determination.
3. Although they are not currently regulated as part of the federal conformity requirements, Metro should continue to pursue an evaluation framework for greenhouse gas emissions (e.g. Carbon Dioxide) to address statewide reduction goals.



## **L) Self Certifications (23 CFR 450.334)**

### **Findings:**

1. Metro produces an annual self certification document as part of the UPWP.

### **Corrective actions:**

None

### **Comments and Recommendations:**

1. Provide follow-up status of corrective actions and recommendations from USDOT review in future self certifications.

## **M) Title VI and Related Requirements (23 CFR 200.9, 200.9(4), 450.316 & 334)**

### **Findings:**

1. Metro has an adopted Title VI Plan but does not document complaints and/or dispositions.
2. Metro does not document impacts/benefits of the transportation investments on the EJ populations.

### **Corrective actions:**

None

### **Comments and Recommendations:**

1. Identify minority and low income populations and analyze whether the current and planned transportation system disproportionately burdens or significantly denies these populations of benefits of the transportation system investments.
2. Title VI complaints and/or dispositions should be included in the annual report submitted to ODOT and USDOT.

## **N) Intelligent Transportation Systems (23 CFR 940)**

### **Findings:**

1. ODOT, the MPO, and local stakeholders, in coordination with the FHWA Division office, developed an ITS Implementation Plan and Regional ITS Architecture in 2005. However, these have not been updated since that time.
2. Elements identified in the ITS Implementation and Regional ITS Architecture should lead to improved overall operation of the transportation system in the region.
3. The implementation of ITS field devices is anticipated to lead to improved data sources to be used in the CMP.
4. Metro has received a state TGM grant to develop a Transportation System Management and Operations (TSMO) plan for the region in 2009-10 that will incorporate the current ITS program.

### **Corrective actions:**

None



**Comments and recommendations:**

1. Metro should coordinate with ODOT on implementation of elements identified in the ITS Implementation Plan and Regional ITS Architecture to collect data for use in the CMP to improve transportation system operations.
2. Coordinate with ODOT in establishing a regular review cycle and update of the regional ITS plan as needed, and integration with the regional TSMO plan.

## **RTC: Findings, Corrective Actions and Recommendations Summary**

### **A) Metropolitan Planning Organization (23 CFR 450.310)**

#### **Findings:**

1. The geography of the study area remained unchanged since the last plan update and 2004 certification review. No new areas were added to the MPO and no changes to the MPO structure or membership were warranted.
2. C-TRAN provides public transit services in the region. C-TRAN is a voting member of the MPO Policy Committee.
4. The Southwest Clear Air Agency (SWCAA) is the air quality agency with jurisdiction in the MPO area. RTC supports SWCAA in air quality planning agency for carbon monoxide (CO) by providing technical assistance and transportation data. The MPO and SWCAA have developed an MOU defining their respective responsibilities.

#### **Corrective Actions:**

None

#### **Comments and Recommendations:**

None

### **B) Metropolitan Planning Boundaries (23 CFR 450.312)**

#### **Findings:**

1. RTC updated its planning and federal-aid boundaries to reflect changes with the 2000 Census information, prior to the 2004 certification review. No additional changes have been warranted since then.

#### **Corrective Actions:**

None

#### **Comments and Recommendations:**

None

### **C) Agreements and Contracts (23 CFR 450.314)**

#### **Findings:**

1. RTC, WSDOT and C-TRAN adopted Intergovernmental Agreement in 1995 but no regular review process has been established.
2. RTC and Metro have developed an agreement for regional coordination between the two MPOs, effective 4/30/2006-4/29/2009.
3. MPO and SWCAA have developed an MOU defining their respective responsibilities.

**Corrective Actions:**

None

**Comments and Recommendations:**

1. RTC in cooperation with WSDOT and C-TRAN should establish a regular periodic review cycle of their inter-governmental agreements.

**D) Unified Planning Work Program (23 CFR 450.308)**

**Findings:**

1. RTC identifies planning activities in cooperation with the partnering agencies.
2. RTC has not sufficiently identified tasks or activities to effectively implement the CMP.
3. WSDOT and C-TRAN play an active role in the development of the UPWP, both through participation in the TAC and Policy Committee.

**Corrective Actions:**

None

**Comments and Recommendations:**

1. RTC's UPWP should include any additional planning activities that are identified to resolve corrections identified in this report.

**E) Transportation Planning Process (23 CFR 450.312, 316 & 320)**

**Findings:**

1. RTC has instituted planning efforts over the past 2 years to ensure that their underlying planning process is SAFETEA-LU compliant.
2. Regional travel demand model is based on the year 2000 base data.
3. RTC has strong collaborative relationship with partner agencies including WSDOT, ODOT, Metro and local transit agencies. Planning studies currently underway involve multiple agencies and member jurisdictions.
4. The Growth Management Act of Washington plays an important role in helping to define how transportation planning in RTC will affect land use planning. This enables RTC to work closely with local agencies to look at strategies beyond capacity expansion and SOV priorities.
5. The RTP and TIP do not clearly identify how safety, security and environmental justice issues are identified, evaluated and prioritized relative to other planning factors or how they affect the development and implementation of projects in the region.

**Corrective actions:**

None

**Comments and recommendations:**

1. During the next Plan update the base year used as part of the travel demand model should be based on more recent data.

2. The WSDOT and ODOT and C-TRAN are members of the Regional Transportation Advisory Committee and RTC Board. RTC works closely with Clark County and all local jurisdictions with land use authority.
3. To make the decision process more visible, consider developing a transportation planning flow chart that describes who, how, and when decisions are made in the process.
4. RTC should more clearly identify and address safety, security, and environmental justice elements in the metropolitan planning process.

## **F) Congestion Management Process (23 CFR 450.320 & 500.109)**

### **Findings:**

1. The application of CMP in monitoring congestion and development of RTP and TIP has advanced since the last certification review. The MPO acknowledges that more work is needed to fully develop a CMP so that it is better integrated into the transportation planning and decision making process.
2. The Congestion Monitoring Report (most recent from 2006) does a good job of reporting performance data for the identified regionally significant corridors. Measures include a range of performance characteristics that are used to identify needs and strategies.
3. The focus of the Report is on vehicle volumes, speeds, delay, and capacity. A limited set of transit measures are also included. The current set of measures may be adequate to identify where congestion exists but do not appear to be adequate to identify potential solutions to support a multimodal transportation planning process. In addition it is unclear how the RTP goals are used to identify strategies or evaluate long-term effectiveness.
4. Generally it is unclear how the performance data is used to inform planning decisions or monitor selected transportation investments over time.

### **Corrective actions:**

1. RTC shall develop a process to fully incorporate all six elements of the CMP, outlined under 23 CFR 450.320(c), and more clearly document how the CMP are used in planning and programming process. This effort should be developed and documented for review by FHWA/FTA by January 2010.

### **Comments and Recommendations:**

1. FHWA and FTA can provide support to advance implementation of the CMP to meet the requirements of SAFETEA-LU.
2. Coordinate with WSDOT and other partners for data collection, performance measures, and standards to more effectively use the CMP as part of the development of its Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP).
3. Performance measures used to monitor regional travel corridors should be expanded to include more transit (e.g., frequency, reliability), ITS (real-time information), TDM (parking, land use), and bike/pedestrian measures (accessibility) to better inform multimodal planning strategies.

## **G) Metropolitan Transportation Plan (MTP) Development (23 CFR 450.322)**

### **Findings:**

1. The current Metropolitan Transportation Plan (RTP) was approved in July, 2008.
2. RTC maintains a strong link between local plans and the RTP.
3. Transit System Plans are addressed within the RTP. C-TRAN is currently developing a long range transit plan.
4. Environmental mitigation strategies are not identified and documented in the RTP per new SAFETEA-LU requirements.
5. The RTP identifies safety, security, and environmental justice issues but lacks clear evaluation relative to other planning factors or how they should affect the development and implementation of projects in the region.

### **Corrective actions:**

1. In coordination with State and Federal environmental agencies, identify and document potential system-level environmental mitigation strategies that could support the implementation of the RTP. Amend the RTP to include these strategies by January 2010.

### **Comments and Recommendations:**

1. The RTC should work with WSDOT to incorporate more safety data into the planning process. Given limited resources, maximum attention should be placed on identification of deficiencies by creation of crash categorization, to enable focused and cost effective follow-up activities at the local level. The MPO should clarify how safety and security influence project development and prioritization. The MPO should work cooperatively with WSDOT to develop analytical tools to identify safety performance of the system.
2. Visualization techniques should be strengthened in the RTP for major projects.

## **H) Transportation Improvement Program (TIP) (23 CFR 450.324, 326, 328, and 332)**

### **Findings:**

1. TIP and subsequent amendments are published on the Web site for public review and adequate opportunities for public comments are provided.
2. The MPO, the State and the local transit operator (C-TRAN) work together on the development of the TIP. However, it is not very clear how the selected projects meet RTP system performance goals and measures.
3. An annual list of federally funded obligated projects is published on the MPO's Web site and is also distributed to RTC Technical Advisory Committee and RTC Board.
4. The project listings in the TIP do not identify the Estimated Total Project Costs. The total project costs may extend beyond the four years of the TIP.
5. The TIP does not clearly identify how safety, security and environmental justice issues affect the development and implementation of projects in the region relative to RTP.

### **Corrective actions:**

1. As part of the next TIP update, project cost estimates shall reflect the Estimated Total Project Costs, which may extend beyond the four years of the TIP cycle.

**Comments and Recommendations:**

1. Provide information on how project selection criteria are consistent with RTP system performance goals and measures.

**I) Financial Planning/Fiscal Constraint (23 CFR 450.322 & 324)**

**Findings:**

1. Short and long-term revenue projections are developed in cooperation with the local jurisdictions and WSDOT.
2. The operation, maintenance, and preservation needs are addressed through local processes and reflected in the TIP.
3. Projects in the RTP did not represent costs in Year of Expenditure (YOE) as required by new SAFETEA-LU requirements, at the time of the site visit.
4. Financial document does not clearly identify fiscal status in the RTP.

**Corrective actions:**

None

**Comments and Recommendations:**

1. Information provided subsequent to the review meetings show that RTC has instituted changes to the financial plan to include project costs in RTP in the YOE.
2. RTC should provide financial documentation in the RTP to more clearly communicate fiscal status.

**J) Public Outreach (23 CFR 450.316, 322, 324)**

**Findings:**

1. On July 15, 2007, RTC adopted an updated Public Participation Plan to address SAFETEA-LU requirements.
2. While RTC employs many non-traditional avenues in reaching the general public, the July 2007 Public Participation Plan does not describe specific “strategies” it will employ for reaching out to underserved populations (low income, minority, limited English Proficient ) (23 CFR 450.316(e).
3. The Plan does not describe what criteria will be used to determine the Plan’s effectiveness.

**Corrective actions:**

None

**Comments and Recommendations:**

1. RTC Public Participation Plan needs to be revised to include specific strategies for reaching out to underserved populations and Tribal Governments.
2. The Plan should include criteria for when and how RTC will evaluate the Plan for its effectiveness.
3. The Plan should also address how public involvement will be conducted for TIP

amendments.

