



METRO

Agenda

MEETING: Metro Council Making the Greatest Place Work Session
DATE: April 23, 2009
DAY: Thursday
TIME: 2-5 p.m.
PLACE: World Forestry Center, Mt. Hood Room, 4033 SW Canyon Road,
Portland

CALL TO ORDER AND ROLL CALL

Objectives

Reserves:

- Council understanding of each county's process and rationale for rural and urban reserve candidate area recommendations
- Direction to Councilor Harrington on rural and urban reserve candidate areas

Regional Transportation Plan:

- Council understanding of process for integrating land use and RTP-related efforts into RTP investment strategy

Engagement:

- Direction on the process and decision-making forums

Agenda

- I. Overview – Stephan Lashbrook (5 minutes)
 - Objectives for today's meeting
- II. Urban and rural reserves -- Councilor Kathryn Harrington, John Williams (1 hour and 40 minutes)
 - Review candidate area recommendations and rationales: (1 hour)
 - Clackamas County (Commissioner Charlotte Lehan, Doug McClain)
 - Multnomah County (Commissioner Jeff Cogen, Chuck Beasley)
 - Washington County (Chair Tom Brian, Brent Curtis)
 - Council discussion of candidate areas and direction to Councilor Harrington (20 minutes)
 - Assessing the adequacy of reserves – Dick Benner (20 minutes) (handout)
Reference Material: Updated candidate area maps (included in packet)
- III. Break (5 minutes)
- IV. Regional Transportation Plan – Councilor Rex Burkholder, Kim Ellis (45 min)
 - Status Report (10 min.)

- Update on RTP needs assessment and next steps for system development
- RTP Investment Strategy (35 min.)
 - Review sample case study that integrates local aspirations, HCT, Freight, TSMO, BRC for Trails and mobility corridors work
 - Discuss Council role in connecting land use and transportation efforts to cultivate champions and challenge partner agencies to bring forward an integrated community building and mobility strategy when defining investment priorities

Reference Material: Memo on system development process and summary slideshow (included in packet); atlas of mobility corridors (provided under separate cover)

V. Engagement Strategy -- Jim Middaugh (30 min)

- Direction on process and decision-making forums

Reference Material: Recent engagement materials, media clips generated, summary of proposed next steps (handout)

