

Metro | Agenda

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, May 1, 2009
Time: 9:30 a.m. to noon
Place: Room 370A/B

9:30 AM	1.	Call to Order and Declaration of a Quorum	Stephan Lashbrook, Chair
9:30 AM	2.	Comments from the Chair and Committee Members	Stephan Lashbrook, Chair
9:35 AM	3.	Citizen Communications to TPAC on Non-Agenda Items	
9:40 AM	4.	Future Agenda Items	Stephan Lashbrook, Chair
		<ul style="list-style-type: none">• Regional Transportation Plan Update – System Development• MOVES Update• Review of MTIP Process• On-street Bus Rapid Transit• The State of Travel Models and How to Use Them	
9:45 AM	5.	<u>CONSENT AGENDA</u>	Stephan Lashbrook, Chair
	5.1	* Approval of TPAC Minutes for March 27, 2009	
	6.	<u>ACTION & INFORMATION / DISCUSSION ITEMS</u>	
9:50 AM	6.1	* Federal Certification Review Response– <u>INFORMATION</u>	Tom Kloster
9:55 AM	6.2	* Regional Transportation Plan (RTP) Needs: Mobility Corridors – <u>INFORMATION / DISCUSSION</u>	Deena Platman Josh Naramore
10:35 AM	6.3	** High Capacity Transit (HCT) Recommended Priorities and Draft Plan – <u>INFORMATION / DISCUSSION</u>	Tony Mendoza
11:20 AM	6.4	* American Reinvestment and Recovery Act Back-up Strategy – <u>DIRECTION TO JPACT REQUESTED</u>	Ted Leybold Andy Shaw
12 PM	7.	<u>ADJOURN</u>	Stephan Lashbrook, Chair

Upcoming Meetings:

1. TPAC meeting scheduled for Friday, May 29, 2009 from 9:30 a.m. to noon at Metro, Council Chambers.
2. TPAC meeting scheduled for Friday, June 26, 2009 from 9:30 a.m. to noon at the Metro Council Chambers.

* Material available electronically.

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

Material will be distributed at the meeting.

All material will be available at the meeting.

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



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

March 27, 2009

Metro Regional Center, Council Chambers

MEMBERS PRESENT

Mara Gross
Nancy Kraushaar
Alan Lehto
Keith Liden
Mike McKillip
Dave Nordberg
Louis A. Ornelas
Karen Schilling
Paul Smith

AFFILIATION

Citizen
City of Oregon City, Representing Cities of Clackamas Co.
TriMet
Citizen
City of Tualatin, Representing Cities of Washington Co.
Department of Environmental Quality
Citizen
Multnomah County
City of Portland

MEMBERS ABSENT

Brent Curtis
Sorin Garber
Elissa Gertler
John Hoefs
Susie Lahsene
Dean Lookingbill
Ron Papsdorf
John Reinhold
Satvinder Sandhu
April Siebenaler
Rian Windsheimer
Sharon Zimmerman

AFFILIATION

Washington County
Citizen
Clackamas County
C-TRAN
Port of Portland
SW Washington RTC
City of Gresham
Citizen
FHWA
Citizen
Oregon Department of Transportation
Washington Department of Transportation

ALTERNATES PRESENT

Lynda David
Clark Berry
Katherine Kelly
Lidwien Rahman

AFFILIATION

SW Washington RTC
Washington County
City of Gresham
ODOT, Region 1

STAFF

Stephan Lashbrook, Tom Kloster, Ted Leybold, Pat Emmerson, Sean Tevlin, Kayla Mullis, Josh Naramore.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Mr. Stephan Lashbrook declared a quorum and called the meeting to order at 9:33 a.m.

2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

There were none.

3. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

There were none.

4. FUTURE AGENDA ITEMS

Mr. Lashbrook briefly overviewed the future agenda items.

5. APPROVAL OF TPAC MINUTES FOR DECEMBER 5, 2009

Approval of TPAC Minutes from February 27, 2009

MOTION: Ms. Karen Schilling moved, and Ms. Nancy Kraushaar seconded, to approve the TPAC Minutes for February 27, 2009.

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

6. ACTION & INFORMATION/ DISCUSSION ITEMS

6.1 Resolution No. 09-4038, For the Purpose of Certifying that the Portland Metropolitan Area is in Compliance with Federal Transportation Planning Requirements

Mr. Tom Kloster briefed the committee on Resolution No. 09-4038 which would certify that the Portland metropolitan area is in compliance with federal transportation planning requirements. Self-certification is required in order to receive federal funds and is considered yearly at the time of the Unified Planning Work Program (UPWP) approval.

The committee discussed Metro's planning agreements with other governing bodies in the region, including Oregon Department of Transportation Region 1, the Department of Environmental Quality and the Southwest Washington Regional Transportation Committee (RTC) as discussed on pg. one of Exhibit A to the resolution.

Ms. Schilling requested that the language on pg. two of Exhibit A to the resolution be corrected to read, "~~... nine local elected officials including two from Clark County, Washington~~ 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 (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)” in order to accurately reflect the State of Washington representatives on JPACT.

MOTION: Ms. Schilling moved, Ms. Nancy Kraushaar seconded, to recommend approval of Resolution No. 09-4038 to JPACT with the amended language.

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

6.2 Resolution No. 09-4037, For the Purpose of Adopting the FY 2010 Unified Planning Work Program

Mr. Kloster briefed the committee on Resolution No. 09-4037 which would adopt the FY 2010 UPWP. The UPWP is a federal mandated requirement to document how federal transportation planning dollars will be used in the region. In contrast to previous years’ UPWP format, the FY 2010 UPWP has a new organizational format, and focuses on project delivery.

The committee discussed:

- ODOT support funds
- Metro Planning dollars and how they will be spent
- Regional Transportation Plan (RTP) timing
- ODOT “cost and funding sources”
 - Will be determined and documented accordingly before the resolution goes to JPACT

MOTION: Mr. Alan Lehto moved, Mr. Paul Smith seconded, to recommend approval of Resolution No. 09-4037 to JPACT.

ACTION TAKEN: With a majority in favor and one abstained (Rahman), the motion passed.

6.3 Endorse Metro’s Participation in the Strategic Highway Research Program’s (SHRP2) Partnership to Develop an Integrated, Advanced Travel Demand Model and Fine-Grained, Time-Sensitive Network

Mr. Mike Hoglund of Metro briefed the committee on 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. Metro and a team of regional consultants will be submitting a proposal on behalf of the Portland metropolitan region that addresses four strategic areas related to the development of the travel demand model. If chosen the team will receive a \$1.4 million dollar grant to execute the proposal.

Policy guidance often requires complex, technical inquiry and this model will enable technical staff to handle these inquires more accurately and efficiently. If awarded the grant, the team will begin the two to three year project in November 2009. They will work closely with the recipient

of a \$2.6 million grant (intended for larger metropolitan areas) also related to the travel demand model development. Regional commitment to Metro's participation is required, thus the JPACT chair and the Metro Council President will be asked to sign a letter of intent in support of the project.

The committee discussed:

- The extent of non-highway modes of transportation in the travel demand model
- Effect on other Metro projects if staff time is dedicated to this new project
- Proving the accuracy of the model
- Rapid highway renewal
- The decision to seek the smaller grant award
- Calibrating the new tool

MOTION: Mr. Louis Ornelas moved, Mr. Paul Smith seconded, to recommend the support of the SHRP2 project to JPACT.

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

6.4 American Recovery and Reinvestment Act

Mr. Ted Leybold of Metro briefed the committee on the next steps for the American Recovery and Reinvestment Act (ARRA). The process for defining local projects for funding has been very rapid and thus leaves the possibility of preclude projects from being able to obligate funding in accordance with federal regulations.

Jurisdictions should submit a back-up strategy for re-programming funds from projects that are determined *before* July 30th to be unable to meet federal regulations. The back-up strategy should include obligating funds to existing ARRA and federal projects or ready-to-go projects. In addition, two to three federal aid projects that can immediately absorb funds should be suggested to Metro as "fail-safe" projects. All back-up and "fail-safe" projects should be submitted to Metro by April 21, 2009.

Jurisdictions should also notify Metro of where they intend to obligate their portion of the \$22,000 in additional funds the region received over the forecasted amount already obligated. In addition, projects selected to receive additional funds from ODOT must be allocated within 120 days and incorporated into the MTIP.

The committee discussed the additional ODOT funds and the status of the clause which states that if your agency is receiving a additional funds they must meet the 120 day obligation deadline for ALL of their ARRA funds. They also discussed the quality of construction bids being made for ARRA projects.

Mr. Paul Smith requested additional language be added to Resolution No. 09-4043, Exhibit A , in the chart entitled "Brief Description" for the Southwest and East Portland sidewalk infill

project the language should read, “Sidewalk infill on various Portland and ODOT arterial streets.”

MOTION: Ms. Kraushaar moved, Ms. Schilling seconded, to recommend approval of Resolution No. 09-4043 to JPACT with the amended language.

ACTION TAKEN: With all in favor the motion passed.

6.5 Regional Transportation Plan: Needs and Investment Strategy Development

Mr. Tom Kloster of Metro updated the committee on the status of the Regional Transportation Plan (RTP) needs and investment strategy development. Mr. Kloster outlined and requested feedback on the following points:

- Investment strategy framework: Mobility Track and Community Building Track
 - Overlapping projects and features between two tracks
- Policy driven RTP
- Adequate systems
 - Rethinking investments in terms of what “adequacy” means
- Multi-modal integration
- Investment strategy framework
- Investment scenarios
- Local aspirations
- System Management Operations Plan
- Freight and Goods Movement Plan
- High Capacity Transit (HCT)
- Agency approach to developing investment strategy
 - Coordinating committee meetings
 - RTP work group meetings
 - Regional workshops

Local partners will be asked to identify investment priorities for the community building track of the RTP update by July in order to incorporate them into the September public release draft of the RTP. Metro staff then asked for input from the committee on any content or development strategies involved with the RTP system development approach.

The committee discussed:

- Categorizing the constrained system as “adequate” by the Transportation Planning Rule (TPR) may be misleading
- TPR needs assessment requirements
- Engaging the private sector in RTP effort
- Emphasis on maintenance in the funding scenario
- Public involvement
- Choice of partners should reflect the goals of the plan
- Using small scale solutions before looking at a big capacity fix

6.6 Local Aspirations and Implications for Investments

Ms. Chris Deffebach of Metro briefed the committee on local aspirations and their implications for investment. Aspirations Metro has received thus far from local jurisdictions predominately reflect what is adopted in each jurisdiction's comprehensive plan. Common themes among local aspirations include:

- Great potential within existing zoning
- Desire to initiate new planning efforts
- A commitment to growing broad employment areas
- Support for the Region 2040 vision

Local aspirations information will help determine where efforts and investments are being guided. Currently, staff is working to summarize and confirm local aspirations. Information gathered will help inform investment priorities and support implementation of aspirations.

The committee discussed aiding initiatives financially and employment aspirations.

7. ADJOURN

Mr. Lashbrook adjourned the meeting at 12:08 p.m.

Respectfully submitted,

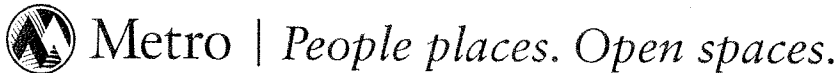


Kayla Mullis
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR MARCH 27th 2009.