**K) Air Quality (23 CFR 450.310, 312, 320, 322, 324, 326, 330 & 334)**

**Findings:**

1. RTC does not have to provide regional emissions analysis for the RTP, and emissions budget tests are no longer required.
2. Under the new 8-hour Ozone standards, the Vancouver Air Quality Maintenance Area has been re-designated to “unclassifiable/attainment”.

**Corrective actions:**

None

**Comments and Recommendations:**

1. Although they are not currently regulated as part of federal conformity requirements, RTC should consider evaluating greenhouse gas emissions (e.g. carbon dioxide) to address statewide reduction goals.

**L) Self Certifications (23 CFR 450.334)**

**Findings:**

1. RTC produces an annual self certification document as part of the Regional TIP.
2. RTC’s planning process does not fully consider ADA requirements of member jurisdictions (i.e. projects that support achieving ADA compliance in the public right-of-way).

**Corrective actions:**

None

**Comments and Recommendations:**

1. Provide follow-up status of corrective actions and recommendations from USDOT review in future self-certifications.
2. RTC should assist member jurisdictions with ADA compliance.

**M) Title VI and Related Requirements (23 CFR 200.9, 200.9(4), 450.316 & 334)**

**Findings:**

1. RTC has submitted a Title VI Plan/Assurances and no complaints were received by RTC
2. RTC’s Title VI Plan contains a three-person organizational chart.
3. RTC’s Title VI Plan does not include a description of how RTC will address environmental justice, and Limited English Proficiency in its planning process.

**Corrective actions:**

None

**Comments and Recommendations:**

1. RTC's Title VI Plan needs to include procedures for addressing environmental justice, using demographics of the MPO and RTPO jurisdictions to analyze benefits and burdens of the planned transportation system.
2. RTC's Title VI Plan needs to be reflective of the entire operations of RTC. Therefore, an organizational chart of all RTC staff needs to be inserted in the Title VI Plan. The Plan must also be reflective of RTC's activities associated with the RTPO.
3. RTC's Title VI Plan needs to include procedures for addressing Limited English Proficiency.

**N) Intelligent Transportation Systems (23 CFR 940)**

**Findings:**

1. WSDOT, the MPO, and local stakeholders, in coordination with the FHWA Division office, developed an ITS Implementation Plan and Regional ITS Architecture in 2005. However, these have not been updated since that time.

**Corrective actions:**

None

**Comments and recommendations:**

1. Coordinate with WSDOT in establishing a regular review cycle and update the regional ITS plan as needed.
2. Encourage implementation of elements identified in the ITS Implementation Plan and Regional ITS Architecture to collect data for use in the CMP to improve transportation system operations.



## **Appendix A: Public and Elected Officials Comments**

This review included public meetings in Metro and RTC Offices on October 20 and October 22, 2008 respectively and with the elected officials on October 21 and October 22, 2008 respectively. The notice advertising the public meeting also encouraged written comments to be submitted to FHWA/FTA.

### **A) Elected Officials Meeting:**

- 1) Metro and RTC does a good job in seeking public participation as part of their ongoing planning efforts.
- 2) Elected officials who were able to attend the meeting with the review team indicated their appreciation of MPO's function and satisfaction with the transportation planning process. Elected officials commended the hard work and skill level of their staff. Additional comments are summarized below:
  - a. MPO should have more discretion with accountability on the use of federal funds in metropolitan planning.
  - b. MPO staff is very skilled and equipped to handle sophisticated planning tasks.
  - c. Projects should be evaluated from the regional benefits perspective. Better connected street network and multi-modal system would benefit the region in trip reduction and mobility goals.
  - d. Most local funds are expended in maintaining and preserving the existing system.
  - e. MPO staff does a good job in communicating the MPO process to the members.

### **B) Public Meeting:**

The public meeting at Metro attracted few citizens. The following summarizes the discussion at the meeting:

- 1) Metro reaches out to the public through various open houses and public hearings.
- 2) Information should be provided with least technical jargon.
- 3) It is acknowledged by the MPO that it has been a challenge to attract the public to the transportation planning public meetings.

## Appendix B: Acronyms and Abbreviations

<b>ADA</b>	American with Disabilities Act
<b>CAAA</b>	Clean Air Act Amendments of 1990
<b>CAT</b>	Canby Area Transit
<b>CETAS</b>	Collaborative Environment and Transportation Agreements for Streamlining
<b>CFR</b>	Code of Federal Regulations
<b>CO</b>	Carbon-monoxide
<b>CMAQ</b>	Congestion Mitigation and Air Quality
<b>EPA</b>	Environmental Protection Agency
<b>FHWA</b>	Federal Highway Administration
<b>FTA</b>	Federal Transit Administration
<b>HOV</b>	High Occupancy Vehicle
<b>HPMS</b>	Highway Performance Management System
<b>ITS</b>	Intelligent Transportation Systems
<b>MOU</b>	Memorandum of Understanding
<b>MPO</b>	Metropolitan Planning Organization
<b>NAAQS</b>	National Ambient Air Quality Standards
<b>NHS</b>	National Highway System
<b>ODOT</b>	Oregon Department of Transportation
<b>PM</b>	Particulate Matter
<b>RTC</b>	Regional Transportation Council
<b>RTP</b>	Regional Transportation Plan
<b>SAFETEA-LU</b>	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

<b>SAM</b>	Sandy Area Metro
<b>SCTD</b>	South Clackamas Transportation District
<b>SIP</b>	State Implementation Plan
<b>SMART</b>	South Metro Area Regional Transit
<b>STIP</b>	Statewide Transportation Improvement Program
<b>TCM</b>	Transportation Control Measure
<b>TIP</b>	Transportation Improvement Program
<b>TMA</b>	Transportation Management Area
<b>TriMet</b>	Tri-County Metropolitan Transportation District of Oregon
<b>UPWP</b>	Unified Planning Work Plan
<b>USDOT</b>	United States Department of Transportation

## Appendix C: US Department of Transportation Review Team

### Federal Transit Administration

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### Federal Highway Administration

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### Other FHWA Team Members

Nick Fortey- Safety and Freight  
Nathaniel Price- ITS and Operations  
Virginia Tsu- Right-of-Way and Title VI

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; seven locally elected officials representing cities and counties, and appointed officials from ODOT, TriMet, the Port of Portland, and DEQ. 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 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, 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**

<b>Factor</b>	<b>System Planning (RTP)</b>	<b>Funding Strategy (MTIP)</b>	<b>High Capacity Transit (HCT)</b>
1. Support Economic Vitality	<ul style="list-style-type: none"> <li>• RTP policies linked to land use strategies that promote economic development.</li> <li>• Industrial areas and intermodal facilities identified in policies as "primary" areas of focus for planned improvements.</li> <li>• Comprehensive, multimodal freight improvements that link intermodal facilities to industry are detailed for the plan period.</li> <li>• Highway Level of Service (LOS) policy tailored to protect key freight corridors.</li> <li>• RTP recognizes need for freight linkages to destinations beyond the region by all modes.</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Special category for freight improvements calls out the unique importance for these projects.</li> <li>• All freight projects subject to funding criteria that promote industrial jobs and businesses in the "traded sector."</li> </ul>	<ul style="list-style-type: none"> <li>• HCT plans designed to support continued development of regional centers and central city by increasing transit accessibility to these locations.</li> <li>• HCT improvements in major commute corridors lessen need for major capacity improvements in these locations, allowing for freight improvements in other corridors.</li> </ul>

**Table 1: SAFETEA-LU Planning Factors**

<b>Factor</b>	<b>System Planning (RTP)</b>	<b>Funding Strategy (MTIP)</b>	<b>High Capacity Transit (HCT)</b>
<p>2. Increase Safety</p>	<ul style="list-style-type: none"> <li>• The RTP policies call out safety as a primary focus for improvements to the system.</li> <li>• 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).</li> <li>• The RTP includes a number of investments and actions aimed at further improving safety in the region, including:               <ul style="list-style-type: none"> <li>◦ Investments targeted to address known safety deficiencies and high-crash locations.</li> <li>◦ Completing gaps in regional bicycle and pedestrian systems.</li> <li>◦ 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.</li> <li>◦ Intersection changes and ITS strategies, including signal timing and real-time traveler information on road conditions and hazards.</li> <li>◦ Expanding safety education, awareness and multi-modal data collection efforts at all levels of government.</li> <li>◦ Expand safety data collection efforts and create a better system for centralized crash data for all modes of travel.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• All projects ranked according to specific safety criteria.</li> <li>• Road modernization and reconstruction projects are scored according to relative accident incidence.</li> <li>• All projects must be consistent with regional street design guidelines that provide safe designs for all modes of travel.</li> </ul>	<ul style="list-style-type: none"> <li>• Station area planning for proposed HCT improvements is primarily driven by pedestrian access and safety considerations.</li> </ul>

**Table 1: SAFETEA-LU Planning Factors**

<b>Factor</b>	<b>System Planning (RTP)</b>	<b>Funding Strategy (MTIP)</b>	<b>High Capacity Transit (HCT)</b>
3. Increase Security	<ul style="list-style-type: none"> <li>• System security was incorporated into the 2035 Federal RTP.</li> <li>• Security and emergency management activities are summarized in Section 2.4.7.4 of the 2035 RTP.</li> <li>• 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.</li> <li>• Includes investments that increase system monitoring for operations, management and security of the regional mobility corridor system.</li> <li>• 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.</li> <li>• Actions direct transportation providers to monitor the regional transportation and minimize security risks at airports, transit facilities, marine terminals and other critical infrastructure.</li> </ul>	<ul style="list-style-type: none"> <li>• Transportation security will be factored into the next MTIP update, following completion of the new RTP.</li> </ul>	<ul style="list-style-type: none"> <li>• System security has been a routine element of the HCT program, and does not represent a substantial change to current practice.</li> </ul>

**Table 1: SAFETEA-LU Planning Factors**

<b>Factor</b>	<b>System Planning (RTP)</b>	<b>Funding Strategy (MTIP)</b>	<b>High Capacity Transit (HCT)</b>
4. Increase Accessibility	<ul style="list-style-type: none"> <li>• The RTP policies are organized on the principle of providing accessibility to centers and employment areas with a balanced, multi-modal transportation system.</li> <li>• The policies also identify the need for freight mobility in key freight corridors and to provide freight access to industrial areas and intermodal facilities.</li> <li>• 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.</li> </ul>	<ul style="list-style-type: none"> <li>• Measurable increases in accessibility to priority land use elements of the 2040-growth concept is a criterion for all projects.</li> <li>• The MTIP program places a heavy emphasis on non-auto modes in an effort to improve multi-modal accessibility in the region.</li> </ul>	<ul style="list-style-type: none"> <li>• The planned HCT improvements in the region will provide increased accessibility to the most congested corridors and centers.</li> <li>• Planned HCT improvements provide mobility options to persons traditionally underserved by the transportation system.</li> </ul>