VI. Summary and Next Steps

Tentative topics for May 14 Making the Greatest Place work session

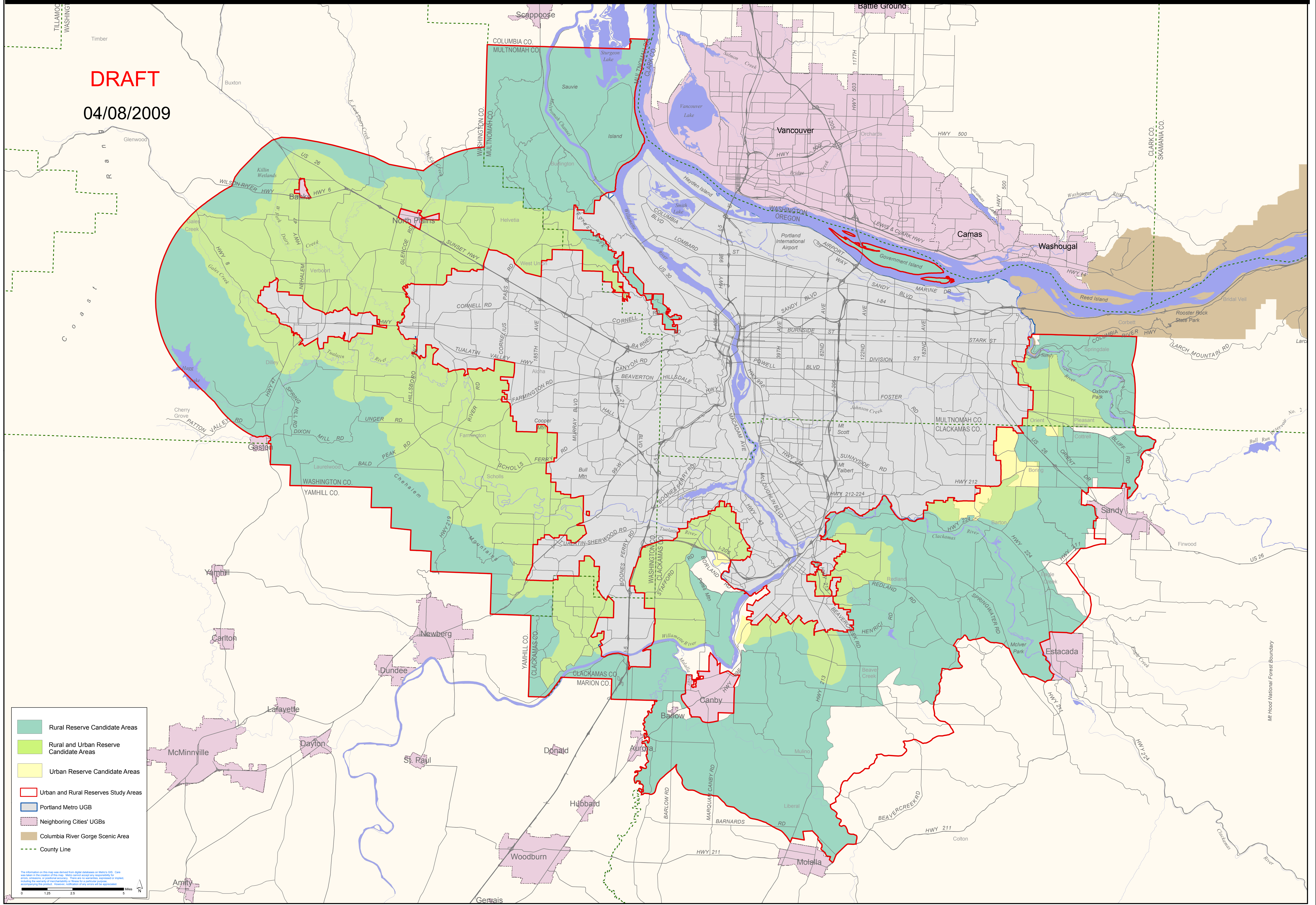
- Discuss infrastructure strategy
- Discuss urban and rural reserves candidate area evaluation results
- Direction on process to change Regional 2040 design types

Information in packet not on agenda:

- Local aspirations update

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04/08/2009



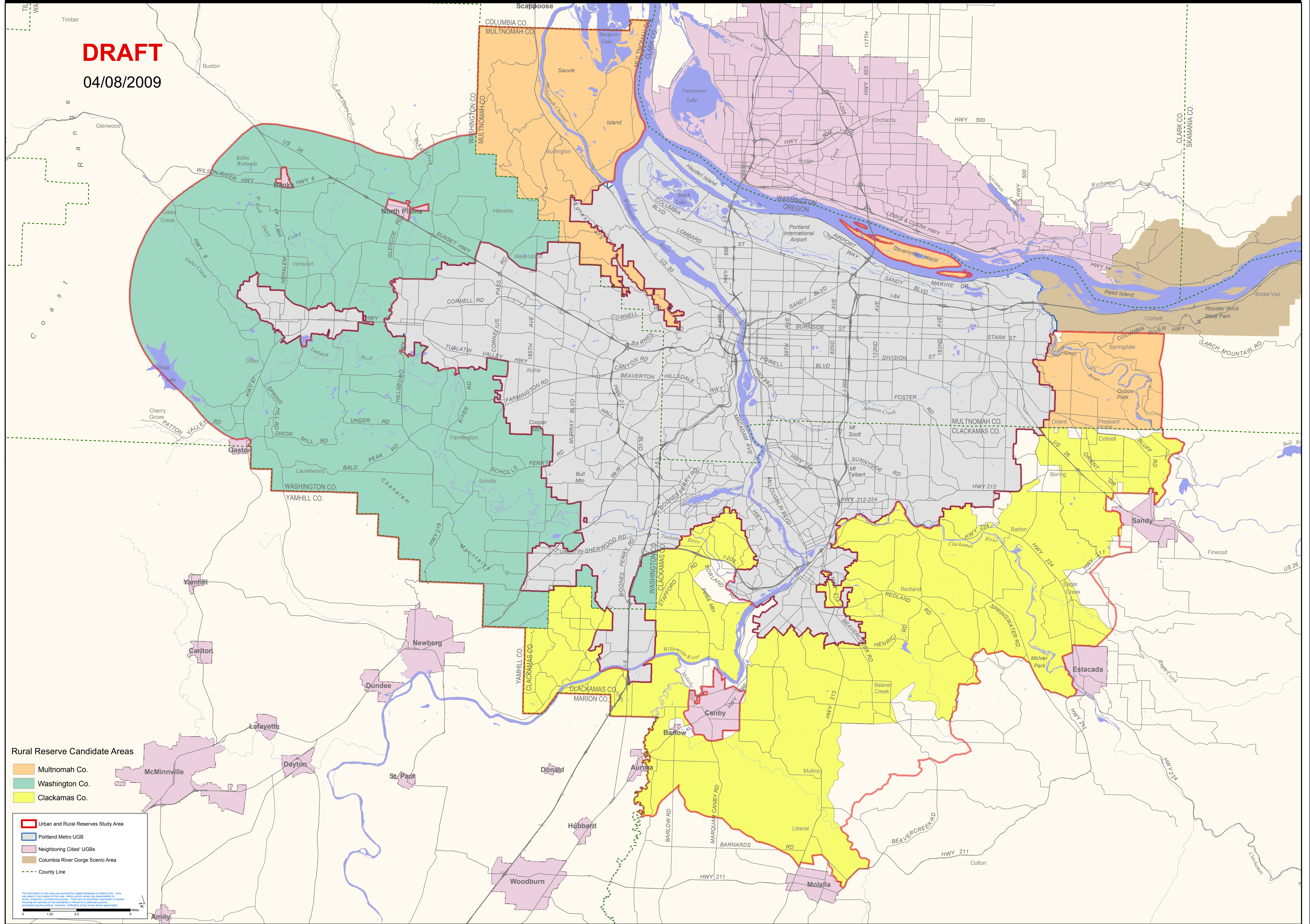
Legend

- Rural Reserve Candidate Areas
- Rural and Urban Reserve Candidate Areas
- Urban Reserve Candidate Areas
- Urban and Rural Reserves Study Areas
- Portland Metro UGB
- Neighboring Cities' UGBs
- Columbia River Gorge Scenic Area
- County Line