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
6.1	Resolution	N/A	Updated resolution No. 09-4038	032709t-01
6.2	Resolution	N/A	Updated resolution No. 09-4037	032709t-02
6.4	Resolution	N/A	Resolution No. 09-4043	032709t-03
6.5	Power Point	3/27/09	Updated RTP 2035 Power Point presented by Tom Kloster	032709t-04
--	Periodical	Spring 09	<i>Green Scene</i> - Your spring guide to great places and great living	032709t-05



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 identified 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"> 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. 	None	<ul style="list-style-type: none"> 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. <p>Target Completion Date: July 29, 2009</p>
Agreements and Contracts (23 CFR 450.314)	None	<ul style="list-style-type: none"> 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. 	
Unified Planning Work Program (23 CFR 450.308)	None	<ul style="list-style-type: none"> UPWP should specifically identify the various planning activities that will be undertaken to resolve all corrective actions required by this review. 	<ul style="list-style-type: none"> Metro will incorporate planning activities undertaken to resolve corrective actions required by this review into the FY 2010-11 UPWP. <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"> Metro shall document the process for RTP full and administrative amendments within six months of this report. 	<ul style="list-style-type: none"> Metro is commended for its strong collaborative relationship with partner agencies. Metro should more clearly identify and address safety, security, and environmental justice elements in the metropolitan planning process. 	<ul style="list-style-type: none"> 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. Target Completion Date: September 2009 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. 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)

Topic Area	Corrective Action	Recommendations	Metro Response
<p>Congestion Management Process (CMP) (23 CFR 450.316)</p>	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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). 	<ul style="list-style-type: none"> 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. <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"> 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. Metro should develop new origin and destination study to help refine and validate their modeling results. 	<ul style="list-style-type: none"> 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. <p>Target Completion Date: March 2011</p> <ul style="list-style-type: none"> 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. <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"> • Next TIP shall include total project cost estimates that may go beyond the 4 year programming cycle. 	<ul style="list-style-type: none"> • Metro should clarify how project selection criteria are consistent with RTP system performance goals and performance measures. • In documenting fiscal constraint of the TIP, Metro should work closely with ODOT to minimize differences between estimated costs and revenues. 	<ul style="list-style-type: none"> • 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. • 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. • Metro will balance estimated costs and revenues in the fiscal constraint table in the next TIP. <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"> • Metro should revise financial documentation in the RTP to more clearly communicate fiscal status to the general public. 	<ul style="list-style-type: none"> • Metro will make these revisions as part of completing the draft 2035 RTP. <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"> • Within 6 months, Metro shall adopt a Public Participation Plan, including consultation with Tribes and land management agencies, which meets SAFETEA-LU requirements. 	<ul style="list-style-type: none"> • Document outreach to non-traditional public sectors and tribes with interests in the MPO area. • Metro should strengthen their use of visualization techniques. 	<ul style="list-style-type: none"> • Metro is currently updating its public involvement policies to meet SAFETEA-LU requirements. • 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. • Metro has included the need to emphasize visualization techniques in its new Public Involvement policies. <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"> • 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. • 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. 	<ul style="list-style-type: none"> • 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. <p>Target Completion Date: Spring 2010</p> <ul style="list-style-type: none"> • 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. <p>Target Completion Date: Spring 2010</p>
Self Certification (23 CFR 450.334)	None	<ul style="list-style-type: none"> • Provide follow-up status of corrective actions and recommendations from USDOT review in future self-certifications. 	<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"> • 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. • Title VI complaints and/or disposition should be included in the annual report submitted to ODOT. 	<ul style="list-style-type: none"> • 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. <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"> • 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. <p>Target Completion Date: Annually, beginning in March 2009</p>

Topic Area	Corrective Action	Recommendations	Metro Response
Intelligent Transportation System (23 CFR 940)	None	<ul style="list-style-type: none"> • Coordinate with ODOT in establishing a regular review cycle of the regional ITS Plan, and integration with the regional TSMO Plan. • Coordinate with ODOT in updating and implementing the regional ITS plan share date for use in the CMP. 	<ul style="list-style-type: none"> • 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. Target Completion Date: September 2009 • 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. Target Completion Date: September 2009

Metro | Memo

Date: May 1, 2009
To: TPAC and interested parties
From: Kim Ellis, RTP Project Manager
Deena Platman, Regional Mobility Program Manager
Re: 2035 Regional Transportation Plan (RTP) Update – Mobility Corridor Workshops Summary

Purpose

This memo provides a summary of the Regional Mobility Corridor background work conducted to date as part of the 2035 Regional Transportation Plan (RTP) update. This work included development of the Mobility Corridor Atlas, a series of local agency coordination interviews, and seven mobility corridor workshops held in March and April. Additionally, this memo will describe next steps for the Transportation Policy Alternatives Committee (TPAC) and the Joint Policy Advisory Committee on Transportation (JPACT) with regard to this work program. The coming months will focus on updating the RTP priorities and strategies to best support the 2040 Growth Concept and other goals of the RTP.

Background

The 2035 Regional Transportation Plan (RTP) update is embracing new ways to think holistically and strategically about how best to efficiently and effectively move people and goods around and through the Portland metropolitan region. The federal component of the 2035 RTP update introduced the regional mobility corridor concept as a new approach for evaluating and defining transportation needs and solutions in the region's major travel corridors.

Over the last year, Metro staff has been working with our regional partners to further develop and begin implementing the concept. The regional partners agreed on the need to better understand an individual mobility corridor's components and performance, and to compare performance across multiple mobility corridors in order to identify the most cost-effective strategies and prioritize transportation system investments. Together, we identified 24¹ mobility corridors that include a combination of highway, arterial streets, high capacity transit routes, frequent bus routes, freight/passenger rail and regional trails that move people and goods in and through the Portland region.

The products of this work are as follows:

- Mobility Corridor Atlas
- Agency Coordination Interviews Summary
- Mobility Corridor Workshops Summary

¹ Initially, regional partners identified 23 mobility corridors. Subsequent discussions, however, have led to the addition of 1 mobility corridor for a total of 24. According to the Oregon Highway Plan (OHP), all mobility corridors include statewide highways. In discussions, staff discovered that the Tualatin Valley Highway from Highway 217 to Hillsboro Regional Center was the only statewide highway not designated a mobility corridor, so it was added.

Mobility Corridor Atlas

Once the 24 mobility corridors were identified during the first phase of the RTP update, there was a need to better understand the unique land use and transportation characteristics of each corridor. The mobility atlas was conceived as a way to visually present current land use and multi-modal transportation data for each of the region's major travel corridors. It is designed to help planners and decision-makers understand existing system conditions, identify needs and prioritize mobility investments. This will be helpful to cities and counties when updating their transportation system plans after the RTP update. Additionally, freight movers, community development interests and members of the interested public will benefit from a better understanding of the region's transportation system.

For each corridor, the atlas provides a general overview that includes location in the region, primary transportation facilities and land use patterns, and an assessment of gaps and deficiencies by travel mode. This information will be used to help identify the most cost-effective strategies and investment priorities for each corridor and serve as a framework for monitoring how well different strategies are working in each corridor over time. The atlas also provides for the comparison of data between corridors and the ability to merge multiple corridors for analysis of broader travel areas.

The mobility atlas presents a series of maps for each corridor showing its geographic location, transportation facilities, adjacent land use patterns and operational attributes. The maps are accompanied by short explanatory narratives, data tables and "quick facts." The atlas will receive periodic updates as new information emerges or inaccuracies surface.

Agency Coordination Interviews Summary

During January 2009, Metro and ODOT staff conducted agency coordination interviews (ACIs) with city, county and regional agency staff to examine in greater detail the issues within each of the identified regional mobility corridors. In particular, the ACIs provided local jurisdiction staff with the background and context of the mobility corridors as it evolved as part of the federal RTP and prepared local jurisdiction staff for the mobility corridor workshops to be held in March and April. Draft versions of the mobility corridor atlas were presented for discussion. The concept of functional statements for all of the facilities within each corridor: freeways, arterials, high capacity transit (HCT) and bus lines, regional trails, and freight rail, was introduced. Finally, the method for identifying regional transportation needs based on gaps and deficiencies, as defined by 2035 RTP policies, for each mobility corridor was discussed. Attachment A lists the interview dates and participants. The following summarizes the major issues that emerged from the ACIs:

- *Issue #1 - The TPR and 2040 Implementation*
 - How can the mobility corridors work help regional partners better serve 2040 implementation and address compliance with the Transportation Planning Rule (TPR)?
 - How will the function statements be used and relate to the mobility standards in Action 1F1 and Table 7 of the Oregon Highway Plan?

Compliance with the Transportation Planning Rule (TPR) was one of the key concerns raised during the ACIs both in the context of mobility corridors, as well as general transportation planning. Issues surrounding the TPR will be discussed by the RTP Work Group later this summer. The functional statements are not meant to replace the mobility standards in Action 1F1 nor Table 7, but rather to provide a supplement for proposed plan amendments. Another goal of the mobility corridor work is to address the 17 corridor refinement plans currently listed in the RTP. This will be achieved by resolving at

the system level the requirements for corridor refinement plans of function, mode and general location, consistent with the TPR (ORS 660-012-0025).

- *Issue #2 - How will the many Metro efforts going on tie together?*

There was significant confusion as to how the many different Metro efforts will tie together as part of the RTP. Specific projects like the High Capacity Transit system plan, the Local Aspirations work, the Transportation System Management and Operations plan, and the Regional Freight Plan. As part of the needs assessment work for each corridor, Metro staff integrated as much information as available from each of the above planning efforts and will continue to fold them into the RTP as they are completed. The Urban and Rural reserves process was also identified as a planning effort currently underway that will not only affect the mobility corridor work, but the RTP. As the reserves process progresses throughout the rest of 2009 any relevant information will be incorporated into the RTP. For now, the mobility corridor needs assessment work has left a placeholder awaiting the outcome of the reserves decision-making process.

- *Issue #3 – Mobility versus Accessibility*

The notion of mobility and accessibility has been an ongoing issue for years. During the ACIs some of the interviewees raised concerns about a lack of emphasis on mobility in the RTP and the mobility corridors work. At the same time, there were other interviewees that expressed concerns of an excessive focus on mobility at the expense of the importance of accessibility for the success of communities. There was general agreement that a balance is needed, but what that balance is has not yet reached consensus. Mobility needs and accessibility needs are somewhat different, but related. The RTP has been divided into two different investment tracks: mobility corridors and community building, largely to help better highlight the need to strike a balance between and address the different needs of both accessibility and mobility in achieving the goals of 2040.

- *Issue #4 - How will the mobility corridors work relate to funding?*

Questions were raised as to how funding decisions relate to the mobility corridor concept or a given facilities' status within a mobility corridor. The mobility corridors construct was meant to facilitate a more holistic discussion of the movement of people and goods across the region. By identifying the needs within each mobility corridor based on the RTP policies, a list of potential multimodal investments starts to emerge. These potential investments will serve as the starting point for facilitating conversations with JPACT throughout May and June 2009 related to funding of the state component of the RTP.

Mobility Corridor Workshops Summary

Metro and ODOT hosted seven Mobility Corridor Workshops in March and April, which assessed each of the regional mobility corridors to identify: (1) needs (gaps and deficiencies, including immediacy), (2) function, (3) general location, and (4) where possible, a pool of multi-modal projects and integrated corridor management programs/strategies to address mobility corridor transportation needs. Attachment 1 summarizes the workshop details and attendees.