**Table 1: SAFETEA-LU Planning Factors (continued)**

<b>Factor</b>	<b>System Planning (RTP)</b>	<b>Funding Strategy (MTIP)</b>	<b>High Capacity Transit (HCT)</b>
<p>5. Protect Environment and Quality of Life</p>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• The RTP system has been "sized" to minimize the impact on the built and natural environment.</li> <li>• 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.</li> <li>• The RTP conforms to the Clean Air Act.</li> <li>• 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.</li> <li>• 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.</li> <li>• Metro coordinates its system level planning with resource agencies to identify and resolve key issues.</li> <li>• 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.</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• The MTIP focuses on allocating funds for clean air (CMAQ), livability (Transportation Enhancement) and multi- and alternative modes (STIP).</li> <li>• Bridge projects in lieu of culverts have been funded through the MTIP to enhance endangered salmon and steelhead passage.</li> <li>• "Green Street" demonstration projects funded to employ new practices for mitigating the effects of storm water runoff.</li> </ul>	<ul style="list-style-type: none"> <li>• Light rail improvements provide emission-free transportation alternatives to the automobile in some of the region’s most congested corridors and centers.</li> <li>• HCT transportation alternatives enhance quality of life for residents by providing an alternative to auto travel in congested corridors and centers.</li> </ul>

**Table 1: SAFETEA-LU Planning Factors (continued)**

<b>Factor</b>	<b>System Planning (RTP)</b>	<b>Funding Strategy (MTIP)</b>	<b>High Capacity Transit (HCT)</b>
6. System Integration/Connectivity	<ul style="list-style-type: none"> <li>• The RTP includes a functional classification system for all modes that establishes an integrated modal hierarchy.</li> <li>• The RTP policies and Functional Plan* include a street design element that integrates transportation modes in relation to land use for regional facilities.</li> <li>• The RTP policies and Functional Plan include connectivity provisions that will increase local and major street connectivity.</li> <li>• The RTP freight policies and projects address the intermodal connectivity needs at major freight terminals in the region.</li> <li>• The intermodal management system identifies key intermodal links in the region.</li> </ul>	<ul style="list-style-type: none"> <li>• Projects funded through the MTIP must be consistent with regional street design guidelines.</li> <li>• Freight improvements are evaluated according to potential conflicts with other modes.</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> </ul>
7. Efficient Management & Operations	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Proposed RTP projects include many system management improvements along regional corridors.</li> <li>• 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.</li> </ul>	<ul style="list-style-type: none"> <li>• Projects are scored according to relative cost effectiveness (measured as a factor of total project cost compared to measurable project benefits).</li> <li>• TDM projects are solicited in a special category to promote improvements or programs that reduce single occupancy vehicle (SOV) pressure on congested corridors.</li> <li>• TSM/ITS projects are funded through the MTIP.</li> </ul>	<ul style="list-style-type: none"> <li>• Proposed HCT improvements include redesigned feeder bus systems that take advantage of new HCT capacity and reduce the number of redundant transit lines.</li> </ul>

\* *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 SAFTEEA-LU Provisions**

<b>SAFTETEA-LU Provision for all MPOs</b>	<b>Metro Response</b>
<p><i>Consult/Coordinate with planning officials responsible for planned growth, economic development, environmental protection, airport operations, and freight movement.</i></p>	<p>Metro's transportation planning and land-use planning functions are within the same department and coordinate internally.</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Metro is a member of Regional Partners for Economic Development and endorsed the Consolidated Economic Development Strategy (CEDS).</li> <li>• Metro has implemented a fish and wildlife habit protection program through regulations, property acquisition, education and incentives.</li> <li>• Metro has a standing committee to coordinate with public agencies with environmental protection responsibility.</li> <li>• The Port of Portland manages the airport and is represented on both TPAC and JPACT.</li> <li>• 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.</li> </ul>
<p><i>Promote consistency between transportation improvements and State and local planned growth and economic development.</i></p>	<p>Metro transportation and land-use planning is subject to approval by the Oregon Department of Land Conservation and Development.</p>
<p><i>Give safety and security due emphasis as separate planning factors.</i></p>	<p>Metro addressed security and safety as individual factors in the update to the RTP in 2007.</p> <ul style="list-style-type: none"> <li>• 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.</li> </ul> <p>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.</p>

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

<b>SAFETEA-LU Provision for all MPOs</b>	<b>Metro Response</b>
<p><i>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.</i></p>	<p>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.</p>
<p><i>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.</i></p>	<p>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.</p> <p>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.</p>

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

<b>SAFTETEA-LU Provision for all MPOs</b>	<b>Metro Response</b>
<p><i>Include operation and management strategies to address congestion, safety, and mobility in the transportation plan.</i></p>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• The plan also calls for consideration of value pricing in the region to better manage capacity and peak use of the throughway system.</li> <li>• 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.</li> <li>• 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.</li> </ul>

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

<b>SAFTETEA-LU Provision for all MPOs</b>	<b>Metro Response</b>
<p><i>Develop a participation plan in consultation with interested parties that provides reasonable opportunities for all parties to comment on transportation plan.</i></p>	<p>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.</p> <p>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.</p> <p>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.</p> <p><i>Section 1.5 in the 2035 RTP and Appendix 4.5 describe the public process in more detail.</i></p>
<p><i>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.</i></p>	<p>On a regular basis, Metro employs visualization techniques. Examples include:</p> <ul style="list-style-type: none"> <li>• RTP document is available on Metro's website</li> <li>• RTP newsletters and maps</li> <li>• MTIP document is available on Metro's website</li> <li>• GIS maps to illustrate planning activities</li> <li>• Participation in FHWA GIS Web Training</li> </ul> <p>Video simulation of light rail on the Portland Mall and I-205 Corridor.</p>
<p><i>Update the plan at least every 4 years in non-attainment and maintenance areas, 5 years in attainment areas.</i></p>	<p>2035 Federal RTP update was completed by March 5, 2008.</p>
<p><i>Update the TIP at least every 4 years, include 4 years of projects and strategies in the TIP.</i></p>	<p>Initiated MTIP and STIP update for August 2009.</p>
<p><i>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.</i></p>	<p>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.</p>

## 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

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

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:

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Daniel B. Cooper, Metro Attorney

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 #	Stimulus Request
<b>Transit</b>							
TriMet (FTA)	Milwaukie Park and Ride Facility	N/A	N/A	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	N/A	N/A	Concrete Bus Pads on SE Foster Road under I-205 for bus lay overs.	10184	TBD	\$200,000
SMART (FTA)	Expand transit center building	N/A	N/A	Bathroom and layover facilities for SMART operators.	11112	TBD	\$340,000
<b>Port and Freight Rail</b>							
Port of Portland	Terminal 6 Modernization project	N/A	N/A	Improvements to container crane and inter-modal yard.	N/A	TBD	\$8,879,000
ODOT Rail Division	BNSF Railway	N/A	N/A	N Portland Junction, Willbridge Crossovers and N and S Lake Yard switch projects	N/A	TBD	\$6,900,000
<b>Cities and Counties</b>							
Portland	Southwest and East Portland sidewalk infill project	Various		Sidewalk infill on SW Barbur Blvd (6,907 linear feet), SE Glisan 3,485 linear feet between 122nd to 133rd, and E. 82nd (2,939 linear feet)	various	TBD	\$2,000,000
Oregon City	McLoughlin Promenade restoration	Singer Hill Rd	McLoughlin Blvd	Restoration of historic retaining wall and pedestrian path.	10148	TBD	\$1,065,721
Washington Co.	Install pavement markers	Various		Install recessed pavement markers on 22 Washington County arterials	N/A	TBD	\$500,000
<b>ODOT Region 1</b>							
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	Nicolai St	Kittridge Ave	Pavement overlay	N/A	13708	\$200,000
ODOT Region 1	Transport regional arterial traffic control project	N/A	N/A	Adds new signal controllers to 277 intersections on arterials throughout the region and update signal timing to minimize ideling at intersections.	11104	TBD	\$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

<b>Metro Region Subtotal</b>	<b>\$28,856,088</b>
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## 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

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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.

Materials following this page were distributed at the meeting.



**U.S. House of Representatives**  
**Committee on Transportation and Infrastructure**

**James L. Oberstar**  
**Chairman**

**Washington, DC 20515**

**John L. Mica**  
**Ranking Republican Member**

April 2, 2009

David Heymsfeld, Chief of Staff  
Ward W. McCarragher, Chief Counsel

James W. Coon II, Republican Chief of Staff

The Honorable Daniel Lipinski  
1717 Longworth HOB  
Washington, DC 20515-1303

Dear Daniel:

The Committee on Transportation and Infrastructure is crafting new surface transportation authorization legislation to replace the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (P.L. 109-59), which expires on September 30, 2009.

This legislation will transform our surface transportation programs by strengthening the current Federal-state-local partnership, ensuring that programs meet specific performance-based metrics, and providing for greater transparency and accountability for Federal, state, and local decision-making.

Under current law, the U.S. Department of Transportation, States, Metropolitan Planning Organizations, and public transit agencies are responsible for the vast majority of surface transportation investment decisions. Although the current Federal-state-local partnership has served highway and transit systems well, not all communities are treated equally in the decision-making process.

To complement the work done by these agencies, and to ensure that the needs of the communities that we represent are full partners in these important programs, a small percentage of the overall investment of the authorization bill will be available for Member-designated, High Priority Projects ("HPPs"). As elected Members of Congress, we are uniquely responsible and accountable to our constituents; as such, we must be responsive to them by investing in worthwhile projects critical to our districts that may otherwise not be funded. The Committee will accept requests from Members of Congress to designate funding for High Priority Projects to ensure that the diverse transportation needs of our districts – urban, suburban, and rural – are addressed with the investment provided in this legislation.

The new authorization legislation will include a strong focus on performance and accountability, and these same high standards will be applied throughout the High Priority Project submission and selection process. To address concerns that have been raised with the Member-designated High Priority Project program authorized in SAFETEA-LU and prior surface transportation legislation, and to ensure that projects that receive funding in this surface

transportation authorization act result in tangible transportation and safety benefits, the Committee on Transportation and Infrastructure has adopted the following principles for Member-designated High Priority Projects:

- **The Committee requires all projects to meet eligibility criteria** under Title 23 (Highways) or Chapter 53 of Title 49 (Public Transit) of the United States Code to ensure that HPPs comply with highway and transit program objectives. In addition, **the Committee specifically prohibits HPP funding for non-surface transportation projects, such as funding of transportation museums, horse trails, historic battlefields, and other non-transportation projects.**
- **The Committee requires Members to provide specific information on the type, location, total cost, percentage of total cost that the request would finance, and benefits of the project,** in order for the Committee to effectively analyze the merits of the project request.
- **The Committee requires Members to specifically identify funding to finance at least 80 percent of the total cost of the phase or segment of the project requested by either (1) the amount requested by the Member; or (2) the amount requested by the Member and other specifically designated Federal, state, local, or private funding sources.** The intent of this provision is to increase the likelihood that construction of the project will be underway during the term of the act.
- To ensure that HPPs have significant state or local support, **the Committee requires Members to provide at least one letter of support for the project from the state Department of Transportation or affected local government or governmental agency.**

The Committee requires such government or agency to specify the process that will be followed to **provide an opportunity for public comment** (such as the Environmental Impact Statement or other permitting process that requires public review) on the project.

The Committee also requires such government or agency to **identify other Federal, state, local, or private funding sources** that may be used to advance the project.