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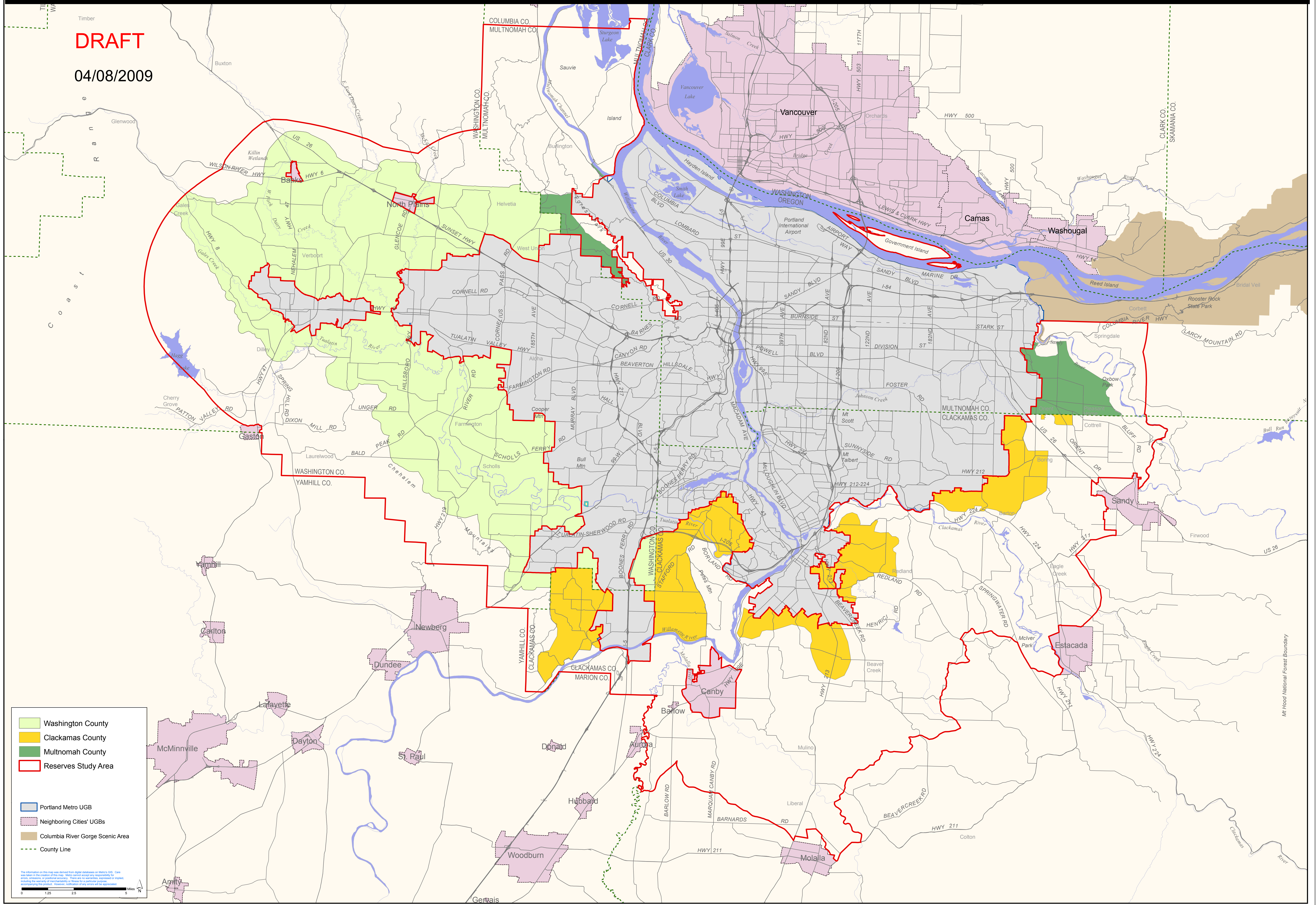
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Legend

- Washington County
- Clackamas County
- Multnomah County
- Reserves Study Area
- Portland Metro UGB
- Neighboring Cities' UGBs
- Columbia River Gorge Scenic Area
- County Line

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 Metro | Memo

Date: April 14, 2009
To: Metro Council
From: Kim Ellis, RTP Project Manager
Re: 2035 Regional Transportation Plan (RTP) Update – System Development Process

PURPOSE

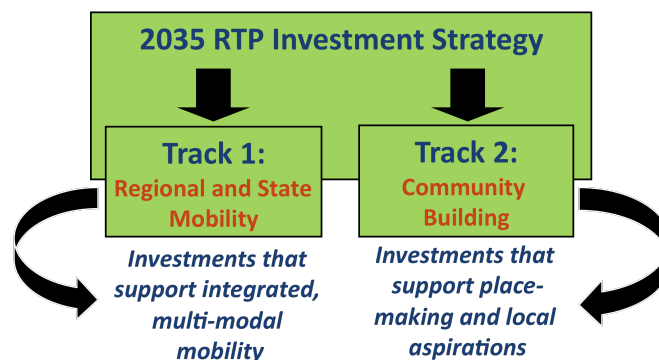
In late-2009, a number of coordinated growth management decisions will be made through the *Making the Greatest Place* initiative. This includes designation of urban and rural reserves, adoption of the urban growth report and approval of the 2035 Regional Transportation Plan (RTP) that will establish the region's transportation investment priorities.