The main objectives of the workshops were to gather information to help define the mode, function, and general location of facilities within each mobility corridor consistent with the TPR and discuss the transportation needs based on RTP policies to guide the RTP system development phase. The following section summarizes the themes and topics that emerged from the workshops:

-
- *Refinement plans* – There is a need for regional partners to better understand refinement plans and conditions that require these plans to be created. In some cases, however, it is clear from the discussion that a refinement plan is still needed. Examples of these cases include the I-405/Central City Loop, the I-84 to US-26 corridor, and I-5 south from the Central City to Wilsonville.
 - *Facilities with different functions between jurisdictions* – In several workshops, staff raised questions about facilities that function in different ways depending on which segment of the facility is being discussed. Examples include NW Cornelius Pass Rd., NW Cornell Rd., SE Division St./Powell Blvd., SE Sandy Blvd, and Highway 219/Roy Rogers Rd. In the case of Highway 219/Roy Rogers Rd., this facility provides an urban-to-urban connection through rural areas. Possible next steps in resolving these issues are targeted discussions and mediation.
 - *Functional statements* – Many regional partners raised questions and expressed concern about how the functional statements will be used and their implications for local jurisdictions. The following questions arose:
 - What problems are the functional statements trying to address?
 - How will the functional statements address project funding, facility design, traffic operations issues, development decisions that do not need a plan amendment, and decisions that do require a plan amendment?
 - How should the functional statements address 2040 land uses? Should they focus only on primary land uses or incorporate secondary land uses as well?
 - What are the differences between functional statements for ODOT facilities and the statements for other facilities?
 - Are functional statements necessary for county facilities?

Some staff members were concerned about the level of detail in these statements and whether they adequately characterized each facility. In many of the workshops, more time was spent on the functional statements than the needs assessment.

- *Transportation Planning Rule (TPR)* – This item is related to the functional statements. Many local partners had questions about exactly what the TPR means for them on a local level and what is needed in order to comply with the rule.
- *Prioritizing the next corridor* – Workshop attendees asked how the corridors will be prioritized to determine which corridor will be studied next for refinement?
- *Meaning outside the TPR* – In many workshops, regional partners wondered how the findings from these workshops would be used outside of regulatory requirements.
- *District and regional highway system* – Several discussions led to the conclusion that many district and regional highways have numerous transportation needs. What are the next steps in addressing these needs, recognizing ODOT's investment priorities have focused on project development and smaller scale investments on the interstate and statewide system?
- *Marine, rail and air freight needs* – How should freight needs outside of freight transported via trucks be addressed? Marine and other types of freight were discussed. How should the region address the issue of intermodal versus multimodal freight?

- *Concept of super corridors* – Although the regional transportation system was divided into mobility corridors for the purpose of this exercise, it is important to remember that these corridors also function as segments of “super corridors,” which might serve a different function from these smaller mobility corridors. For example, Corridor 8 connects Oregon City to Gateway and serves a mobility function between those two areas. However, this corridor is also part of the I-205 “super corridor” that serves long-distance travel between Washington and Oregon.
- *Mobility versus accessibility* – This concept is being addressed in the functional statements. Mobility and accessibility operate as a spectrum. For example, a facility with fewer access points serves more of a mobility function whereas a facility in a town center serves more of a community-building and access function and falls closer to the accessibility end of the spectrum.
- *Collectors of regional significance* – Collectors of regional significance were identified for each corridor during the needs discussion. As part of this RTP update, Metro and partners have discussed the idea of removing this functional class designation and changing these facilities to major or minor arterials or removing them from the regional system altogether. More discussions will follow.

Next Steps

Now that Metro has collected information about regional transportation functions and needs using the mobility corridors construct and identified major issues and topics of interest, this information will be used to set the stage for 2035 RTP system development work ahead. Following is a schedule of activities leading up to the release of a proposed plan in September.

May 2009	Setting the stage for a mobility strategy
May 1	TPAC discussion on findings from mobility corridor workshops and draft investment focus worksheet
May 14	JPACT discussion on findings from mobility corridor workshops and investment focus worksheet exercise to be completed at JPACT retreat
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 mobility investment priorities
June 2009	“Final” direction on system priorities and funding strategy
June/July 2009	Regional partners refine RTP investment strategy
August 2009	Building the proposed plan and preliminary system analysis
September 2009	Public release of proposed plan elements including policy, investment strategy, and funding strategy

Attachment 1 – List of Interview and Workshop Participants

Interviews and Participants		
Date	Jurisdiction	Interviewee(s)
January 5, 2009	TriMet	Jessica Tump and Alan Lehto
January 6, 2009	Gresham	Katherine Kelly and Ron Papsdorf
January 8, 2009	Washington County	Andy Back, Clark Berry, Blair Crumpacker, Steve L. Kelley, and Greg Leon
January 12, 2009	Multnomah County	Jane McFarland and Karen Schilling
January 20, 2009	Lake Oswego	Massoud Siberian and Denny Egner
January 20, 2009	Oregon City	Nancy Kraushaar, Tony Konkol, Dan Drentlaw, and Laura Butler
January 23, 2009	Hillsboro	Don Odermott and Mark Sullivan
January 23, 2009	Milwaukie	Katie Mangle, Kenny Asher, and Alex Campbell
January 26, 2009	Portland	Courtney Duke, John Gillam, Patrick Sweeney, Bob Clay, and Steve Dotterer
January 27, 2009	Tualatin	Mike McKillip and Doug Rux
January 28, 2009	Clackamas County	Ron Weinman
January 29, 2009	Beaverton	Margaret Middleton and Jabra Kasho
February 6, 2009	Tigard	Mike McCarthy and Sean Farrelly
February 20, 2009	Port of Portland	Scott King and Phil Healy

Workshops and Participants				
#	Workshop Name	Corridors Discussed	Jurisdictions Represented	Attendee(s)
1	Hwy 99E, Hwy 224, and Hwy 212 March 31 st	10: Central City to Milwaukie 11: Milwaukie to Clackamas 12: I-205 to Hwy 224 13: Hwy 224 to US-26	Metro, ODOT, TriMet, Clackamas County, Portland Bureau of Transportation (PBOT), Portland Bureau of Planning and Sustainability (Portland BPS), City of Damascus, City of Milwaukie, City of Oregon City	Deena Platman, Josh Naramore, John Mermin, Tim Collins, Tom Kloster, Fred Eberle, Andy Johnson, Lidwien Rahman, Ron Weinman, Joe Recker, Courtney Duke, John Gillam, Tom Armstrong, Erika Palmer, Katie Mangle, Gary Parkin, Nancy Kraushaar, Tony Konkol
2	East Multnomah County April 1 st	6: Gateway to Troutdale, 15: Wood Village/Troutdale/Fairview to Damascus/Boring	Metro, ODOT, City of Gresham, Multnomah County, Port of Portland, PBOT, Portland BPS, City of Troutdale	Deena Platman, Josh Naramore, John Mermin, Kate Dreyfus, Ken Born, Dianne Perry, Phil Healy, Courtney Duke, Jane McFarland, Lidwien Rahman, April Bertelsen, Barry Manning, Charlie Warren, Elizabeth McCallum
3	I-205 South and Hwy 213 April 2 nd	7: Tualatin to Oregon City 8: Oregon City to Gateway 14: Oregon City to Carus	Metro, ODOT, PBOT, TriMet, City of Lake Oswego, Clackamas County, City of Oregon City, Portland BPS	Deena Platman, Josh Naramore, John Mermin, Caroline Leary, John Gray, Joe Recker, Andrew Johnson, Fred Eberle, Siddard Sin, Ron Weinman, R. Scott Pemble, Nancy Kraushaar, Lidwien Rahman, Tony Konkol, Barry Manning
4	North Washington County April 7 th	21: Central City to Hwy 217 22: Hwy 217 to North Plains 23: Forest Grove to US 26	Metro, ODOT, TriMet, City of Forest Grove, Washington County, Westside Transportation Alliance (WTA), City of Hillsboro, City of Beaverton, PBOT	Deena Platman, Josh Naramore, Caroline Leary, Jessica Tump, Andy Johnson, Fred Eberle, Jon Holan, Dan Riordan, Andy Back, Clark Berry, Karen Frost, Mark Sullivan, Don Odermott, Lidwien Rahman, Tom Kloster, Kim Ellis, Jabra Khasho, Margaret Middleton, John Leedot (citizen), Courtney Duke
5	South	3: Hwy 217 to	Metro, ODOT, TriMet, City of	Deena Platman, Josh Naramore,

Workshops and Participants				
#	Workshop Name	Corridors Discussed	Jurisdictions Represented	Attendee(s)
	Washington County April 8 th	Salem/Willamette Valley 19: I-5 to US-26, 20: I-5 (Tualatin) to Sherwood and Tigard to Newberg	Tualatin, City of Sherwood, City of Wilsonville, City of Beaverton, Washington County, SMART Transit, City of Lake Oswego, City of Hillsboro, City of Tigard	Caroline Leary, Kaaren Hofmann, Jessica Tump, Fred Eberle, Bob Galati, Michael Bowers, Sandi Young, Margaret Middleton, Steve Sparks, Steve Kelley, Blair Crumpacker, Andy Back, Patty Fink, Massoud Saberian, Mark Sullivan, Mike McCarthy
6	Columbia Corridor April 14 th	1: Central City to Clark County 9: Gateway to Clark County 16: Rivergate to I-5 17: I-5 to I-205 18: Central City to St. Helens	Metro, ODOT, TriMet, Port of Portland, Portland BPS, PBOT, Southwest Washington Regional Transportation Council (RTC)	Deena Platman, Josh Naramore, Caroline Leary, Lainie Smith, Andrew Johnson, Jessica Tump, Fred Eberle, Phil Healy, Steve Kountz, Scott King, Bob Hillier, Courtney Duke, Mark Harrington, Lynda David, Lidwien Rahman, Seth Brumley
7	Central City April 15 th	2: Central City to Hwy 217 4: Central City Loop, 5: Central City to Gateway	Metro, ODOT, TriMet, PBOT, City of Tigard, City of Wilsonville, Portland BPS	Deena Platman, Josh Naramore, Caroline Leary, Jessica Tump, Fred Eberle, Mauricio LeClerc, Courtney Duke, Patrick Sweeney, Mike McCarthy, Michael Bowers, Tom Kloster, Lidwien Rahman, Steve Iwata, Tom Armstrong, John Gillam



Date: April 22, 2009
To: TPAC
From: Ted Leybold, MTIP Manager
Subject: American Recovery & Reinvestment Act project back-up and fail safe strategy

Introduction

Approximately \$38 million of American Recovery & Reinvestment Act funding was distributed to local projects through Metro as the region's Metropolitan Planning Organization. These projects must obligate the funds – secure approval of an Inter-governmental agreement by the Federal Highway (FHWA) or Federal Transit Administrations (FTA) as eligible to receive funding – by March 2, 2010. Otherwise, the funds will be taken back by the FHWA and redistributed to other states. Not obligating all funds will also make this region ineligible for funds redistributed from other states or potential new funding.

In order to ensure all ARRA funds distributed through Metro are obligated, Metro staff has requested the four sub-regional Transportation Coordinating Committees develop a back-up and a fail-safe strategy in the event it is discovered a project will not be able to obligate its funds. Metro staff is seeking approval of these strategies by JPACT and the Metro Council in advance so that it can act rapidly to implement these solutions in the event it is discovered that existing approved projects will not be able to obligate their ARRA funds.

Strategies defined

The back-up strategy is for discovery prior to July 1, 2009 and may include moving ARRA funding authority to a project that is not currently programmed to receive federal funding in the current federal fiscal year. The fail-safe strategy is for discovery beyond July 1 and allows Metro to re-allocate ARRA funds to a project that can rapidly absorb ARRA funding by adding scope to an existing federal aid project that is already prepared to obligate its funding.

Each sub-regions strategy for back-up and fail-safe projects is summarized in Attachment A.