- To ensure greater transparency and accountability for HPPs, **the Committee establishes the following transparency and accountability principles:**
  - **Members are required to certify that neither the Member nor his or her spouse has any financial interest in a project requested;**
  - **Members are required to post requests for projects on the Member's website;**



- **The Committee will afford the U.S. Department of Transportation at least 20 days to review all project requests to ensure that the projects meet program eligibility criteria;**
  - **A list of all Member-designated High Priority Projects that are included in the bill will be posted on the Committee website; and**
  - **A copy of all Member financial interest certifications for HPPs that are included in the bill will be posted on the Committee website.**
- **The Committee intends to repeal prior ISTEA and TEA 21 project designations that have not proceeded to construction or have remaining unused funds to ensure the effective use of highway and transit funds.**

**The Committee will accept HPP requests that adhere to these specific principles beginning on April 27, 2009, and ending on May 8, 2009.** Members will have the opportunity to submit project requests through the Committee's online database, which will be located at <http://hpp.transportation.house.gov>. Members will be required to submit both electronic and hard copies of all High Priority Project requests. Online answers to the enclosed questionnaire will be required for each project submission.

**We strongly recommend that Members immediately begin to compile the information and letters of support necessary to complete their project requests.**

To assist Members in this process, the Committee will hold a series of staff briefings and question-and-answer sessions for Congressional staff, as follows:

<b>Date</b>	<b>Time</b>	<b>Location</b>
April 8, 2009	2:00 p.m.	2167 Rayburn HOB
April 15, 2009	2:00 p.m.	2167 Rayburn HOB
April 24, 2009	10:00 a.m.	2167 Rayburn HOB
May 1, 2009	2:00 p.m.	2167 Rayburn HOB

In addition, on April 28, 2009, in room 2167 of the Rayburn House Office Building, the Subcommittee on Highways and Transit will hold a hearing to receive testimony from Members of Congress regarding project requests. Although participating in the hearing will not impact the inclusion of a requested project in this legislation, the hearing will provide an opportunity for Members to publicly discuss the needs of their district and the merits of their project requests. If you are interested in participating in this hearing, please contact the Subcommittee on Highways and Transit staff at (202) 225-9989.

The Honorable Lipinski

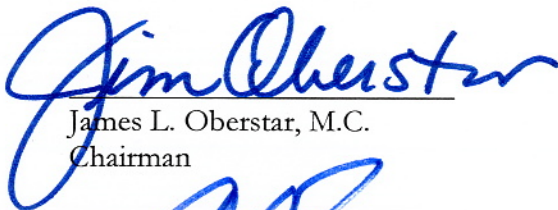
April 2, 2009

Page 4

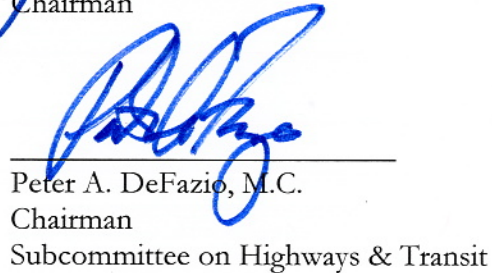
If you have any questions about the High Priority Project submission process, please have your staff contact Jackie Schmitz of the Majority staff of the Subcommittee on Highways and Transit at [Jackie.Schmitz@mail.house.gov](mailto:Jackie.Schmitz@mail.house.gov) or (202) 225-9989, or Dan Veoni of the Republican staff of the Subcommittee on Highways and Transit at [Dan.Veoni@mail.house.gov](mailto:Dan.Veoni@mail.house.gov) or (202) 225-6715.

We believe that Member-designated projects can play an appropriate role in the upcoming surface transportation authorization act, and that the High Priority Project reform principles will ensure that projects that receive funding will result in tangible transportation and safety benefits. We appreciate your willingness to work with us to ensure that this process meets the highest standards of transparency and accountability.

Sincerely,



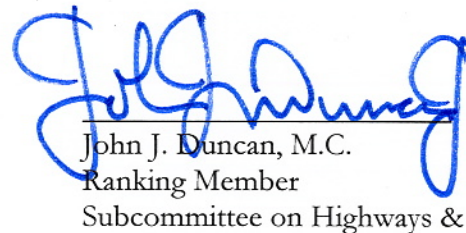
James L. Oberstar, M.C.  
Chairman



Peter A. DeFazio, M.C.  
Chairman  
Subcommittee on Highways & Transit



John L. Mica, M.C.  
Ranking Member



John J. Duncan, M.C.  
Ranking Member  
Subcommittee on Highways & Transit

Enclosure

**COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE**  
**MEMBER-DESIGNATED HIGH PRIORITY PROJECT QUESTIONNAIRE**

The database will allow you to: (1) submit requests; or (2) save drafts which can be submitted on a later date.

1. General Information.
  - Member of Congress  
(Drop-down menu of Members of Congress with Congressional district<sup>1</sup>)
  - Staff Contact
  - Staff Phone Number
  - Staff E-mail Address
  
2. Who is the primary Member of Congress sponsoring the project?
  - Member of Congress  
(Drop-down menu of Members of Congress; only 1 Member may be selected)
  
3. Is this project located in your Congressional District?
  - Yes
  - No
    - The project is located in the following Congressional District(s):  
(Drop-down menu of Members of Congress; more than one Member of Congress may be selected)
  
4. Will other Members of Congress be submitting project requests supporting the project?
  - Yes  
The other Members submitting requests supporting the project are:  
(Drop-down menu of Members of Congress; more than one Member of Congress may be selected)
  - No
  
5. What type of eligible project under Title 23 (Highways) or Chapter 53 of Title 49 (Public Transit) of the U.S. Code is the project request? Note: The Committee will not accept requests for non-surface transportation projects, such as transportation museums, horse trails, or historic battlefields, as part of the High Priority Projects program.
  - Federal-aid Highway
    - Highway/road
      - Located on a Federal-aid highway?
        - Yes
          - Located on the National Highway System?
        - Yes
          - Located on the Interstate System?
            - Yes
            - No

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<sup>1</sup> All references to “Members of Congress” include Delegates and Resident Commissioner.



- No
  - No
- Bridge
  - Located on a Federal-aid highway?
    - Yes
      - Located on the National Highway System?
      - Yes
        - Located on the Interstate System?
          - Yes
          - No
      - No
    - No
- Tunnel
  - Located on a Federal-aid highway?
    - Yes
      - Located on the National Highway System?
      - Yes
        - Located on the Interstate System?
          - Yes
          - No
      - No
    - No
- Bicycle/Pedestrian project
  - Located on a Federal-aid highway?
    - Yes
      - Located on the National Highway System?
      - Yes
        - Located on the Interstate System?
          - Yes
          - No
      - No
    - No
- Intelligent Transportation System (Technology) project
  - Located on a Federal-aid highway?
    - Yes
      - Located on the National Highway System?
      - Yes
        - Located on the Interstate System?
          - Yes
          - No
      - No
    - No
- Ferry Boats or Ferry Boat Facilities
  - Located on a Federal-aid highway?
    - Yes
      - Located on the National Highway System?

- Yes
          - Located on the Interstate System?
            - Yes
            - No
        - No
      - No
    - Intermodal Freight Facility
      - Located on a Federal-aid highway?
        - Yes
          - Located on the National Highway System?
          - Yes
            - Located on the Interstate System?
              - Yes
              - No
          - No
        - No
    - Other
      - Located on a Federal-aid highway?
        - Yes
          - Located on the National Highway System?
          - Yes
            - Located on the Interstate System?
              - Yes
              - No
          - No
        - No
- Public Transit (Public transit refers to transportation services provided to the general public via a variety of vehicle modes, including buses, subways, light rail, commuter rail, monorail, passenger ferry boats, transit van pools, streetcars, inclined railways, and paratransit vehicles. Public transit does not include school bus or charter bus services, nor intercity passenger rail (such as Amtrak), high-speed rail, or private rail operations. For these types of rail projects, please proceed to the Rail section of the form.)
  - Passenger Vehicles
    - Transit Bus or Van
    - Transit Rail Car or Locomotive, including Streetcars
    - Transit Ferry
  - Transit Facilities
    - Vehicle Maintenance or Administration Facility
    - Passenger Facility, including Intermodal Facilities, stations, and terminals
  - Transit Rights-of-Way
    - Property Acquisition
    - Corridor Development
    - Rail Track Construction or Maintenance
    - Bus-only Lane Construction or Maintenance
  - Transit Equipment

- Vehicle-related Equipment
    - System-related Equipment
  - New Start Project (A New Start project is a major new fixed guideway capital project seeking more than \$75 million in Federal funds.)
  - Small Start Project (A Small Start project is a new fixed guideway capital project seeking less than \$75 million in Federal funds and with a total estimated net capital cost of less than \$250 million.)
- Rail
  - Intercity Passenger Rail (Intercity rail passenger transportation means rail passenger transportation, except commuter rail passenger transportation. Commuter rail passenger transportation means short-haul rail passenger transportation in metropolitan and suburban areas usually having reduced fare, multiple-ride, and commuter tickets and morning and evening peak period operations. Intercity rail passenger transportation projects are not commuter rail projects. Funds for commuter rail projects should be requested under public transit, not under intercity passenger rail.)
    - Located within a corridor previously designated by the Secretary of Transportation pursuant to section 104(d)(2) of Title 23, United States Code, or the Northeast Corridor?
      - Yes (drop-down menu)
        - California Corridor
        - Chicago Hub Network
        - Empire Corridor
        - Florida Corridor
        - Gulf Coast Corridor
        - Keystone Corridor
        - Northeast Corridor
        - Northern New England Corridor
        - Pacific Northwest Corridor
        - South Central Corridor
        - Southeast Corridor
      - No
  - Freight Rail
    - Class I Freight Rail
    - Class II or Class III Freight Rail
- Research
  - University Transportation Center
  - Other

6. Did the Federal Highway Administration, Federal Transit Administration, or State Department of Transportation,<sup>2</sup> or public transit agency confirm that the project is eligible under Title 23 (Highways) or Chapter 53 of Title 49 (Public Transit) of the United States Code?

- Yes
  - Which entity confirmed the project eligibility?
    - Federal Highway Administration Contact (Name, Position, Phone)
    - Federal Transit Administration Contact (Name, Position, Phone)
    - State Department of Transportation Contact (Name, Position, Phone)
    - Public Transit Agency Contact (Name, Position, Phone)
  - According to the entity, is the project eligible under Title 23, Title 49, or both Titles 23 and title 49?
    - Title 23 (Highways)
    - Chapter 53 of Title 49 (Public Transit)
    - Both Title 23 and Chapter 53 of Title 49
- No

7. Please identify the state, regional, or local governmental entity that is an eligible recipient of the funds.

- Highways  
(Drop-down menu of State Departments of Transportation (DOTs); only 1 State DOT may be selected)  
(Note: If a project is a multi-state project, please select the State Department of Transportation which will serve as the lead agency for the project.)
- Public Transit
  - State DOT  
(Drop-down menu of State Departments of Transportation (DOTs); only 1 State DOT may be selected)
  - Local Government  
(Drop-down menu of the following; only one entity may be selected)
    - Metropolitan Planning Organization “MPO” (write in name and address)
    - Transit Agency (write in name and address)
    - City (write in name and address)
    - County (write in name and address)
    - Federally-recognized tribe (write in name and address)
    - Other (write in name and address)

(Note: If a project is a multi-state project, please select the state, regional, or local governmental entity which will serve as the lead agency for the project.)

- Rail  
(Drop-down menu of Amtrak and State DOTs; only 1 State may be selected)  
(Note: If a project is a multi-state project, please select the State Department of Transportation which will serve as the lead agency for the project.)

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<sup>2</sup> All references to “State Departments of Transportation” include Washington, DC, and Territories.