The purpose of this memo is to describe the process for integrating land use and individual RTP-related efforts 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 – including responding to such pressing issues as climate change, unpredictable energy costs and declining transportation revenues. The updated priorities and funding strategy will be included in the draft plan that is released for public comment later this fall.

BACKGROUND

The Regional Transportation Plan (RTP) is a long-range blueprint for the transportation system serving the Portland metropolitan region, and is updated every four years to meet federal, state and regional planning requirements. The primary mission of the RTP is to implement the Region 2040 Growth Concept vision for land use, transportation, the economy and the environment. On the ground, this means prioritizing transportation investments to leverage the kinds of development patterns called for in the 2040 Growth Concept and provide safe and reliable transportation choices that ensure mobility and access for people and goods traveling in the region. As a result, the RTP has two overlapping (and complementary) investment tracks, as shown in **Figure 1**.

Figure 1. Regional Mobility and Community Building Investment Tracks



Two Investment Tracks: Community Building & Regional Mobility

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 use the investments identified during the federal component of the 2035 RTP as a starting point and 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.

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 major travel corridors. This track defines mobility investments more broadly than previous RTPs, calling for an integrated approach that considers land use, management and multi-modal investment strategies to address identified needs and improve system efficiency. 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 support placemaking, leverage growth in 2040 centers and industrial and employment areas, improve community access and mobility in 2040 areas or demonstrate 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.

REFINING CHOICES IN 2009 – MOVING FROM POLICY TO IMPLEMENTATION

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.

2006-2007 Activities – Initial update activities focused on conducting background research and development of the RTP policy framework to reflect public values and desired outcomes. 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. In December 2007, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council adopted a revised policy framework, financially constrained system of priorities and the federal component of the 2035 RTP.

2008-09 Activities - 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.

Landscape Changes Since 2007 - 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

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.

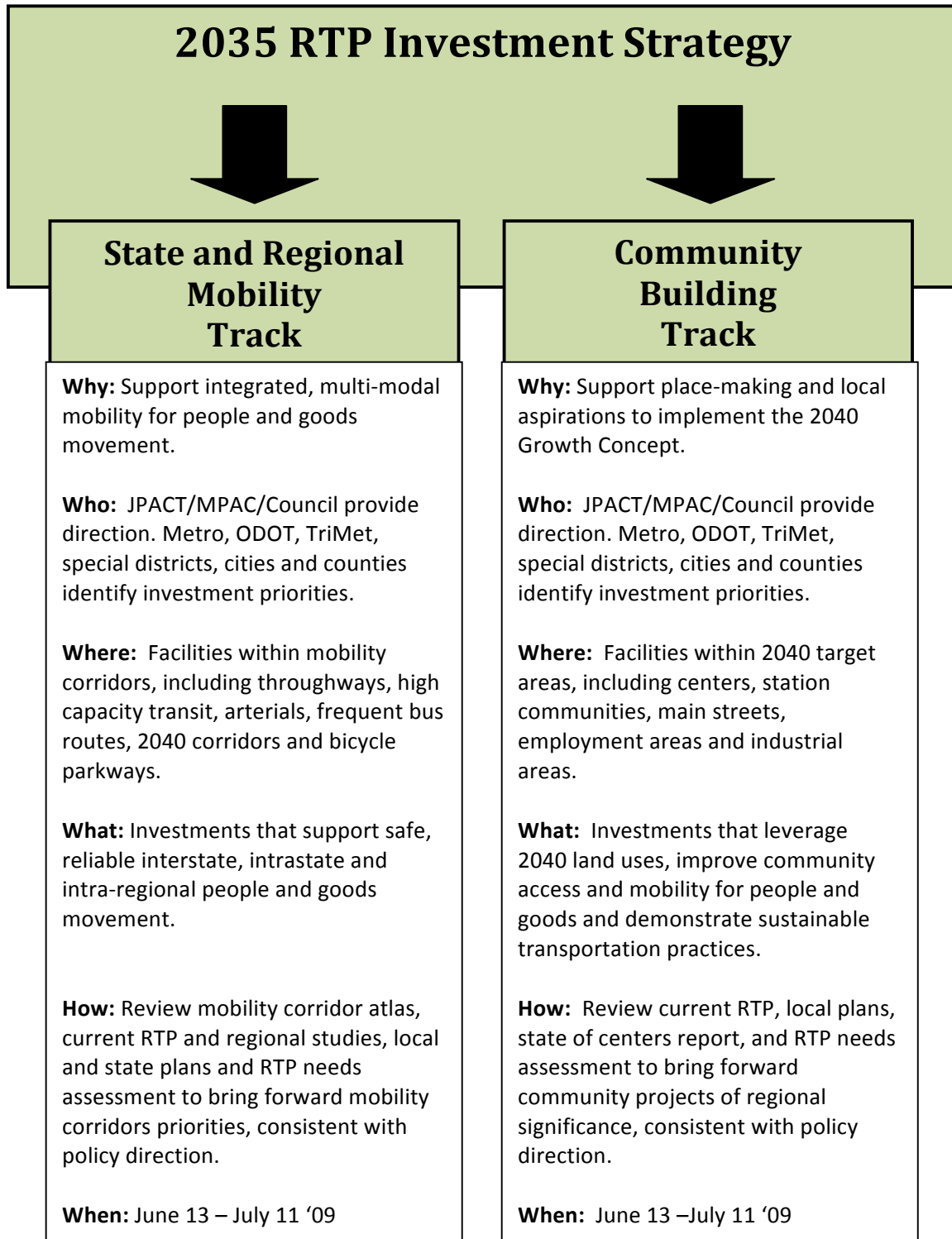
Metro staff will continue to bring forward products from land use and individual RTP-related elements for Metro Council, MPAC and JPACT discussion, which will culminate in June when MPAC, JPACT and the Metro Council will be asked to provide direction on RTP funding strategy and investment priorities for the community building and regional mobility tracks. Cities, counties, ODOT, TriMet, and special districts