A range of strategies has been identified. If a substitution is needed, Metro and ODOT staff will work with the local jurisdictions to select a project that best matches the transportation sector of the cancelled project and meets the funding amount needed to be obligated.

Next Steps

Agencies will continue implementation of selected projects. Should the local agency, Metro and ODOT staff agree that an above deadline will not be met by the local project, those agencies will consult with one another to mutually agree upon a course of action to reprogram ARRA funds consistent with the attached back-up or fail-safe strategy.

If any project fails to submit a complete Plans, Specifications & Estimates document and all supporting documentation by December 31, 2009 that ensures federal approval for obligation of the project will be secured, Metro staff will reprogram funds to a viable fail-safe project. This fail-safe project may be outside the sub-region if the sub-region fail-safe project is no longer considered to be viable by Metro and ODOT staff. This will ensure the region obligates all ARRA funds and remains eligible for potential future allocations of ARRA funds.

Back-Up and Fail-Safe ARRA Project List

City of Portland Sub-Region

Jurisdiction	Project Name	From	To	Brief Description	Project Cost Estimate	Approved Stimulus Funding	Backup/ Failsafe Request	Local Funding	Metro Comments
Back-up eligible only:									
Portland	122nd Avenue ITS			Install ITS infrastructure on 122nd Avenue	\$1,000,000	NEW	\$1,000,000	-	Enviro needed for trenching, digging.
Back-up or Fail-safe eligible:									
Portland	So Auditorium Lighting Phase I	SW Naito to SW 4th	SW Clay to SW Arthur	Fund remaining balance of project after funding was reduced. Project scoped and environmental done for full project.	\$3,900,000	\$2,258,842	\$1,641,148		Approved funding is based on new request as of 4/22/09.
Portland	Eastside Streetcar Loop Parking Meters	various		Provide new parking meters in the project area for the Eastside Streetcar Loop (funds to be flexed to FTA like Eastside Streetcar Loop signals project)	\$5,000,000	NEW	\$5,000,000		

Clackamas County Sub-Region

Jurisdiction	Project Name	From	To	Brief Description	Project Cost Estimate	Approved Stimulus Funding	Backup/ Failsafe Request	Local Funding	Metro Comments
Back-up eligible only:									
Oregon City	Downtown Sidewalk Replacement Segments	10th Street	15th Street	Main Street and 10th Street Sidewalk and ADA Improvements - North Phase (CAN BE PHASED)	\$1,200,000	NEW	\$1,200,000		Need Prospectus. May require ROW.
Oregon City	Downtown Sidewalk Replacement Segments	5th Street	10th Street	Main Street Sidewalk and ADA Improvements - South Phase	\$500,000	NEW	\$500,000		Need Prospectus. May require ROW.
Wilsonville	Town Center Sidewalks	Clackamas College	Town Center	450 lineal feet of sidewalk infill	\$70,000	NEW	\$60,000	\$10,000	Need Prospectus. May require ROW, enviro. Recommend minimum \$100,000.
Wilsonville	French Prairie Drive Pedestrian Improvement	Charbonneau	Miley Road	0.84 miles shared-use path from Charbonneau to Miley Road	\$475,000	NEW	\$425,000	\$50,000	Need Prospectus. May require ROW, enviro.
Wilsonville	Elligsen Road Re-striping	Canyon Road	I-5	Restriping of 1/4-mile of 5-lane Arterial: Safety	\$90,000	NEW	\$80,000	\$10,000	Need Prospectus. May require ROW, enviro, AQ conformity.
Back-up or Fail-safe eligible:									
Clackamas County	King Road/Fuller road Preservation:	SE Wichita Ave/King	SE 70th Ave/Harmory	Apply 1" leveler with 2" overlay, full width of roadway.	\$972,000	\$380,211	\$591,789		
City of Lake Oswego	Lake Oswego Preservation Projects	Royce	Bryant	The project will dig out, grind and replace 2" of the entire asphalt surface	\$428,000	\$800,000	\$28,000		
		McNary	Kerr	The project will dig out, grind and replace 2" of the entire asphalt surface	\$416,000		\$16,000		
Milwaukie	Linwood Ave Preservation: Monroe - Railroad (Milwaukie)	Linwood Ave Preservation	Linwood Ave Preservation	Linwood Ave Preservation: Monroe - Railroad (Milwaukie)	\$580,000	\$208,000	\$372,000		
Oregon City	Warner Milne Road	Beaver Creek Road	Molalla Ave	Project from previous list	\$1,600,000	\$900,000	\$700,000		
Oregon City	Leland Meyers	Warner Milne	Autumn Lane	1.5-inch mill and 3-inch overlay	\$400,000	NEW	\$400,000		Need prospectus.
West Linn	Salamo Rd Preservation: Rosemont - Barrington (West Linn)	Salamo Road	Rosemont	Grind 2" and overlay	\$1,004,000	\$900,000	\$104,000		
Wilsonville	Barber Street: Boberg - Boones Ferry (Wilsonville)	Barber Street	Boones Ferry Road	Widen and Improve Barber Road from its intersection with Boones Ferry Road to Boberg Rd., with a minor collector cross section that will improve transportation in the commercial	\$1,000,000	\$900,000	\$100,000		Only failsafe if city has made adequate progress on environmental work.

Back-Up and Fail-Safe ARRA Project List

East Multnomah County Sub-Region

Jurisdiction	Project Name (Not Prioritized)	From	To	Brief Description	Project Cost Estimate	Approved Stimulus Funding	Backup/ Failsafe Request	Local Funding	Metro Comments
Back-up eligible only:									
City of Gresham	Traffic Signal Modernization	city-wide		Upgrade signals to add flashing yellow arrow protected-permitted left-turn phasing and install countdown heads, new controller cabinets and green and red LED displays. This project is scalable	\$600,00	NEW	\$600,000	\$0	New mast arms require digging, enviro.
Port/ Multnomah County	Sundial Road @ Graham Rd.			Construct a traffic signal and westbound turn lane, to support the development of the Troutdale Reynolds Industrial Park.	\$630,000	NEW	\$630,000		Can only be considered if ROW and enviro work are nearing completion. Need to confirm AQ conformity.
Back-up or Fail-safe eligible:									
Multnomah County	County Sidewalk Project - Halsey Street (south side)	238th Ave.	244th Ave.	Add-back funds to the approved, scaled-back project. These funds would construction additional segments of the Halsey St. project element. This project is scalable.	\$500,000	NEW	\$500,000	\$0	PE is being done with other MultCo sidewalk projects.
Multnomah County	County Arterials Pavement Preservation - various locations			Grind and inlay asphalt surfacing: 238th Dr., 282nd Ave, Halsey St., Sandy Blvd. and Stark St. This project is scalable.	\$751,296	NEW	\$751,296	\$0	
City of Gresham	Burnside St. Pavement Preservation	Stark St.	Civic Dr.	Grind and inlay asphalt surfacing. This project is scalable.	\$1,400,000	NEW	\$1,400,000	\$0	

Washington County Sub-Region

Jurisdiction	Project Name	From	To	Brief Description	Project Cost Estimate	Approved Stimulus Funding	Backup/ Failsafe Request	Local Funding	Metro Comments
Back-up eligible only:									
Beaverton	Birchwood Sidewalk	87th Ave	Laurelwood Ave	Construct sidewalk and ADA ramps	\$170,000	NEW	\$170,000	\$0	
Back-up or Fail-safe eligible:									
Beaverton	Hall Blvd Overlay	Hart Rd	Allen Blvd	Overlay 3,540 feet of five-lane arterial (current PCI 63)	\$827,000	NEW	\$777,000	\$50,000	Project Limits, Local \$?
Tualatin Hills Park and Recreation District	Greenway/Fanno Creek Trail Pedestrian Bike Path Overlay	Denney Rd.	Scholls Ferry Rd.	Pre-level and lay 2" asphalt overlay on approximately 9,000 feet of deteriorating pathway	\$313,000	NEW	\$313,000	\$0	
Replacement - Wash Co	Urban Overlays (Existing ARRA Project)	Various Locations		Overlay 9.66 miles of urban arterial and collector roads and install high performance traffic markings	\$2,300,000	\$2,000,000	\$300,000	\$0	This is the addition of River Rd to the approved overlay group.
Replacement - Wash Co	Emergency Vehicle Pre-emption System Upgrade	Various Locations		Install phase selectors at 86 intersections to allow signal pre-emption by authorized emergency service providers only	\$320,000	NEW	\$320,000	\$0	
Replacement - Wash Co	Countdown Pedestrian Signals (Project includes all of additional \$7,699 in excess regional ARRA funding)	Various Locations		Upgrade pedestrian displays at approximately 150 intersections to display time remaining for pedestrian to safely cross intersection	\$742,696	NEW	\$742,696	\$0	
Washington County Sub-Region	Video Detection Upgrades	Various Locations		Replace loop detection systems at 30 existing signals with video detection systems	\$1,000,000	NEW	\$1,000,000	\$0	

Materials following this page were distributed at the meeting.

 Metro | Agenda **REVISED**

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, May 1, 2009
Time: 9:30 a.m. to noon
Place: Room 370A/B

- | | | | |
|----------|-----|--|--|
| 9:30 AM | 1. | Call to Order and Declaration of a Quorum | Stephan Lashbrook, Chair |
| 9:30 AM | 2. | Comments from the Chair and Committee Members | Stephan Lashbrook, Chair |
| 9:35 AM | 3. | Citizen Communications to TPAC on Non-Agenda Items | |
| 9:40 AM | 4. | Future Agenda Items | Stephan Lashbrook, Chair |
| | | <ul style="list-style-type: none">• Regional Transportation Plan Update – System Development• MOVES Update• Review of MTIP Process• On-street Bus Rapid Transit• The State of Travel Models and How to Use Them | |
| 9:45 AM | 5. | <u>CONSENT AGENDA</u> | Stephan Lashbrook, Chair |
| | 5.1 | * Approval of TPAC Minutes for March 27, 2009 | |
| | 6. | <u>ACTION & INFORMATION / DISCUSSION ITEMS</u> | |
| 9:50 AM | 6.1 | * Federal Certification Review Response– <u>INFORMATION</u> | Tom Kloster |
| 9:55 AM | 6.2 | * Regional Transportation Plan (RTP) Needs: Mobility Corridors – <u>INFORMATION / DISCUSSION</u> | Deena Platman
Josh Naramore |
| 10:35 AM | 6.3 | # Resolution No. 09-4052, For the Purpose of Adopting the Regional High Capacity Transit System Plan Screened Corridor Map and Evaluation Criteria – <u>INFORMATION/DISCUSSION</u> | Tony Mendoza |
| 11:20 AM | 6.4 | * American Reinvestment and Recovery Act Back-up Strategy – <u>DIRECTION TO JPACT REQUESTED</u> | Ted Leybold
Andy Shaw |
| 11:50 AM | 6.5 | * Resolution No. 09-4053, For the Purpose of Amending the 2008-11 Metropolitan Transportation Improvement Program (MTIP) to Eliminate American Recovery and Reinvestment Act (ARRA) Funding for Three Projects and Add ARRA Funding for Two Projects in Washington County – <u>RECOMMENDATION TO JPACT REQUESTED</u> | Ted Leybold |
| 12 PM | 7. | <u>ADJOURN</u> | Stephan Lashbrook, Chair |

Upcoming Meetings:

1. TPAC meeting scheduled for Friday, May 29, 2009 from 9:30 a.m. to noon at Metro, Council Chambers.
2. TPAC meeting scheduled for Friday, June 26, 2009 from 9:30 a.m. to noon at the Metro Council Chambers.

* Material available electronically.

Material will be distributed at the meeting.

All material will be available at the meeting.