8. Please identify the specific segment or activity for which project funding is requested. The request must finance at least 80 percent of the total estimated cost of the specific segment or activity by either (1) the amount requested by the Member; or (2) the amount requested by the Member and other specifically designated Federal, state, local, or private funding sources.
- Project description (include the specific terminus points of the project or activity, as appropriate; include drop-down menu of activity choices; may select more than 1 activity; activities include: construct, plan, design, engineer, conduct environmental review, acquire right-of-way, conduct alternatives analysis, research, develop, demonstrate, deploy, reconstruct, rehabilitate, replace, retrofit, install, mitigate, implement, realign)
  - Total estimated cost (please write out in numeral form (e.g., \$2,000,000, not \$2 million))
  - Request amount (please write out in numeral form (e.g., \$1,600,000, not \$1.6 million))
  - Percentage of total estimated cost  
(If the percentage is less than 80 percent, the Member must identify other specifically designated Federal, state, local, or private funding sources that, combined with the Member request, equal at least 80 percent.)
    - Source Amount of Funding
9. If you are requesting funding for a specific segment or activity, please describe the overall project of which this segment/activity is a part.
- Project description (please limit your response to 3-4 sentences; up to 500 characters)
  - Total estimated cost
10. Is the project included in the State's Long-Range Transportation Plan?
- Yes
    - Please provide the date of approval of the most recent version of the plan and the title of the plan.
      - Date of approval (MM/YYYY)
      - Title of the plan
  - No
11. Is the project included in the Metropolitan Transportation Improvement Program (TIP) and/or State Transportation Improvement Program (STIP)?
- Yes
    - Please provide the date of approval of the most recent version of the program(s), and the title of the program(s).
      - Metropolitan Transportation Improvement Program (TIP)
        - Date of approval (MM/YYYY)
        - Title of the Program
      - State Transportation Improvement Program (STIP)
        - Date of approval (MM/YYYY)
        - Title of the Program
  - No
12. If the project is an intercity passenger rail project, is it included in the State Rail Plan?
- Yes

- Please provide the date on which the Governor approved the most recent version of the plan, and the title of the plan.
  - Date of approval (MM/YYYY)
  - Title of the plan
- No
- Not Applicable

13. Please describe the current status of the project and the expected schedule for its completion.

- Current status
  - Federal-aid Highway projects (drop-down menu):
    - In Planning
    - In Environmental Review
    - In Final Design
    - In Right-of-Way Acquisition
    - Under Construction
  - Public Transit projects (drop-down menu)
    - In Planning
    - In Alternatives Analysis
    - In Preliminary Engineering
    - In Final Design
    - Under Construction or Procurement
  - Rail projects (drop-down menu)
    - In Planning
    - In Environmental Review
    - In Preliminary Engineering
    - In Design
    - Under Construction
  - Research
    - Under Research
    - Under Development
    - Under Demonstration
    - Under Deployment
- What is the expected date of completion of the project for which you are requesting funding?  
(Drop-down menu of choices fiscal year 2010 through 2020)

14. Please provide a letter of support from a state, regional, or local governmental official specifically supporting the project request. This letter should discuss the merits of the project; specify the process to provide the public with an opportunity to comment on the project; and identify the other sources of Federal, state, or private funding that will be used to complete this project or project phase. **This letter must contain an explicit statement of support for the project. In addition, if the Member is requesting less than 80 percent of the total estimated cost of the specific segment or activity, the letter must identify other specifically designated Federal, state, local, or private funding sources that, combined with the Member request, equal at least 80 percent of the total estimated cost.** Please use boldface font to highlight these statements in the letter.



- appropriations act(s)
  - Public Law Name
  - Public Law Number
  - Section Project Number
  - Amount of Funding Amount Obligated
  
- other legislation
  - Public Law Name
  - Public Law Number
  - Section Project Number
  - Amount of Funding Amount Obligated
- No

18. Has the project received any prior funding from a State, local, or private source?

- Yes
  - Source Amount of Funding Amount Obligated
- No

19. Please provide the proposed legislative text (in no more than 250 characters) of the project as you would like it to appear in the bill. (Please note that project line items carry the force of law, and can only be amended through subsequent public laws. If Congressional intent (as established through answers listed on this form, or in letters to the Committee) is different from the legislative text, the entity administering the project is required to adhere to the statutory language.)

(Drop-down menu provides action verbs to begin description: construct, plan, design, engineer, conduct environmental review, acquire right-of-way, conduct alternatives analysis, research, develop, demonstrate, deploy, reconstruct, rehabilitate, replace, retrofit, install, mitigate, implement, realign; Members can choose multiple verbs)

Please finalize the first 19 questions before completing the certification page; after moving onto the certification page, Members will not be able to amend their answers to the first 19 questions.

20. Each project request must include a Member certification or it will not be considered by the Committee. The Member certification must be attached to the electronic request. In addition, two **original** copies of the attached certification must be submitted to the Committee pursuant to clause 17 of Rule XXIII and clause 9 of Rule XXI of the Rules of the House of Representatives.

(Sample certification is derived from database)

The certification letter must be printed on letterhead, signed by the Member, and attached as a PDF document to this request.

- Attached letter

[Click here to submit your finalized project request to the Committee.](#)



Topic Area	Corrective Action	Recommendations	Metro Response
<p>Transportation Planning Process (23 CFR 450.306, 318)</p>	<ul style="list-style-type: none"> <li>Metro shall document the process for RTP full and administrative amendments within six months of this report.</li> </ul>	<ul style="list-style-type: none"> <li>Metro is commended for its strong collaborative relationship with partner agencies.</li> <li>Metro should more clearly identify and address safety, security, and environmental justice elements in the metropolitan planning process.</li> </ul>	<ul style="list-style-type: none"> <li><u>Metro will update the current RTP process for plan amendments to more fully describe the specific process for both legislative and administrative amendments, including thresholds for determining whether amendments are administrative or legislative, timelines for processing amendments, criteria for approving amendments and public involvement and agency notification procedures. These provisions will be incorporated into the current 2035 RTP update, and included in the September 2009 public comment draft.</u> <u>Target Completion Date: September 2009</u></li> <li>Metro will identify the safety and security topics as "outstanding issues" in the 2035 RTP in order to complete the background work needed to adequately address both issues in the next RTP update. Metro's TSMO Plan, scheduled for completion in mid-2009, will be a starting point for identifying how to bring safety and security data monitoring into the planning process, and how this information can be used to inform policy makers. The Federal 2035 RTP has already been updated to include a policy framework for both safety and security, establishing the scope of the data collection needed to fully address these topics.</li> <li>Metro will also identify environmental justice as an "outstanding issue" with a similar goal of completing the needed background work necessary to adequately address environmental justice in the next RTP update. The Federal 2035 RTP also has a policy framework for environmental justice, and the expectation that future updates to the RTP or other metropolitan planning activities will address this topic as part of the planning process. Target Completion Date: September 2009 (as part of the draft 2035 RTP)</li> </ul>

 Metro | Memo

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

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### Action Requested

- Begin discussion on what transportation needs are most important to address and the policy objectives that are most important to emphasize when updating RTP investment priorities given funding constraints.

### 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 for integrating individual RTP elements into a comprehensive, multi-modal investment strategy for the state component of the 2035 RTP by the end of 2009. This effort will result in draft set of investment priorities and a long-term funding strategy that support the 2040 Growth Concept and meet other goals of the RTP. The updated priorities and funding strategy will be included in the draft plan that is released for public comment later this fall.

To prepare the Joint Policy Advisory Committee on Transportation (JPACT) for upcoming policy discussions and decision-making, staff will continue bringing forward the work being conducted for individual RTP elements.

- In February, staff brought forward preliminary results of the **Regional Transportation System Management Operations (TSMO) Plan** needs assessment.
- In March, JPACT received a briefing on **Regional Freight and Goods Movement Action Plan**.
- In April, the investment strategy framework and the **community building needs assessment** will be brought forward for discussion.
- In May, the **High Capacity Transit Plan** and **regional mobility corridor atlas and needs assessment** will be brought forward for discussion. Updating current finance assumptions will be the focus of a JPACT retreat to be held on May 22.
- In June, the Metro Policy Advisory Committee (MPAC), JPACT and the Metro Council will be asked to provide policy direction on the mix and level of investment the region should emphasize for the final 2035 RTP. Local agencies, the Oregon Department of Transportation (ODOT), special districts and TriMet will use this direction to refine the region's investment priorities during the summer.

### Two Investment Tracks: Community Building & Regional Mobility

Moving forward, the RTP investment strategy will be developed through two complementary and, in some cases, overlapping tracks.

- **Track 1: Regional mobility investments** are projects, programs and management strategies that support safe and reliable interstate, intrastate and cross-regional people and goods movement in the region's mobility corridors. For purposes of the strategy development, all road and transit capacity projects have been assigned to the mobility track. *JPACT, MPAC, and the Metro Council will be asked to provide direction on what policy objectives to emphasize for this track. Metro, ODOT, TriMet, special districts, cities and counties will identify investment priorities, consistent with that policy direction and overall funding target identified by JPACT.*
  
- **Track 2: Community building investments** are projects, programs and management strategies that leverage growth in 2040 centers and industrial and employment areas, improve community access and mobility for people and goods in 2040 centers and industrial and employment areas or demonstrates sustainable transportation practices such as diesel bus retrofits or culvert replacements. *JPACT, MPAC and the Metro Council will be asked to provide direction on what policy objectives to emphasize for this track. Metro, ODOT, TriMet, special districts, cities and counties will identify investment priorities, consistent with that policy direction and overall funding target identified by JPACT.*

**Attachments 1 and 2** provide additional summary information on the two tracks and distinguishing features.

### **Background**

This section provides additional context for upcoming JPACT policy discussions.

#### Step 1: RTP Needs Assessment

Since January, staff have been compiling regional transportation needs and identifying the universe of potential solutions to address identified needs consistent with federal, state and regional planning requirements. The needs and potential solutions are policy-driven as defined through the RTP policies approved in December 2007, and are informed by, but not defined by, the regional travel demand model as in previous system development efforts. This work will consider the findings and recommendations from the investment scenarios analysis and subsequent MPAC/JPACT preference polling, local aspirations and agency mobility corridor workshops, the high-capacity transit (HCT) system plan, the regional freight and goods movement plan, the transportation system management and operations (TSMO) plan and the Columbia River Crossing, Sellwood Bridge and I-5/99W connector studies.

#### Step 2: RTP System Development

Work in the coming months will focus on updating the current RTP revenue assumptions and the region's investment priorities. ODOT, TriMet, cities, counties and special districts will be asked to refine the current set of investment priorities for each track to respond to policy direction and funding targets provided by MPAC, JPACT and the Metro Council.

Work is also underway to develop long-term funding options for the RTP investment strategy that will inform the size of the state package of investments to be included in the final plan. This work will allow

for expanding current finance assumptions to reflect policy makers willingness and commitment to raise new revenues as part of developing the long-term strategy to fund the state RTP. Updating current finance assumptions will be the focus of a JPACT retreat to be held on May 22.

Metro staff will continue to bring forward products for individual RTP elements for Metro Council, MPAC and JPACT discussion, which will culminate in June when MPAC, JPACT and the Metro Council will be asked to provide direction on RTP funding options and investment priorities for the community building and regional mobility tracks.