will then begin updating the current RTP project list to respond to this direction. A more detailed summary of upcoming activities and policy discussions is provided below:

Late-March-April	Local agency technical workshops on mobility corridors held to review facility functions and identify needs and gaps in potential solutions identified in the current RTP following the federally-required congestion management process (CMP); release atlas of the region's mobility corridors
April-May	MPAC, JPACT and Metro Council discuss integration of land use and RTP-related elements (High Capacity Transit (HCT) plan, Freight Plan, Transportation System Management Plan, local aspirations/community building needs and regional mobility corridor needs)
May 18	Metro provides ODOT, TriMet, Port, special districts, cities and counties with current RTP investment list and summary of potential community building and mobility corridor solutions
May 22	JPACT retreat to discuss RTP funding options and investment priorities
June	MPAC, JPACT and Metro Council provide input on funding strategy and investment priorities for RTP, direction on balance of community building and mobility investments; direction to staff on finalizing RTP project list accordingly
June 13-July 11	ODOT, TriMet, Port, special districts, cities and counties update RTP investment priorities based on policy direction and funding targets
July 11	RTP Investment Strategy refinements submitted to Metro by 5 p.m.
July 22	Joint MPAC/JPACT meeting to discuss land use and transportation direction for overall <i>Making the Greatest Place</i> initiative
July-August	Begin modeling and analysis of draft investment strategy and updating local and regional plan implementation provisions to meet Transportation Planning Rule (TPR) requirements; finalize draft plan to release for public comment
Sept. 1	Draft RTP released for 30-day public comment period
Sept. 1 – Oct. 1	30-day public comment period; specific outreach strategy under development
October 28	MPAC recommendation to Metro Council on Resolution to approve 2035 RTP, pending conformity analysis and development of final regional, state and federal findings
Mid-November	JPACT and Metro Council consideration of Resolution to approve 2035 RTP, pending conformity analysis and development of final regional, state and federal findings

/attachments

- **Attachment 1:** RTP Investment Strategy Framework (*dated April 6, 2009*)
- **Attachment 2:** RTP Investment Strategy Elements (*dated March 27, 2009*)