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



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

March 27, 2009

Metro Regional Center, Council Chambers

MEMBERS PRESENT

Mara Gross
Nancy Kraushaar
Alan Lehto
Keith Liden
Mike McKillip
Dave Nordberg
Louis A. Ornelas
Karen Schilling
Paul Smith

AFFILIATION

Citizen
City of Oregon City, Representing Cities of Clackamas Co.
TriMet
Citizen
City of Tualatin, Representing Cities of Washington Co.
Department of Environmental Quality
Citizen
Multnomah County
City of Portland

MEMBERS ABSENT

Brent Curtis
Sorin Garber
Elissa Gertler
John Hoefs
Susie Lahsene
Dean Lookingbill
Ron Papsdorf
John Reinhold
Satvinder Sandhu
April Siebenaler
Rian Windsheimer
Sharon Zimmerman

AFFILIATION

Washington County
Citizen
Clackamas County
C-TRAN
Port of Portland
SW Washington RTC
City of Gresham
Citizen
FHWA
Citizen
Oregon Department of Transportation
Washington Department of Transportation

ALTERNATES PRESENT

Lynda David
Clark Berry
Katherine Kelly
Lidwien Rahman

AFFILIATION

SW Washington RTC
Washington County
City of Gresham
ODOT, Region 1

STAFF

Stephan Lashbrook, Tom Kloster, Ted Leybold, Pat Emmerson, Sean Tevlin, Kayla Mullis, Josh Naramore.

UPDATED

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Mr. Stephan Lashbrook declared a quorum and called the meeting to order at 9:33 a.m.

2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

There were none.

3. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

There were none.

4. FUTURE AGENDA ITEMS

Mr. Lashbrook briefly overviewed the future agenda items.

5. APPROVAL OF TPAC MINUTES FOR DECEMBER 5, 2009

Approval of TPAC Minutes from February 27, 2009

MOTION: Ms. Karen Schilling moved, and Ms. Nancy Kraushaar seconded, to approve the TPAC Minutes for February 27, 2009.

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

6. ACTION & INFORMATION/ DISCUSSION ITEMS

6.1 **Resolution No. 09-4038, For the Purpose of Certifying that the Portland Metropolitan Area is in Compliance with Federal Transportation Planning Requirements**

Mr. Tom Kloster briefed the committee on Resolution No. 09-4038 which would certify that the Portland metropolitan area is in compliance with federal transportation planning requirements. Self-certification is required in order to receive federal funds and is considered yearly at the time of the Unified Planning Work Program (UPWP) approval.

The committee discussed Metro's planning agreements with other governing bodies in the region, including Oregon Department of Transportation Region 1, the Department of Environmental Quality and the Southwest Washington Regional Transportation Committee (RTC) as discussed on pg. one of Exhibit A to the resolution.

Ms. Schilling requested that the language on pg. two of Exhibit A to the resolution be corrected to read, "~~... nine local elected officials including two from Clark County, Washington~~ 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

UPDATED

Environmental Quality (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)” in order to accurately reflect the State of Washington representatives on JPACT.

MOTION: Ms. Schilling moved, Ms. Nancy Kraushaar seconded, to recommend approval of Resolution No. 09-4038 to JPACT with the amended language.

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

6.2 Resolution No. 09-4037, For the Purpose of Adopting the FY 2010 Unified Planning Work Program

Mr. Kloster briefed the committee on Resolution No. 09-4037 which would adopt the FY 2010 UPWP. The UPWP is a federal mandated requirement to document how federal transportation planning dollars will be used in the region. In contrast to previous years’ UPWP format, the FY 2010 UPWP has a new organizational format, and focuses on project delivery.

The committee discussed:

- ODOT support funds
- Metro Planning dollars and how they will be spent
- Regional Transportation Plan (RTP) timing
- ODOT “cost and funding sources”
 - Will be determined and documented accordingly before the resolution goes to JPACT

MOTION: Mr. Alan Lehto moved, Mr. Paul Smith seconded, to recommend approval of Resolution No. 09-4037 to JPACT.

ACTION TAKEN: With a majority in favor and one abstained (Rahman), the motion passed.

6.3 Endorse Metro’s Participation in the Strategic Highway Research Program’s (SHRP2) Partnership to Develop an Integrated, Advanced Travel Demand Model and Fine-Grained, Time-Sensitive Network

Mr. Mike Hoglund of Metro briefed the committee on 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. Metro and a team of regional consultants will be submitting a proposal on behalf of the Portland metropolitan region that addresses four strategic areas related to the development of the travel demand model. If chosen the team will receive a \$1.4 million dollar grant to execute the proposal.

Policy guidance often requires complex, technical inquiry and this model will enable technical staff to handle these inquires more accurately and efficiently. If awarded the grant, the team will begin the two to three year project in November 2009. They will work closely with the recipient

UPDATED

of a \$2.6 million grant (intended for larger metropolitan areas) also related to the travel demand model development. Regional commitment to Metro's participation is required, thus the JPACT chair and the Metro Council President will be asked to sign a letter of intent in support of the project.

The committee discussed:

- The extent of non-highway modes of transportation in the travel demand model
- Effect on other Metro projects if staff time is dedicated to this new project
- Proving the accuracy of the model
- Rapid highway renewal
- The decision to seek the smaller grant award
- Calibrating the new tool

MOTION: Mr. Louis Ornelas moved, Mr. Paul Smith seconded, to recommend the support of the SHRP2 project to JPACT.

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

6.4 American Recovery and Reinvestment Act

Mr. Ted Leybold of Metro briefed the committee on the next steps for the American Recovery and Reinvestment Act (ARRA). The process for defining local projects for funding has been very rapid and thus leaves the possibility of preclude projects from being able to obligate funding in accordance with federal regulations.

Jurisdictions should submit a back-up strategy for re-programming funds from projects that are determined *before* July 30th to be unable to meet federal regulations. The back-up strategy should include obligating funds to existing ARRA and federal projects or ready-to-go projects. In addition, two to three federal aid projects that can immediately absorb funds should be suggested to Metro as "fail-safe" projects. All back-up and "fail-safe" projects should be submitted to Metro by April 21, 2009.

Jurisdictions should also notify Metro of where they intend to obligate their portion of the \$22,000 in additional funds the region received over the forecasted amount already obligated. In addition, projects selected to receive additional funds from ODOT must be allocated within 120 days and incorporated into the MTIP.

The committee discussed the additional ODOT funds and the status of the clause which states that if your agency is receiving a additional funds they must meet the 120 day obligation deadline for ALL of their ARRA funds. They also discussed the quality of construction bids being made for ARRA projects.

Mr. Paul Smith requested additional language be added to Resolution No. 09-4043, Exhibit A , in the chart entitled "Brief Description" for the Southwest and East Portland sidewalk infill

UPDATED

project the language should read, “Sidewalk infill on various Portland and ODOT arterial streets.”

MOTION: Ms. Kraushaar moved, Ms. Schilling seconded, to recommend approval of Resolution No. 09-4043 to JPACT with the amended language.

ACTION TAKEN: With all in favor the motion passed.

6.5 Regional Transportation Plan: Needs and Investment Strategy Development

Mr. Tom Kloster of Metro updated the committee on the status of the Regional Transportation Plan (RTP) needs and investment strategy development. Mr. Kloster outlined and requested feedback on the following points:

- Investment strategy framework: Mobility Track and Community Building Track
 - Overlapping projects and features between two tracks
- Policy driven RTP
- Adequate systems
 - Rethinking investments in terms of what “adequacy” means
- Multi-modal integration
- Investment strategy framework
- Investment scenarios
- Local aspirations
- System Management Operations Plan
- Freight and Goods Movement Plan
- High Capacity Transit (HCT)
- Agency approach to developing investment strategy
 - Coordinating committee meetings
 - RTP work group meetings
 - Regional workshops

Local partners will be asked to identify investment priorities for the community building track of the RTP update by July in order to incorporate them into the September public release draft of the RTP. Metro staff then asked for input from the committee on any content or development strategies involved with the RTP system development approach.

The committee discussed:

- Categorizing the constrained system as “adequate” by the Transportation Planning Rule (TPR) may be misleading
- TPR needs assessment requirements
- Engaging the private sector in RTP effort
- Emphasis on maintenance in the funding scenario
- Public involvement
- Choice of partners should reflect the goals of the plan
- Using small scale solutions before looking at a big capacity fix

6.6 Local Aspirations and Implications for Investments

Ms. Chris Deffebach of Metro briefed the committee on local aspirations and their implications for investment. Aspirations Metro has received thus far from local jurisdictions predominately reflect what is adopted in each jurisdiction’s comprehensive plan. Common themes among local aspirations include:

- Great potential within existing zoning
- Desire to initiate new planning efforts
- A commitment to growing broad employment areas
- Support for the Region 2040 vision

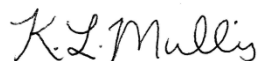
Local aspirations information will help determine where efforts and investments are being guided. Currently, staff is working to summarize and confirm local aspirations. Information gathered will help inform investment priorities and support implementation of aspirations.

The committee discussed aiding initiatives financially and employment aspirations.

7. ADJOURN

Mr. Lashbrook adjourned the meeting at 12:08 p.m.

Respectfully submitted,



Kayla Mullis
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR MARCH 27th 2009.

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
6.1	Resolution	N/A	Updated resolution No. 09-4038	032709t-01
6.2	Resolution	N/A	Updated resolution No. 09-4037	032709t-02
6.4	Resolution	N/A	Resolution No. 09-4043	032709t-03
6.5	Power Point	3/27/09	Updated RTP 2035 Power Point presented by Tom Kloster	032709t-04
--	Periodical	Spring 09	<i>Green Scene</i> - Your spring guide to great places and great living	032709t-05

www.oregonmetro.gov/rtp



Regional Transportation Plan **Mobility Needs Assessment**

A foundation for refining choices

Deena Platman, Principal Transportation Planner

TPAC

May 1, 2009



Today's topics

- Overview of mobility corridor concept and atlas document
- Share preliminary findings from agency interviews and workshops
- Discuss next steps for system development

What's the problem???

- While VMT/capita is dropping overall VMT is continuing to increase – many roads already experience traffic congestion today and many more are forecasted to be jammed in the future.
- Fiscal and social costs of widening roads to address congestion drive push for new mobility solutions.
- Increased awareness of transportation's contribution to climate change means focusing on solutions that reduce GHG.

As part of **2035 Regional Transportation Plan** –

“region is required to develop a process to identify, address and monitor traffic congestion”

Congestion management process (CMP) “8 steps” framework

1. Develop congestion management objectives
2. Identify area of application
3. Define network
4. Develop performance measures
5. Institute performance monitoring system
6. Identify and evaluate strategies to reduce
7. Implement strategies
8. Monitor effectiveness of strategies

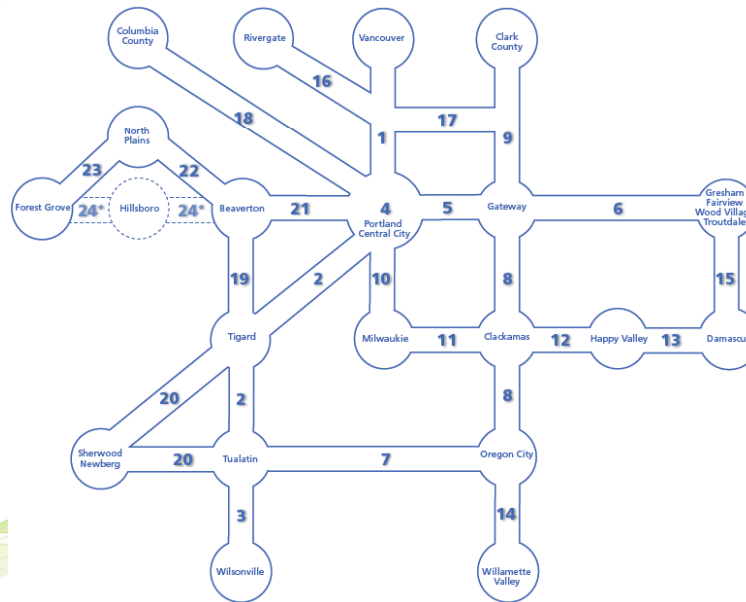


Mobility corridor concept

High capacity roadway, transit, and freight rail are supported by parallel arterials, bus/streetcar service, and multi-use paths to move people and goods from point A to point B.