### **Moving from Policy to Implementation - Refining Choices in 2009**

Now is the time to build on the products and analysis completed to date and reconsider the region's priorities and investment choices in order to finalize the state component of the 2035 RTP. This section summarizes different RTP products that will be the basis for updating the RTP investment priorities by the end of 2009. **Attachment 3** provides a more detailed summary of RTP work program products and milestones.

#### *Overview of Work Completed and Landscape Changes Since Spring 2007*

In the spring of 2007, the region undertook a project solicitation process to identify a pool of regional transportation investments that could be evaluated and incorporated into the 2035 RTP Financially Constrained System or into the 2035 RTP Illustrative (200%) System. The "financially constrained" system represents those investments that can be funded with revenues that are "reasonably expected to be available" during the plan period. The "illustrative system" was limited to twice the amount of funding that was "reasonably expected to be available" during the plan period and represents additional transportation solutions that would be considered if new or expanded revenue sources were secured.

Since the 2007 project solicitation took place, the landscape has changed both in terms of the RTP planning process and external issues. The region now has adopted RTP goals and objectives that are guiding the planning work. The performance measures work group recommended a narrowed set of measures to move forward to this phase of the process. The region is working towards a better understanding of regional system needs through the investment scenarios analysis, local aspirations and mobility corridor work, Blue Ribbon Committee for Trails recommendations, development of the regional HCT, TSMO and Freight plans and studies on the Columbia River Crossing, Sellwood Bridge and I-5/99W connector. Additional transportation needs and potential solutions have been identified through each of these efforts.

The socio-economic landscape within which we are planning has also shifted. A severe economic recession, a national housing crisis, wildly fluctuating energy prices and global competition for materials produce a very uncertain future. There is broad recognition that the gap between identified needs and funding to address those needs is significant and growing, and that it will take a mix of increased funding, new strategies and possibly different investment priorities to ensure the best return on public investments and support the 2040 Growth Concept vision.

Climate change initiatives at the federal and state levels, including the new federal transportation authorization bill, state-adopted greenhouse gas emission reduction targets, the Western Climate Change Initiative and Governor Kulongoski's *Framework for Addressing Rapid Climate Change*, are setting new policy direction to which the region must respond. Last December, MPAC and JPACT members expressed strong support for proactively reducing the region's contribution to climate change. None of the transportation investment scenarios analyzed, including the current RTP financially constrained system, achieved state adopted greenhouse gas reduction targets; all scenarios showed increases from today's levels. This has important policy implications moving forward.

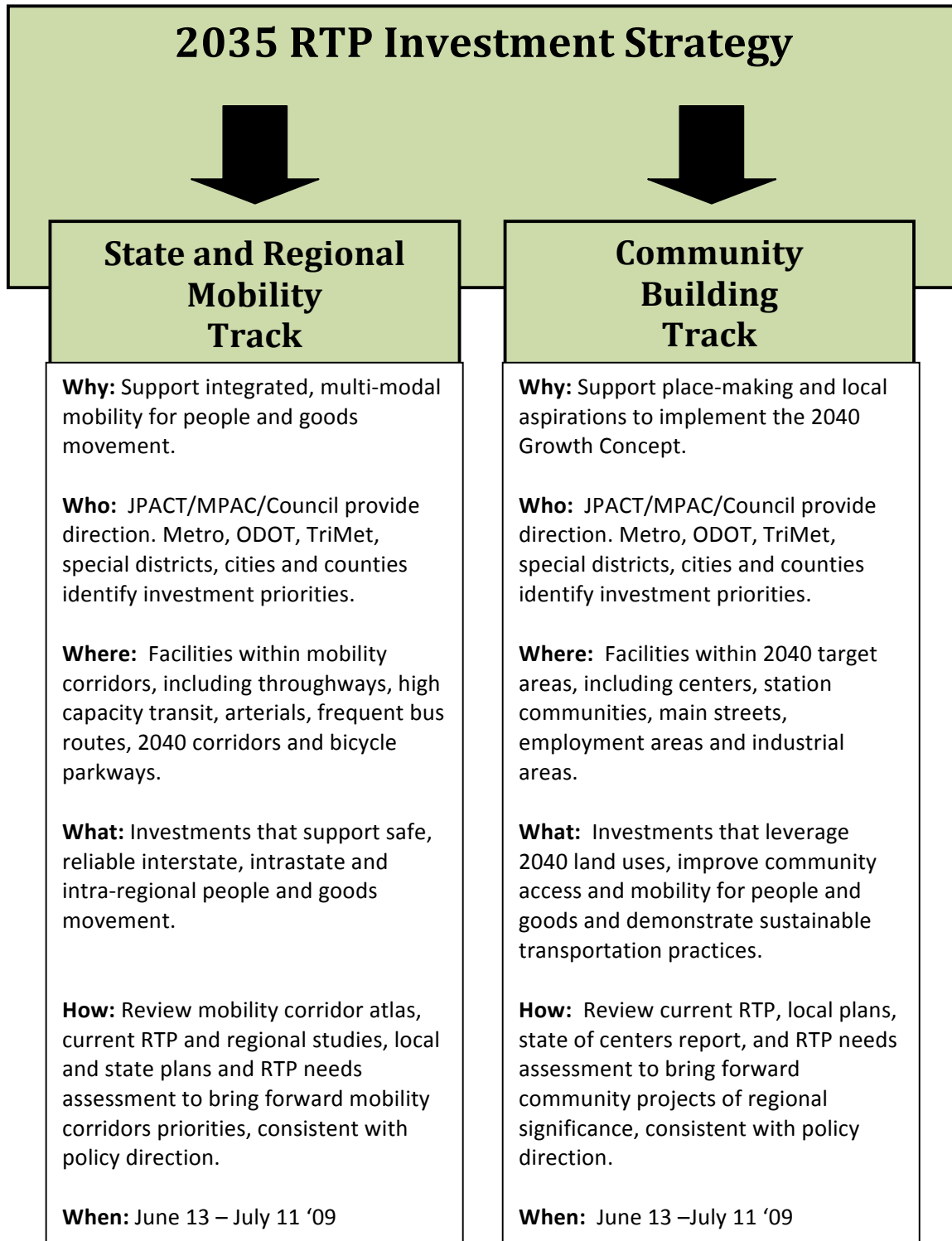
**Next Steps**

Metro staff will continue to bring forward products for individual RTP elements for Metro Council, MPAC and JPACT discussion. A more detailed summary of upcoming activities and policy discussions is provided below:

<b>Late-March-April</b>	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)
<b>April 9</b>	Release of an atlas of the region's mobility corridors
<b>April-May</b>	MPAC, JPACT and Metro Council discuss High Capacity Transit (HCT) plan strategies and priorities, local aspirations/community building needs and regional mobility corridors needs
<b>May 18</b>	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
<b>May 22</b>	JPACT retreat to discuss RTP funding options and investment priorities
<b>June</b>	MPAC, JPACT and Metro Council provide direction on RTP funding strategy and investment priorities
<b>June 13-July 11</b>	ODOT, TriMet, Port, special districts, cities and counties update RTP investment priorities based on policy direction and funding targets
<b>July 11</b>	RTP Investment Strategy refinements submitted to Metro by 5 p.m.
<b>July-August</b>	Modeling and analysis of draft investment strategy, updating local and regional plan implementation provisions and finalizing draft plan to release for public comment  JPACT, MPAC and the Metro Council provide direction on any outstanding policy issues
<b>Sept. 1</b>	Draft RTP released for 30-day public comment period

/attachments

- **Attachment 1:** RTP Investment Strategy Framework (*dated April 6, 2009*)
- **Attachment 2:** RTP Investment Strategy Elements (*dated March 27, 2009*)
- **Attachment 3:** 2035 RTP Work Program Summary (*dated March 10, 2009*)





# 2035 Regional Transportation Plan Investment Strategy

<p style="writing-mode: vertical-rl; transform: rotate(180deg);"><b>State and Regional Mobility Investment Strategy</b></p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Investments that support reliable interstate, intrastate and intra-regional people and goods movement.</p>	<p><b>Regional Throughway Investments</b> 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.</p> <p><b>Regional High Capacity Transit Investments</b> 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.</p> <p><b>2040 Corridors Investments</b> 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.</p> <p><b>Regional Bicycle Parkway Investments</b> 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.</p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);"><b>Community Building Investment Strategy</b></p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Investments that leverage 2040 land uses and improve community access and mobility.</p>	<p><b>Centers and Main Streets Investments</b> 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.</p> <p><b>Industrial Areas and Employment Areas Investments</b> 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.</p> <p><b>Environmental Enhancement and Mitigation Investments</b> 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.</p>

## 2035 Regional Transportation Plan Work Program Summary

March 10, 2009

The Regional Transportation Plan (RTP) is a federal and state-mandated planning and investment tool that directs local and regional planning and project development activities in the region, and guides the expenditure of more than \$9 billion in federal, state, regional and local funds. Metro is required to update the plan every four years. The current RTP update is part of the *Making the Greatest Place* initiative, and includes development of the High Capacity Transit (HCT) Plan, Transportation System Management and Operations (TSMO) Plan and the Freight and Goods Movement Action Plan. The update will also integrate active transportation policy recommendations from the Blue Ribbon Committee (BRC) for Trails.

### DESIRED OUTCOMES

- Create an updated blueprint for a sustainable transportation system that links land use and transportation to manage growth, protect the environment and support the region's economy.
- Build a fiscally-responsible investment strategy to implement the blueprint that is framed by public values and supports local and regional aspirations.
- Establish a new, outcomes-based decision-making framework that considers not only the monetary costs, but also the land use, economic, environmental, public health, equity and transportation impacts and benefits of transportation decisions.

### GUIDING PRINCIPLES

- The RTP is a critical tool for implementing the 2040 Growth Concept by directing transportation investments toward fostering growth and private investment in designated 2040 growth areas – centers, corridors, industrial and employment areas.
- The success of the region in achieving its economic, environmental and land-use goals depends on transportation investments that are realized locally.
- Transportation investments are critical to the region's role as an international gateway and domestic hub for commerce, and the economic engine for the state of Oregon.
- The region has limited financial resources and needs to leverage them with careful consideration for their ability to achieve desired outcomes and to provide a positive return on public investments.
- This process represents an incremental step toward changing how transportation planning and investment decisions are made in the region to better advance regional policies, public priorities and local efforts to implement the 2040 Growth Concept.

The federal government recognizes JPACT and the Metro Council as the designated authority to adopt the RTP. One entity cannot adopt an RTP without the other. The RTP update is a land use action under state law, so MPAC also has a role in the state component of the RTP update. As on all issues of regional concern, MPAC makes recommendations to the Metro Council.