2035 Regional Transportation Plan Investment Strategy

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">State and Regional Mobility Investment Strategy</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);"><i>Investments that support reliable interstate, intrastate and intra-regional people and goods movement.</i></p>	<p>Regional Throughway Investments These investments include multi-modal capital investments, right-of-way preservation and system and demand management strategies to support safe and reliable travel on the region’s throughway system. These routes have the function of connecting major 2040 Growth Concept activity centers, industrial areas and intermodal facilities within the region and serve as the primary interstate and intrastate connections for travel to other parts of the state, California, Pacific Northwest and Canada.</p> <p>Regional High Capacity Transit Investments These investments include capital investments, right-of-way preservation and system and demand management strategies to support safe and reliable travel on the region’s high capacity transit (HCT) system. The HCT system has the function of connecting the 2040 Growth Concept central city, regional centers and passenger intermodal facilities within the region.</p> <p>2040 Corridors Investments These multi-modal investments implement the regional bike, pedestrian, arterial street and regional transit network concepts where appropriate through management strategies and strategic multi-modal corridor investments. These investments are targeted to the 2040 Corridors design-type, and provide important access connections to and between centers, main streets, employment areas, industrial areas, intermodal facilities and gaps in connectivity to regional facilities and the regional throughway system.</p> <p>Regional Bicycle Parkway Investments These investments implement the Regional Greenspaces Master Plan through strategic investments in regional bicycle parkways to serve longer-distance bicycle connections to and between the central city, regional centers, town centers, industrial areas and passenger intermodal facilities, regionally significant parks and greenspaces, the Willamette Greenway and other regionally significant habitat areas, fish and wildlife corridors, trails and greenways in Oregon and the state of Washington.</p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Community Building Investment Strategy</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);"><i>Investments that leverage 2040 land uses and improve community access and mobility.</i></p>	<p>Centers and Main Streets Investments These multi-modal investments implement management strategies and the regional bike, pedestrian, street and regional transit network concepts to support multi-modal travel needs within 2040 mixed-use areas, including the central city, regional and town centers, main streets, station communities and passenger intermodal facilities.</p> <p>Industrial Areas and Employment Areas Investments These multi-modal transportation investments implement management strategies and the regional bike, pedestrian, arterial street, regional freight and regional transit network concepts to provide access and mobility within industrial and employment areas and freight intermodal facilities.</p> <p>Environmental Enhancement and Mitigation Investments These investments address environmental enhancement and mitigation projects, including culvert replacements that benefit endangered fish passage, diesel retrofit projects, and implementation of green street and non-motorized transportation demonstration projects that advance the development of environmentally sustainable transportation design.</p>



Regional Transportation Plan Building Blocks for System Development

presented by Kim Ellis



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

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

Challenges and Choices Ahead

Challenges

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

Choices for 2009

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

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



MOVING FROM POLICY TO IMPLEMENTATION

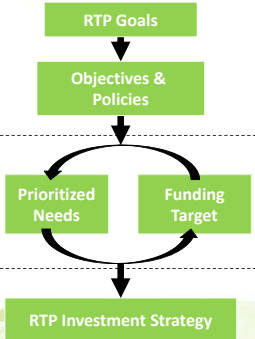
An Outcomes-Based Framework for Decision-Makers

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

2035 REGIONAL TRANSPORTATION PLAN
Goals Lead to Investment Priorities



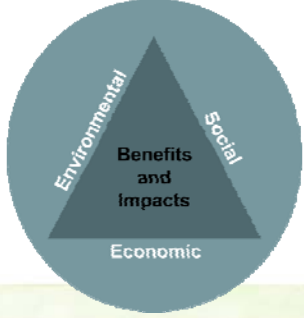
RTP Goals
What to achieve or work towards

Objectives & Policies
What is important to consider when identifying needs and solutions

Prioritized Needs ↔ **Funding Target**
Funding limits amount of needs that can be addressed
What needs are most important to address

RTP Investment Strategy
Analysis to determine performance or progress contributed by system of investments