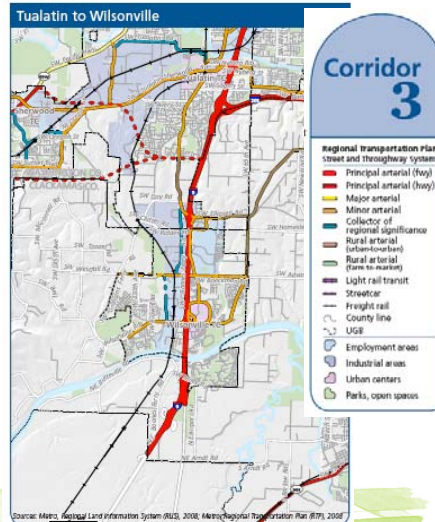
Focus is on using existing capacity more efficiently.

Regional mobility corridors



Mobility corridor atlas

- Geographic location & transportation facilities
- Land use patterns
- Roadway level-of-service
- Transit coverage and level of service
- Travel shed
- Truck volumes
- Bike and sidewalk network gaps



Gathering information

- Series of agency interviews held in January and February '09

Provide context to upcoming discussions and gather feedback on process

- Seven mobility corridor workshops held in March and April '09

Bring agencies together to discuss functional roles of corridor facilities and share information about system needs

Preliminary needs findings

- PM and mid-day congestion on throughways and arterials
- Throughways and rivers act as barriers
- Lack of arterial and local street connectivity
- Desire for more frequent transit service and broader coverage
- Gaps in regional trails and need for better trail connections
- Gaps in bicycle and pedestrian network
- At-grade rail crossings can hinder mobility

9

Policy questions raised

- Transportation Planning Rule and mobility standards
- Balance between mobility and access needs on parallel arterials
- Unmet needs on district and regional highways
- Refinement plan identification and priorities
- Collectors of regional significance
- Functional class discrepancies between jurisdictions
- Urban travel on rural routes

10

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Regional Transportation Plan Moving from Needs to Priorities

Linking transportation to land use, the economy and the environment

Kim Ellis, RTP Project Manager

TPAC

May 1, 2009

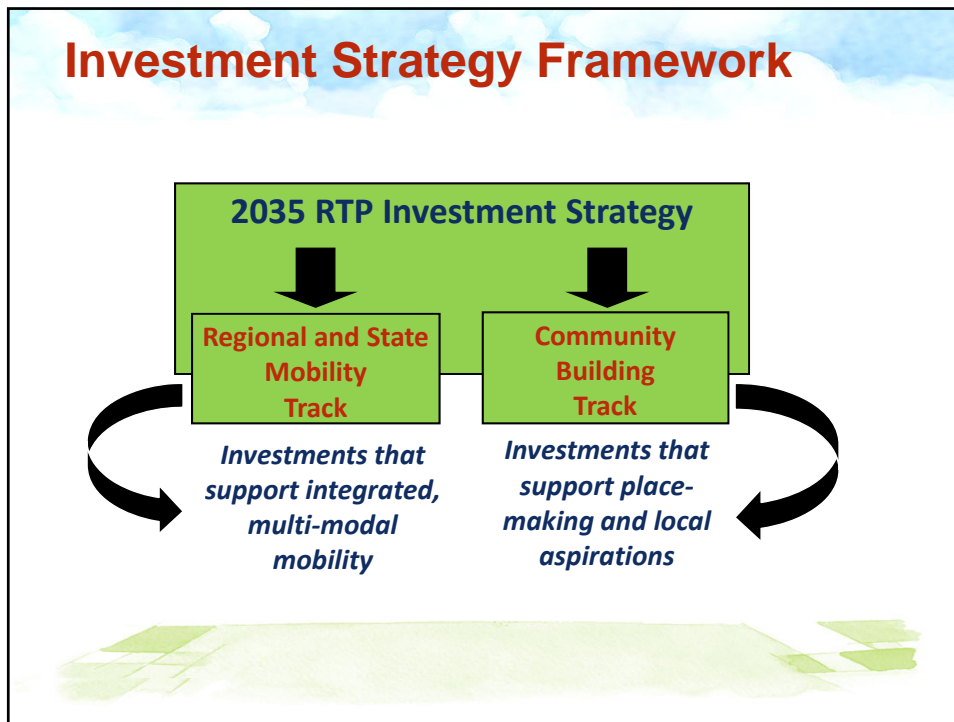


Bringing It All Together



- Policy framework and system concepts
- Needs and potential solutions
 - Current local and regional plans
 - RTP and land use 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
 - Blue Ribbon Committee for Trails recommendations
 - Active transportation corridors concept
- Potential funding options

Investment Strategy Framework



Next steps for needs assessment



- Document mobility corridor needs assessment by subarea
- Document local aspirations findings
- Document policy refinements
- Finalize regional plans
 - High Capacity Transit
 - Freight
 - Transportation System Management and Operations

Next steps for May 22 JPACT retreat

- Develop case studies to highlight land use/transportation connections and policy choices for RTP
- Evaluate options to highlight funding choices for RTP



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Next steps to refine priorities



- May 18 – Metro releases “workbook” to guide **community building** investment priority refinement process
- June 15 – Metro convenes multi-jurisdictional workshop to draft **mobility strategy** for each corridor
- July 10 – Agencies submit project refinements to Metro

16

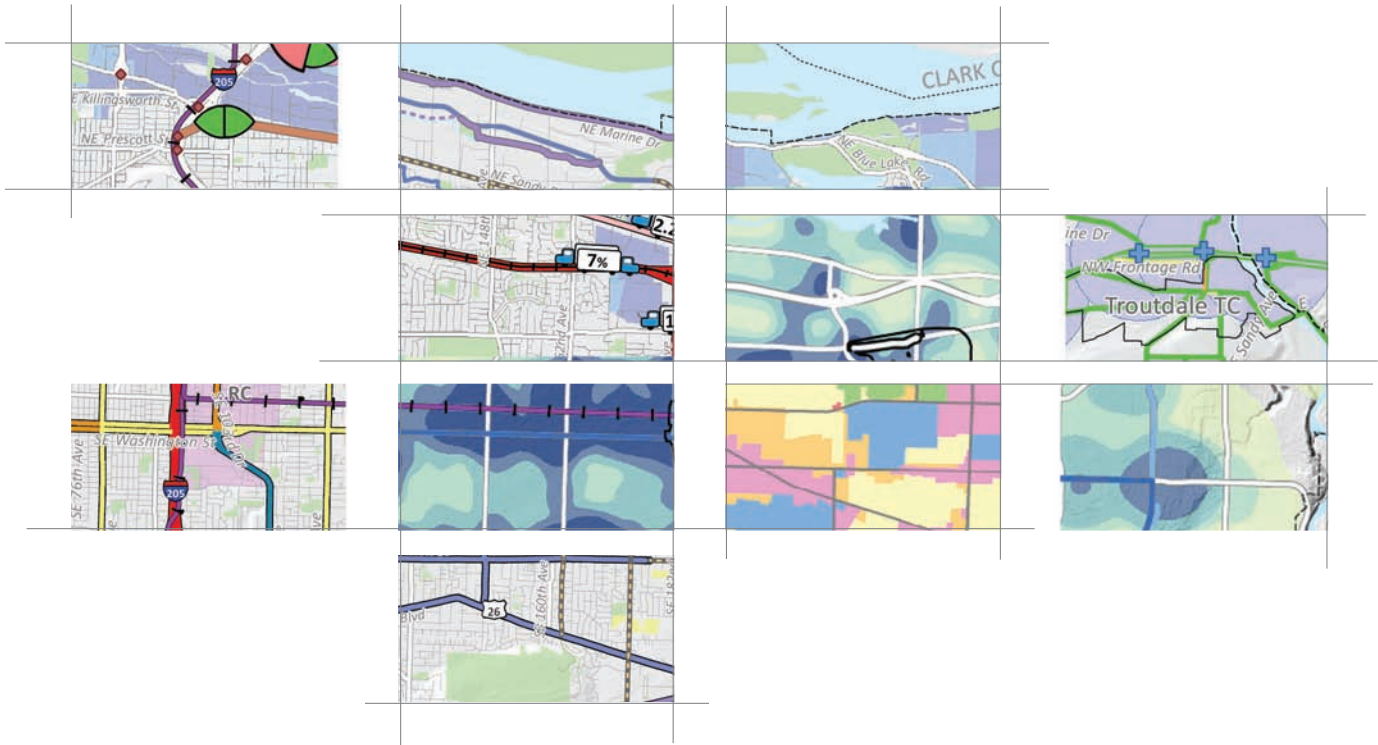
NEXT STEPS

Your role



- Talk with your JPACT and MPAC representatives for direction on priorities
- Work with your land use and trail counterparts to refine RTP priorities
- Coordinate with neighboring jurisdictions, ODOT and TriMet to prepare for mobility workshop

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



To: TPAC

Date: May 1, 2009

From: Tony Mendoza, Transit Project Analysis Manager

Subject: High Capacity Transit System Plan Proposed Tiered Ranking and Draft System Expansion Policy

Introduction

The Regional High Capacity Transit System Plan identifies corridors where new high capacity transit lines (HCT) could be developed over the next 30 years and prioritizes corridors based on evaluation criteria adopted by the region through this process. Much of the technical work for this study has been completed and the study is now in the final phase of evaluation and corridor prioritization. This memo summarizes the study process, provides key results (Figure 2 shows preliminary corridor priorities) and describes proposed policy changes.

Specifically, at the May 1st meeting, TPAC is being asked to review and comment on:

- Proposed tiers for project prioritization
- Proposed System Expansion Policy that establishes a process for advancement of projects over time, and which provides a process to select top tier projects to advance into the federal project development process

TPAC will also see the first draft of Resolution 09-4052, for adoption of Regional High Capacity Transit System Plan into the Regional Transportation Plan. This resolution is scheduled to be adopted by JPACT in June and Metro Council in July.

Role of High Capacity Transit

Metro's *Making the Greatest Place* process will position the region as a national leader in addressing the 21st Century challenges of energy independence and carbon neutrality – all the while maintaining its high quality of life and vibrant economy. The region's 2040 Growth Concept stresses the development of a world class high capacity transit system, but recognizes HCT is not a meaningful goal in and of itself; rather, it is one key element of an integrated strategy to accommodate the region's increasing population while reducing the negative

impacts of that population on land, air and water quality. The other critical element is land use policy. More than any single factor, regional land use policy has positioned the Portland region as a model for transit-supportive development. However, density throughout much of the region is still relatively low and auto dependent, and per capita transit use is still lower than many major urban areas in the United States. While the region intends to be aggressive in continuing to develop its high capacity transit system, resources are limited and it is essential that HCT future investments be used to leverage achievement of land use and economic development goals. Continued economic growth in the region will rely on investment in a transit system that can move an increasing share of the population fast and efficiently between key markets. Achievement of other environmental, placemaking, and equity goals will also rely heavily on a well formed high-capacity transit system.