The following presents the key milestones and products to realize the desired outcomes for the 2035 RTP:



**KEY MILESTONES AND DECISIONS TIMELINE**

1. MPAC, JPACT and Metro Council approve RTP work program (Resolution No. 06-3661)	June 2006	✓
<b>2. MPAC, JPACT and Metro Council approve of RTP Policy Framework (Resolution No. 07-3793)</b>	<b>March 2007</b>	✓
<b>3. MPAC, JPACT and Metro Council approve federal 2035 RTP, pending conformity analysis and findings (Resolution No. 07-3831B)</b>	<b>December 2007</b>	✓
4. U.S. Department of Transportation approval of federal 2035 RTP	February 29, 2008	✓
5. MPAC, JPACT and Metro Council confirm RTP investment scenarios construct	April 2008	✓
6. MPAC, JPACT and Metro Council provide preliminary direction on scenarios implications for RTP investment priorities and policy refinements	Oct.-Dec. '08	✓
7. MPAC, JPACT and Metro Council discuss completed RTP Needs Assessment for community building and mobility corridors and implications for RTP investment priorities and policy refinements	April 2009	
8. MPAC, JPACT and Metro Council confirm RTP Investment principles and funding mechanisms to guide RTP investment priorities and policy refinements	June 2009	
9. Draft RTP that includes updated investment priorities and funding strategy released for 30-day public comment period and hearings	September 1, 2009	
<b>10. MPAC, JPACT and Metro Council action on draft RTP (by Resolution), pending final analysis and findings</b>	<b>November 2009</b>	
<b>11. MPAC, JPACT and Metro Council final action on RTP (by Ordinance) initiating local plan updates, future corridor refinement planning and other research activities to implement RTP</b>	<b>June 2010</b>	

NOTE: FORMAL ACTIONS ARE BOLDED AND HIGHLIGHTED IN GRAY; COMPLETED MILESTONES ARE INDICATED WITH A CHECK MARK.

**EVENTS AND PRODUCTS TO ACTUALIZE KEY MILESTONES****Milestone 1:**

- Regional forum on process outcomes and issues to address **completed 6/06**
- 2035 RTP Work Program and Public Participation Plan **completed 6/06**

**Milestone 2:**

- Background research reports **completed 1/07**
  - **Environmental Justice** in Metro's Transportation Planning Process
  - A Profile of **Security** in the Portland Metropolitan Region
  - A Profile of the **Regional Trends and Travel Characteristics**
  - A Profile of the **Regional Bicycle System**
  - A Profile of the **Regional Transit System**
  - A Profile of the **Regional Pedestrian System**
  - A Profile of **Regional Travel Options and Parking Management Systems**
  - A Profile of the **Regional Freight Transportation System**
  - **Preliminary Financial Analysis** for the 2035 RTP Update
  - A Profile of **Safety** in the Portland Metropolitan Region

- A Profile of the **Regional Roadway System**
- A Profile of **Key Environmental Issues and Metro's Mitigation-Related Activities**
- Reports on regional forums, stakeholder workshops and public opinion research on desired outcomes, needs and priorities *completed 1/07*
- Business and community group presentations *completed 2/07*
- RTP policy framework – updated goals, objectives, actions *completed 3/07*

**Milestone 3:**

- Draft investment strategy priorities (financially constrained system) *completed 8/07*
- Transportation modeling and analysis *completed 8/07*
- Consultation with CETAS on environmental considerations *completed 10/07*
- Business and community group presentations *completed 10/07*
- **Public hearings and open houses** *completed 11/07*
- Public comment report *completed 11/07*
- Summary of comments and recommendations for plan refinements *completed 11/07*

**Milestone 4:**

- Transportation modeling and Air Quality Conformity Analysis *completed 2/08*
- Air Quality Conformity Determination *completed 2/08*
- Federal findings *completed 2/08*

**Milestone 5:**

- Documentation of RTP investment scenarios construct *completed 4/08*

**Milestone 6:**

- Land use and transportation investment scenarios modeling and analysis *completed 10/08*
- Draft bicycle policy refinements *completed 10/08*
- Land use and transportation investment scenarios discussion guide *completed 11/08*
- Documentation of RTP evaluation framework and updated measures *completed 12/08*

**Milestone 7:**

- Freight and Goods Movement Plan needs assessment *completed 2/09*
- Local agency mobility corridor interviews summary *completed 2/09*
- Transportation System Management Operations needs assessment *completed 3/09*
- Local aspirations interviews and HCT workshops *Feb.-March '09*
- Community building needs assessment *late-March '09*
- Atlas of regional mobility corridors *late-March'09*
- Local agency mobility corridor workshops and needs assessment *late-Mar.- mid-April '09*
- High Capacity Transit Corridor Evaluation *April '09*

**Milestone 8**

- Discussions with County Coordinating Committees and targeted business/community groups *April-May '09*
- Documentation of potential funding mechanisms and options *May '09*
- Documentation of draft policy framework refinements *May '09*

- *Regional system definition*
- *RTP system maps*
- *High capacity transit system policy framework*
- *Transportation system management and operations policies*
- *Blue Ribbon Committee for Trails active transportation policies*
- Documentation of RTP Investment principles that incorporate RTP policies and products from Milestone 7 *May '09*

**Milestone 9:**

- Draft investment strategy priorities and funding strategy *July '09*
- Transportation modeling and analysis *July-August '09*
- Draft resolution and draft plan document *September '09*

**Milestone 10:**

- Discussions with County Coordinating Committees and targeted business/community groups *Sept.-Oct. '09*
- Consultation with OTC and LCDC *September '09*
- Consultation with CETAS on environmental considerations *September '09*
- **Public hearing(s)** ***Sept.-Oct. '09***
- Public comment report *October '09*
- Summary of comments and recommendations for plan refinements *October '09*

**Milestone 11:**

- Transportation modeling and Air Quality Conformity Analysis *Jan.-Feb. '10*
- Air Quality Conformity Determination *March '10*
- Final regional, state and federal findings *April '10*
- Ordinance and final plan document *April '10*
- Discussions with County Coordinating Committees and targeted business/community groups *April '10*
- **Public hearings** ***May '10***
- Public comment report *May '10*
- Summary of comments and recommendations for plan refinements *May '10*

www.oregonmetro.gov/rtp

# 2035

## REGIONAL TRANSPORTATION PLAN

presented by Kim Ellis  
JPACT | April 9, 2009

2035 REGIONAL TRANSPORTATION PLAN

## Challenges and Choices Ahead

<p><b>Challenges</b></p> <ul style="list-style-type: none"> <li>• Economy</li> <li>• Growth</li> <li>• Housing costs</li> <li>• Transportation costs</li> <li>• Energy costs</li> <li>• Public health</li> <li>• Climate change</li> </ul>	<p><b>Choices for 2009</b></p> <ul style="list-style-type: none"> <li>• Growth strategy</li> <li>• Finance strategy</li> <li>• Investment strategy             <ul style="list-style-type: none"> <li>• Management emphasis</li> <li>• Capital emphasis</li> <li>• Modal emphasis</li> <li>• Land use emphasis</li> </ul> </li> <li>• Performance</li> <li>• Local implementation</li> </ul>
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2035 REGIONAL TRANSPORTATION PLAN

## Purpose

- Reminder of where we've been and policy choices ahead
- Summarize major products feeding into the RTP strategy
- Review RTP investment tracks and link to goals and objectives
- Input on needs and policy objectives to emphasize in RTP strategy

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

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

## MOVING FROM POLICY TO IMPLEMENTATION

### An Outcomes-Based Framework for Decision-Makers

2035 REGIONAL TRANSPORTATION PLAN  
**RTP Goals and Outcomes**



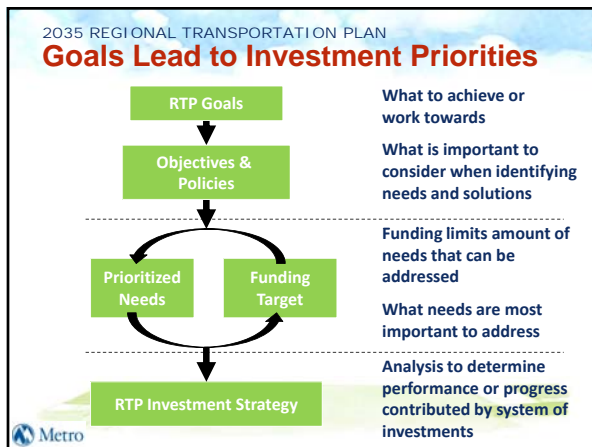
- Vibrant Communities and Efficient Urban Form
- Economic Competitiveness and Prosperity
- Transportation Choices
- Efficient Management of the System
- Safety and Security
- Environmental Stewardship
- Human Health
- Equity
- Fiscal Stewardship
- Accountability

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2035 RTP PERFORMANCE WORK GROUP RECOMMENDATIONS  
**Measuring Performance**

<b>Current Measures</b>	+	<b>New Measures</b>
✓ Highway capacity		✓ Cost of freight delay
✓ Delay		✓ Travel time reliability
✓ Transit ridership		✓ Environmental justice
✓ Mode share		✓ communities' access to transit
✓ Vehicle miles traveled		✓ Access to trails
✓ Air quality		✓ Greenhouse gas emissions
		✓ Land consumption
		✓ Job/housing growth
		✓ Housing/transportation costs
		✓ Environmental impacts

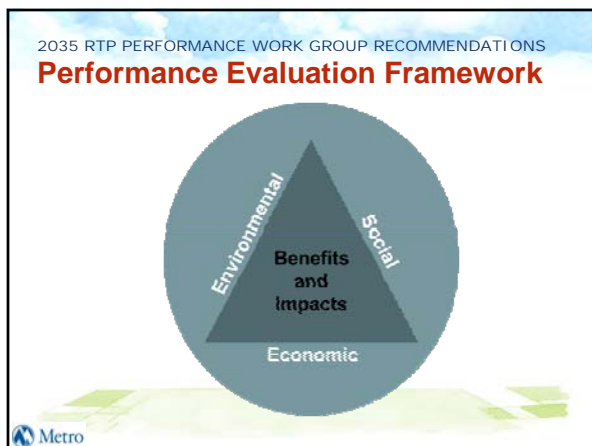
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**MOVING FROM POLICY TO IMPLEMENTATION**

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



Metro

2035 REGIONAL TRANSPORTATION PLAN  
**Multi-Modal Integration**

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

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

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)		◆

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

2035 REGIONAL TRANSPORTATION PLAN  
**Investment Strategy Framework**

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



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

## Blue Ribbon Committee for Trails

**Implications for community building strategy**

- Connect 2040 activity centers and regional greenspaces with active transportation corridors
- Emerging “bicycle parkways” concept that expands active transportation concept to mobility corridors
- Mainstream trails and bike travel in the region’s strategy



The case for an integrated mobility strategy  
ANALYSIS AND STRATEGY UNDER THE GUIDANCE OF THE METRO BOARD OF GOVERNORS  
[www.oregonmetro.gov/connectinggreen](http://www.oregonmetro.gov/connectinggreen)



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



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



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](http://www.oregonmetro.gov/goingplaces)



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




**MOVING FROM POLICY  
TO IMPLEMENTATION**

Bringing it All Together



2035 REGIONAL TRANSPORTATION PLAN  
**JPACT Discussion**

- What transportation needs are most important to address?
- What policy objectives are most important to emphasize when defining investment priorities?