2035 RTP PERFORMANCE WORK GROUP RECOMMENDATIONS
Performance Evaluation Framework



2035 RTP PERFORMANCE WORK GROUP RECOMMENDATIONS
Measuring Performance

Current Measures	+	New Measures
✓ 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

MOVING FROM POLICY TO IMPLEMENTATION

Building Blocks For System Development

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



2035 REGIONAL TRANSPORTATION PLAN
Multi-Modal Integration

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

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)		◆

2035 REGIONAL TRANSPORTATION PLAN
Investment Strategy Framework

2035 RTP Investment Strategy

- Regional and State Mobility Track**
Investments that support integrated, multi-modal mobility
- Community Building Track**
Investments that support place-making and local aspirations

2035 REGIONAL TRANSPORTATION PLAN
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

2035 REGIONAL TRANSPORTATION PLAN
Track 2: Community Building Solutions

<p>CENTERS AND CORRIDORS</p> <ul style="list-style-type: none"> • Boulevard retrofits • Transit service & transit-oriented development • Street connections • Sidewalks, bikeways & trails • Timing signals for pedestrians and slower speeds • Parking management & transportation management associations 	<p>INDUSTRIAL & EMPLOYMENT AREAS</p> <ul style="list-style-type: none"> • Arterial connections to industry, access management & timing signals for freight – <i>the last mile</i> • Transit service • Improve and protect interchanges for freight access • Sidewalks, bikeways & trails • Transportation management associations
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BUILDING THE RTP INVESTMENT STRATEGY
Investment Scenarios

Implications for community building strategy

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

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

System Management & Operations Plan

Implications for community building strategy

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

BUILDING THE RTP INVESTMENT STRATEGY

High Capacity Transit Plan

Implications for community building strategy

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

www.oregonmetro.gov/goingplaces

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

www.oregonmetro.gov/connectinggreen

MOVING FROM POLICY TO IMPLEMENTATION

Bringing it All Together

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

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

 Metro | Memo

Date: April 13, 2009
To: Metro Council
From: Chris Deffebach, Planning and Development
Subject: Local Aspirations Status Update

At your March work session, you reviewed a preliminary summary of the local aspiration submissions. Since then, we have shared these preliminary findings with MPAC, MTAC and TPAC and have continued to seek clarity on the aspirations at the staff level to meet the needs of the Making the Greatest Place activities. This memo summarizes the status of the local aspirations work since then and responds to your questions at the last work session.

New Submissions: While we anticipate receiving local aspirations from Tualatin, Lake Oswego, Clackamas County and Washington County, we have not yet received them. We also do not have anything from Damascus and the smaller cities (Gladstone, Durham, King City).

Use of Local Aspirations in HCT/RTP analysis: The HCT evaluation includes a summary of the local aspirations submitted to date and this has been reviewed by the HCT subcommittee. Refinements continue in response to questions and clarifications. The RTP Mobility Corridor workshops have referenced the local aspirations when relevant and the RTP investment priorities will include local aspirations examples.

HCT/Local Aspiration Workshop follow-up: We summarized the participants and station locations considered at the HCT/Local Aspirations workshops for Councilor Harrington, as she requested at the last Council work session. If you would like a copy, please let me know.

Land Use Simulation Tool for future visualization: Councilors Burkholder, Park and Harrington raised questions about use of the land use simulation tool to engage business people, city councils and neighborhood groups to support development and implementation of aspirations. Working with the Research Center, staff in Planning and Development are identifying the technical data needs to expand the use of this model and opportunities for its application. Over the next few months, staff will further define these opportunities and include an update for you. So far, data has only been collected to support use of this tool in station areas for the HCT evaluation.

Communicating local aspirations: One question raised at the last work session was how to get jurisdictions to share their aspirations with each other – both to engender competitiveness and to learn from each other. This was started at the April 8th MPAC meeting when four mayors presented their aspirations and described the investments needed to support those aspirations. Additional opportunities include using the aspirations to illustrate the type of infrastructure investment needs, alternatives to meeting the needs in the urban growth report and in the HCT/RTP investment strategies.

If you have additional questions, please feel free to contact me.