Regional HCT Plan Outcomes

The Regional High Capacity Transit System Plan, scheduled for adoption in July 2009, will identify regional HCT priorities for the next Regional Transportation Plan (RTP) cycle. In addition to identifying near-term priorities, the HCT System Plan will provide a framework for the region to identify new HCT priorities as current priorities are implemented. While HCT priorities will be updated every four years as part of the RTP, Metro will not complete a system-wide study with this degree of detail and evaluation each RTP update. The proposed process for advancement provides a clear set of guidelines and actions that will guide the selection of new regional HCT priorities and, more importantly, provide a specific process for advancement that corridor communities can follow (in collaboration with Metro, TriMet and other jurisdictions) to advance their project.

The Regional HCT System Plan is not intended as a review of the regional transit structure, its management, or a complete service analysis of the existing HCT system. Rather it is designed to set near- and long-term priorities for HCT system expansion. The plan uses technical evaluation of possible investments to set priorities, but more importantly seeks to align HCT project advancement in a way that supports and enhances the goals of the RTP and Region 2040 Plan. In short, HCT system capital investments must be recognized as an element of a much broader corridor strategy that includes supportive land use and Transit Oriented Development (TOD), comprehensive parking programs, well developed access systems for pedestrians and cyclists, park-and-rides and feeder bus networks. The Regional HCT System Plan will create a new policy framework where these elements lead or parallel major capital investment in HCT.

Regional HCT System Plan Process to Date

The Regional HCT System Plan process is entering the final phase of corridor evaluation (see figure 4). To date significant work has been done by Metro's technical team as well as the HCT Subcommittee and other Metro policy committees. Steps completed in the process to date include:

- Early plan public outreach to identify key issues and corridors for evaluation.

- Stakeholder interviews to identify major issues and objectives of regional partners, stakeholders and local jurisdictions, and to develop an initial universe of corridors to evaluate.
- Formation of and meetings with a “Think Tank” group, a group of regional leaders in a number of related fields formed to provide high-level concept development to guide the Regional High Capacity Transit System Plan.
- Development of a long-list of 55 potential regional High Capacity Transit corridors and projects for evaluation.
- Development of a set of screening criteria to evaluate the long-list of corridors identified in the outreach process.
- Application of screening criteria to the long-list of corridors identified in the public outreach process, narrowing corridors for further evaluation to 15.
- Adoption of 15 corridors that passed the initial screen (see figure 5).
- Development and adoption of Evaluation Criteria that are being used in this second phase of the analysis to guide the prioritization of corridors.
- Evaluation and prioritization of adopted Regional HCT system corridors (preliminary results can be viewed in Figure 2).

Corridor Evaluation Process

A Multiple Account Evaluation (MAE) approach was used to select and prioritize the ‘best’ HCT corridors for investment. The MAE approach is intended to provide a robust, coherent and transparent framework for the detailed evaluation of many potential investments, fitting for a long-range regional plan. Specifically, the process is designed to:

- Ensure a consistent level of detail across the criteria and be commensurate with the level of project information available
- Enable sufficiently disaggregate scoring, in order that the level of impact can be differentiated between corridors
- Present the information clearly, concisely and on a consistent basis so that decision makers can compare corridors against each other

The MAE used 25 adopted evaluation criteria, which were developed through an extensive process involving public input and extensive input for the HCT Subcommittee and other Metro standing committees. The 15 adopted Regional HCT corridors were evaluated using these criteria and prioritized in tier as described below.

From the outset of the process, it was proposed that no explicit weighting is given to the criteria. This would undermine the basic principle behind the MAE process - that decision makers are allowed to consider the implications of the evaluation and make informed decisions

with the outcomes. This allows every individual to apply their own emphasis as to what criteria are most important and to advocate for projects from a basis of sound and consistent information

The HCT Subcommittee, which has met twice to review the evaluation outcomes, concluded that all adopted evaluation criteria should be used in the prioritization process and that no explicit weighting should be given to any criteria. The evaluation process has revealed that ridership, though not weighted, is an important indicator of how a corridor scores since ridership modeling is based on many of the other socioeconomic and performance criteria used in the evaluation. Public outreach efforts and a survey of Metro's standing committees revealed that ridership (or ridership potential) was seen as the most important single factor in determining where new HCT investments should be made.

The draft prioritization results presented in Figure 2 use all but 25 of the adopted evaluation criteria to rank corridors. The three criteria that do not distinguish corridors at this level of analysis are safety, 4(f) impacts and of roads right of way, because of each of these impacts could vary greatly based on final design.

Prioritizing Corridors through System Expansion Policy

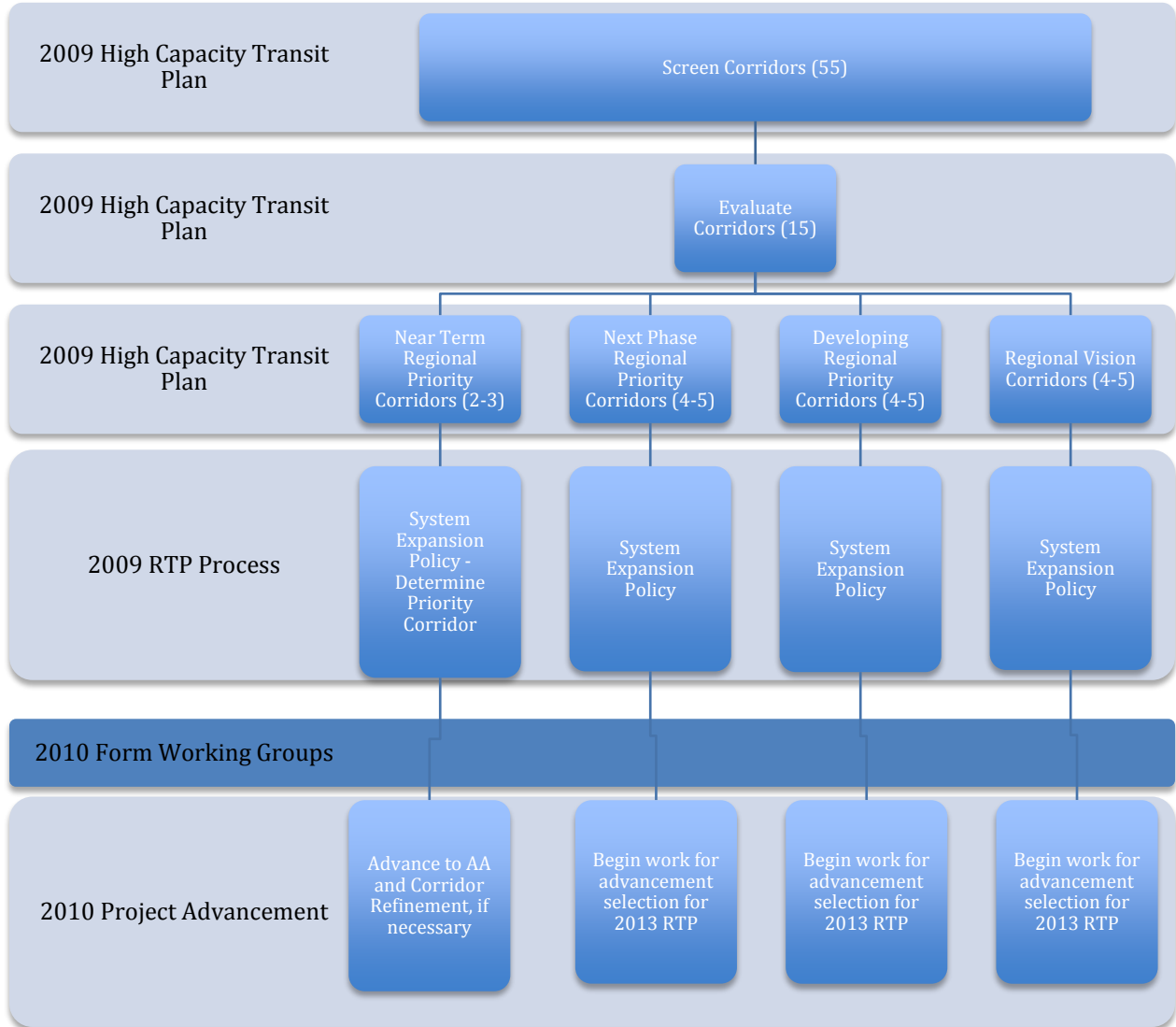
A key goal of this Regional HCT System Plan is to identify the highest priorities for regional HCT investments in the near term. Equally important, is the development of a framework that clearly delineates criteria for expansion of the HCT system over time. This new System Expansion Policy will help the region direct funding to major transit investment that best meet RTP goals and make the most cost effective use of limited public resources to build great communities.

An effective System Expansion Policy will make clear to jurisdictions in a proposed corridor what actions need to be taken to create an urban environment and community that merits rail expansion or a new HCT line. The Policy will also encourage jurisdictions along the alignment to work jointly to meet minimum land use and transportation targets for performance of an HCT line. The System Expansion Policy, as proposed, is designed to create assurance that future regional investments in transit infrastructure support the region's efforts to build great communities, achieve the 2040 Vision and more specifically to meet the Regional Transportation Plan goals and policies.

Potential HCT corridor projects are organized into groupings, or tiers based on the HCT evaluation criteria. The System Expansion Policy will be used to:

- 1) Identify which near term regional priority corridor(s) should move into the federal project development process toward implementation; and
- 2) Clearly delineate a process by which potential HCT corridors can move closer to implementation, advancing from one tier to the next through a set of coordinated Metro and local jurisdiction actions in concert with the regular RTP update cycle.

Figure 1: Summary of Regional HCT Plan Corridor Screening, Evaluation and Prioritization
 (This chart summarizes the process to move from a long-list of potential HCT corridors to a set of regional priorities that will integrate with the RTP update.)



Description of Tiers and Advancement Process

Regional HCT System corridors have been grouped into one of four tiers. This initial assignment of corridors tiers is *preliminary* and is expected to be adjusted by input from the HCT Subcommittee and other Metro policy committees. Also, the actions suggested for each tier are preliminary and are presented as a draft concept; they will require further review and revision before being adopted. Metro actions for supporting corridor communities in each tier will be further detailed in the HCT Corridor Advancement and System Expansion Policy element of the Regional HCT System Plan.

The four tiers are described in Figure 2, along with near-term action steps for corridor communities for receiving Metro assistance in station area land use and access planning. Communities in a corridor will be required to form a staff-level and an elected official Corridor Working Group under an Intergovernmental Agreement (IGA) or Memorandum of Understanding (MOU) in order to be considered for advancement to a higher tier. A Corridor Working Group will include representatives from the jurisdictions along the corridor, TriMet, and Metro (ODOT and/or other jurisdictions may be required depending on the corridor).

Figure 3 provides a conceptual proposal of the local actions including formation of a Corridor Working Group and development of a Corridor Problem Statement. Specific targets (i.e., planned land use density) would be developed for each System Expansion Criterion. These targets would not be absolute thresholds for advancement, but rather clear measures against which to update regional priorities during each RTP update.