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





2035 REGIONAL TRANSPORTATION PLAN  
**Next Steps**

<p style="text-align: center;"><b>COMMUNITY BUILDING</b></p> <p><b>MARCH - MAY</b></p> <ul style="list-style-type: none"> <li>• Local aspirations and HCT workshops summarized</li> <li>• Potential solutions identified</li> </ul> <p><b>JUNE</b></p> <ul style="list-style-type: none"> <li>• Policy direction on priorities and funding target</li> </ul> <p><b>JUNE 13 - JULY 11</b></p> <ul style="list-style-type: none"> <li>• Agencies identify investment priorities</li> </ul>	<p style="text-align: center;"><b>MOBILITY</b></p> <p><b>MARCH - MAY</b></p> <ul style="list-style-type: none"> <li>• Agency mobility corridor workshops held and summarized</li> <li>• Mobility atlas released and potential solutions identified</li> </ul> <p><b>JUNE</b></p> <ul style="list-style-type: none"> <li>• Policy direction on priorities and funding target</li> </ul> <p><b>JUNE 13 - JULY 11</b></p> <ul style="list-style-type: none"> <li>• Agencies identify investment priorities</li> </ul>
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[www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp)



## Regional Transportation Plan Building Blocks for System Development

presented by Kim Ellis  
JPACT | April 9, 2009



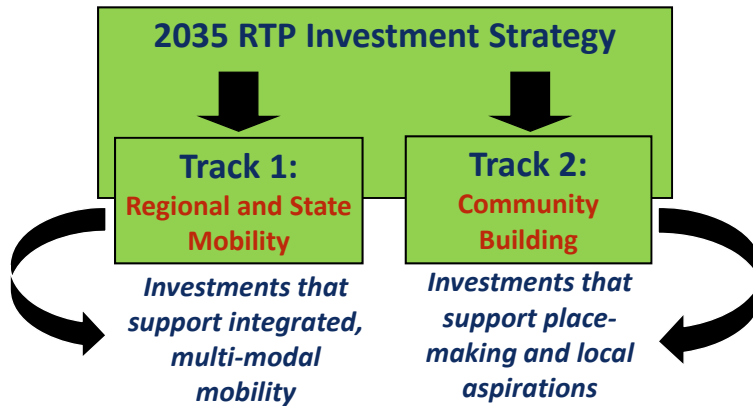
2035 REGIONAL TRANSPORTATION PLAN

## 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

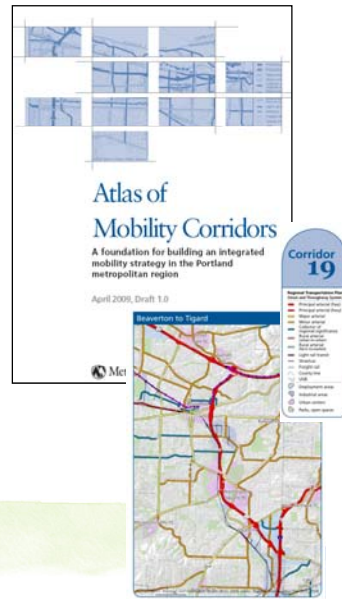


## Investment Strategy Framework



## Track 1: Mobility Solutions

- Access management, ramp metering, 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 throughway overcrossings
- Grade separate road and rail
- Throughway capacity and interchange upgrades
- Freight rail upgrades



## Track 2: 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

## Investment Scenarios

### Implications for community building strategy

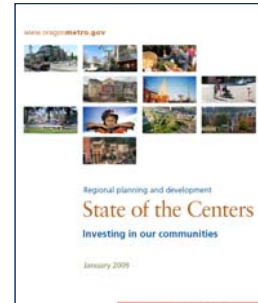
- Emphasize land use tools and target transportation investments to attract growth in centers, corridors and industrial areas
- Emphasize management tools to improve efficiency and foster walking, bike and use of transit
- Maintain freight access to industry
- Complete transit, bike and pedestrian systems



## 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



## 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 – *serve last mile*
- Provide freight loading/unloading areas in centers

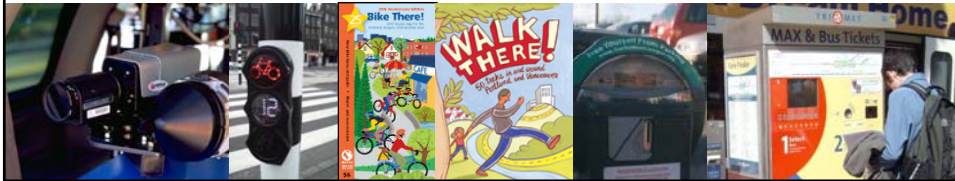




## System Management & Operations Plan

### 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 traveler information & directional signing



## 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](http://www.oregonmetro.gov/goingplaces)



## Blue Ribbon Committee for Trails

### Implications for community building strategy

- Connect 2040 activity centers and regional greenspaces with active transportation corridors
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The case for an integrated mobility strategy

WALKING AND BIKING OFFER AN IMMEDIATE OPPORTUNITY TO TACKLE KEY CHALLENGES.

[www.oregonmetro.gov/connectinggreen](http://www.oregonmetro.gov/connectinggreen)

## System Development Process

### TRACK 1: MOBILITY

#### MARCH - MAY

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

#### JUNE

- Policy direction on priorities and funding target

#### JUNE 13 - JULY 11

- Agencies re-evaluate plans and projects to identify priorities for RTP

### TRACK 2: COMMUNITY

#### MARCH - MAY

- State of Centers released
- Local aspirations and HCT workshops summarized
- Needs and potential solutions identified

#### JUNE

- Policy direction on priorities and funding target

#### JUNE 13 - JULY 11

- Agencies re-evaluate plans and projects to identify priorities for RTP

## Today's Discussion

- **Questions?**
- **Additional feedback for your staff and RTP Work Group** given scenarios, local aspirations, freight, TSMO, HCT and BRC findings:
  - What community building transportation needs are most important to address?
  - What policy objectives are most important to emphasize when defining community investment priorities?



## Investing in a transportation system for the 21st Century

The Regional Transportation Plan (RTP) is a long-range blueprint to guide how we plan for and invest in the transportation system in the Portland metropolitan region. The RTP directly reflects the public's values by prioritizing which transportation investments will build sustainable communities through multi-modal choices, a vital economy and a healthy environment. It also will be key in implementing the region's desire to guide growth into existing urban communities and preserve natural areas. This current update will be completed by June 2010.

### LIVING IN INTERESTING TIMES

The last time the region came to agreement on a Regional Transportation Plan, the work and the assumptions we used were based on challenges and needs of the previous century. The times now demand that we come to a new agreement based on today's needs and challenges.

### A LOT HAS CHANGED SINCE 2000

Accelerating global climate change (and transportation's contribution to the situation), long-term population growth, demographic shifts (an aging population), the continuing decline of federal and state funding, and unpredictable energy prices and supply make for a vastly different environment.

### EXPECTATIONS ARE HIGH

In the context of these challenges, the public's expectations – for quality of life, walkable communities, increased safety and environmental stewardship – create the demand for more sustainable transportation practices, and efficient urban form that reduces the overall need to travel as far or as frequently. In addition, our region's business and economic sectors expect an affordable and reliable transportation system to move goods and services.

### VALUES SHAPE 21ST CENTURY SYSTEM

Metro began this work by conducting public opinion research and focus groups with public and private sector leaders, community groups, business and freight interests, and individual residents of the region. What we heard was that people strongly supported using transportation investments and improvements to support their core community values, such as equity and access to multi modal choices for everyone, environmental stewardship, freight mobility, improved public health, and financial responsibility to prioritize what projects we can fund.



### For more information

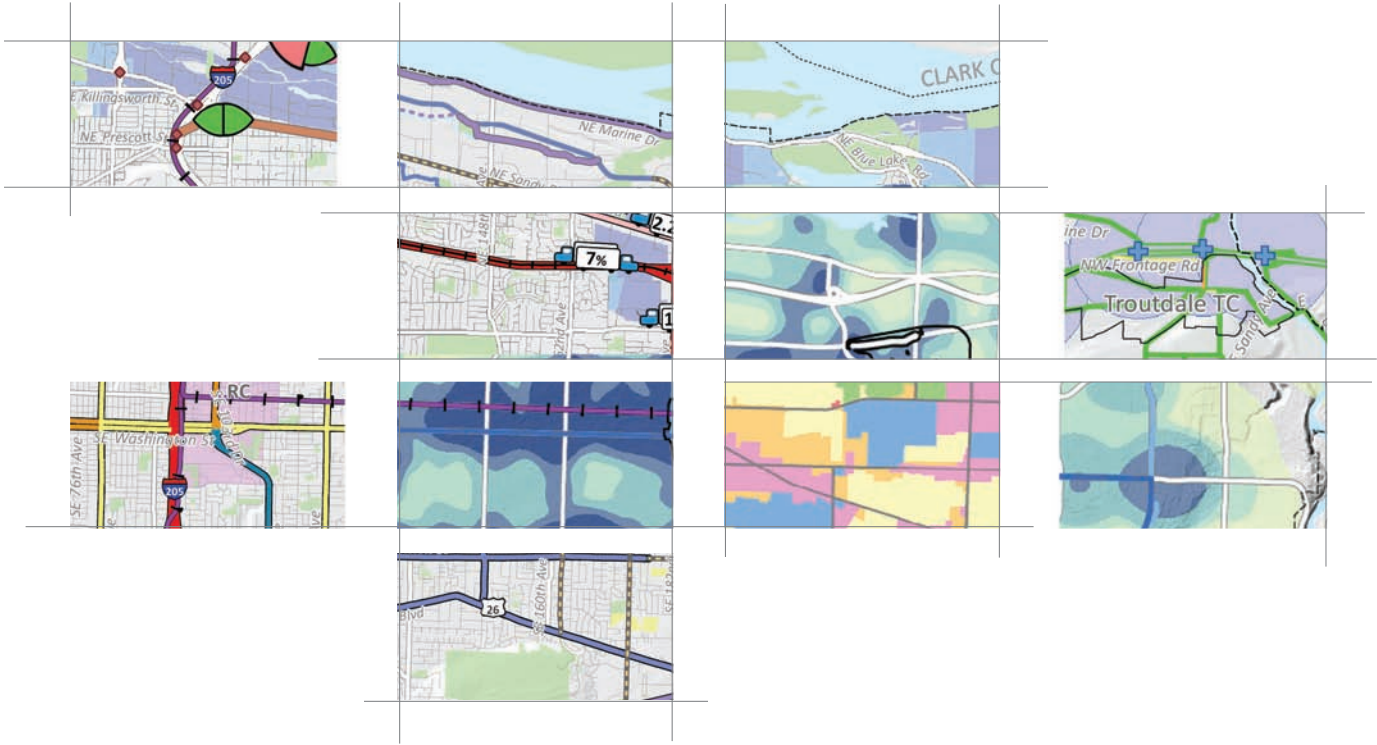
Visit [www.oregonmetro.gov](http://www.oregonmetro.gov)/ RTP and click on "2035 RTP Update"

Send e-mail to [rtp@oregonmetro.gov](mailto:rtp@oregonmetro.gov)

Attend ongoing Metro Advisory Committee meetings



CLICK HERE FOR REPORT



# Atlas of Mobility Corridors

A foundation for building an integrated  
mobility strategy in the Portland  
metropolitan region

April 2009, Draft 1.0



# Save the Date

**May 1, 2009**

Building University-Community Partnerships  
for a Sustainable Regional Economy

Join Portland State University President Wim Wiewel, Portland Mayor Sam Adams and other regional leaders to discuss how to create the most sustainable regional economy in the U.S.

Hear from experts on how universities contribute to sustainability and help develop a collaborative model to reach shared goals.

**Cost: \$25**

Register at [www.extended.pdx.edu/sustainability/](http://www.extended.pdx.edu/sustainability/)

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