The project advancement process could be supported by Metro in a variety of ways, including staff resources, grant funding and/or grant writing assistance, with resources more heavily weighted toward higher tier corridors

Figure 2: Preliminary Ranking By Tiers

Tier	HCT Corridor Number	RTP Mobility Corridor Reference	Corridor Description (Mode As Evaluated)	Preliminary Ranking Score	Actions		
					Actions for Next 4-Years	Urban Growth Report (UGR)	Urban and Rural Reserves
Near Term Regional Priority	10	5 - Central City – Gateway; 6 – Gateway to Gresham/Fairview/Wood Village/Troutdale	Portland to Gresham via Powell (LRT)	25	<ul style="list-style-type: none"> See Local Jurisdiction and Metro Actions for <i>Regional Priority Corridors</i> Listed in Figure 3 	The location of High Capacity Transit and local land use actions and investments will influence future capacity for residential and employment in the region.	Location of High Capacity Transit may influence the location of future Urban Reserves and Urban Growth Boundary expansions.
	11	2 – Central City – Tigard; 4 – Portland Central City; 20 – Tigard - Sherwood	Portland to Sherwood via Barbur/Hwy 99 (LRT)	29			
	34*	2 – Central City – Tigard; 3 - Tualatin – Wilsonville; 19 – Beaverton – Tigard; 22 – Beaverton – North Plains	Beaverton to Wilsonville (LRT)	24			
Next Phase Regional Priority Corridors	8	8 – Clackamas – Oregon City	CTC to Oregon City via I-205 (LRT)	13	<ul style="list-style-type: none"> See Local Jurisdiction and Metro Actions for <i>Next Phase Corridors</i> Listed in Figure 3 	The location of High Capacity Transit and local land use actions and investments will influence future capacity for residential and employment in the region.	Location of High Capacity Transit may influence the location of future Urban Reserves and Urban Growth Boundary expansions.
	17	22 – Beaverton – North Plains; 24 – Beaverton to Forest Grove	Sunset Transit Center to Hillsboro via Hwy 26 / Evergreen (LRT)	17			
	28	2 – Central City – Tigard; 7 – Oregon City – Tualatin; 8 – Clackamas – Oregon City	Clackamas Town Center to Washington Square via I-205/217 (LRT)	15			
	29	2 – Central City – Tigard; 11 – Milwaukie to Clackamas	Clackamas Town Center to Washington Square via RR ROW (LRT)	20			
	32	24 – Beaverton – Forest Grove	Beaverton to Hillsboro via TV Highway (LRT)	16			
	55**	9 – Gateway – Clark County	Gateway to Salmon Creek via I-205	RTC **			
Developing Regional Priority Corridors	9	8 – Clackamas – Oregon City; 11 – Milwaukie to Clackamas	Park Ave to Oregon City via McLoughlin (LRT extension)	11	<ul style="list-style-type: none"> See Local Jurisdiction and Metro Actions Listed for <i>Developing Corridors</i> in Figure 3 	The location of High Capacity Transit and local land use actions and investments will influence future capacity for residential and employment in the region.	Location of High Capacity Transit may influence the location of future Urban Reserves and Urban Growth Boundary expansions.
	12	24 – Beaverton – Forest Grove	Hillsboro to Forest Grove (LRT extension)	9			
	13	6 – Gateway – Gresham/Fairview/Wood Village/Troutdale	Gresham to Troutdale Extension (LRT Extension)	7			
	17D	22 – Beaverton – North Plains	Tanasborne (LRT extension)	7			
Regional Vision Corridors	13D	15 - Gresham/Fairview/Wood Village/Troutdale – Damascus	Troutdale to Damascus (LRT)	1	<ul style="list-style-type: none"> See Local Jurisdiction and Metro Actions for <i>Vision Corridors</i> Listed in Figure 3 	The location of High Capacity Transit and local land use actions and investments will influence future capacity for residential and employment in the region.	Location of High Capacity Transit may influence the location of future Urban Reserves and Urban Growth Boundary expansions.
	16	12 – Clackamas – Happy Valley; 13 – Happy Valley - Damascus	Clackamas Town Center to Damascus (LRT)	-3			
	38S	20 – Tigard – Sherwood/Newberg	Sherwood to Tualatin (LRT)	1			
	43	16 – Rivergate – I-5; 18 – Portland Central City – Columbia County	Downtown Portland to Yellow Line via St. Johns (LRT)	4			
	54	6 – Gateway – Gresham/Fairview/Wood Village/Troutdale; 16 – Rivergate – I-5; 17 – I-5 – Columbia South Shore	Troutdale to St. Johns via US 30 (LRT)	5			

*The WES Corridor upgrade will be placed in the Next Phase category – upgrades will be examined in phases. Some portions of this corridor are included in corridors 28, 29 and potentially 11.

**This corridor was selected as part of Southwest Washington Regional Transportation Council (RTC) HCT System Plan. It will be examined as a Next Phase corridor in coordination with RTC.

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Figure 3: Tiers and Corridor HCT Advancement Actions/Support (Draft Concept)

Tier	Summary	Decision Timeline (RTP Update)	Local Actions (Applied to Each Corridor)	Regional (Metro) Supported Actions	System Expansion Criteria (Targets to be Developed through RTP Final Adoption)
Near Term Regional Priority Corridors	Corridors most viable for implementation in next four years.	December 2010	<ul style="list-style-type: none"> • Develop Corridor Working Group • Develop Corridor Problem Statement • Mode and Function of HCT Assessment • Definition of Corridor Extent • Corridor Ridership Development Plan • Station Access and Parking Plans 	<ul style="list-style-type: none"> • Land Use/TOD Plans for Centers and Stations • Ridership analysis • Station Analysis • Coordination with MTIP priorities 	<ul style="list-style-type: none"> • Ridership • Transit Supportive Land Use • Potential Cost Effectiveness • Regional Network Connectivity • Financial Capacity – Capital and Operating Finance Plan
Next Phase Regional Priority Corridors	Corridors where future HCT investment may be viable if recommended planning and policy actions are implemented.	December 2015	<ul style="list-style-type: none"> • Develop Corridor Working Group • Develop Corridor Problem Statement • Mode and Function Assessment of HCT Assessment • Definition of Corridor Extent • Corridor Ridership Development Plan 	<ul style="list-style-type: none"> • Land Use/TOD Plans for Centers and Stations • Station Analysis • Coordination with MTIP priorities 	<ul style="list-style-type: none"> • Ridership • Transit Supportive Land Use • Potential Cost Effectiveness
Developing Regional Priority Corridors	Corridors where projected 2035 land use and commensurate ridership potential are not supportive of HCT implementation, but which have long-term potential due to political aspirations to create HCT supportive built form.	December 2015	<ul style="list-style-type: none"> • Develop Corridor Working Group • Develop Corridor Problem Statement • Definition of Corridor Extent • Corridor Ridership Development Plan 	<ul style="list-style-type: none"> • Land Use/TOD Plans for Centers and Stations 	<ul style="list-style-type: none"> • Ridership • Transit Supportive Land Use • Potential Cost Effectiveness
Regional Vision Corridors	Corridors where projected 2035 land use and commensurate ridership potential are not supportive of HCT implementation and where land use aspirations are for low-intensity built form.	December 2015	<ul style="list-style-type: none"> • Develop Corridor Working Group • Develop Corridor Problem Statement • Definition of Corridor Extent • Corridor Ridership Development Plan 	Land Use/TOD Plans for Centers and Stations	<ul style="list-style-type: none"> • Ridership

HCT Modes

To ensure that all corridors were evaluated evenly in the HCT study, it was assumed that all HCT corridors would be constructed as light rail. This was also done to limit the extent of the evaluation and modeling work, which would have grown exponentially if every possible mode were considered for every corridor. However, the corridor evaluation report includes a detailed summary of each corridor that considers other modal investments as they apply to the specific conditions in the corridor.

Ultimately, modes for HCT system corridors will be selected by corridor working groups and through a required corridor study process. If a lower capital cost project, such as BRT, or smaller, incremental improvements to the bus operations of a corridor, these should be examined by corridor working groups as the function of transit within each corridor.

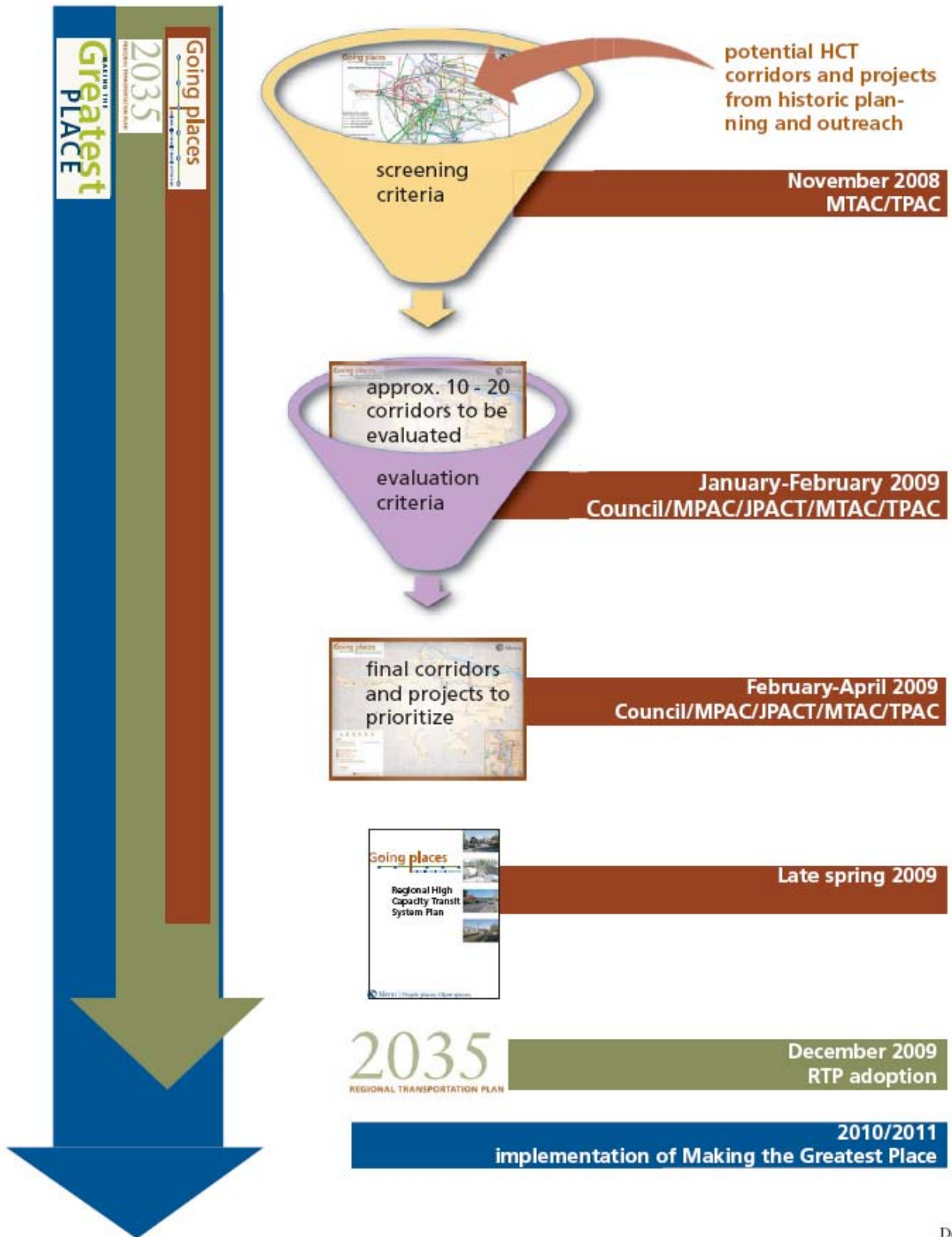
The Final Regional HCT System Plan will include a more comprehensive review of modal options for HCT investment.

Next Steps

The following is a list of next steps (as of April 29, 2009) on the HCT System Plan. Items in *italics* are tentative.

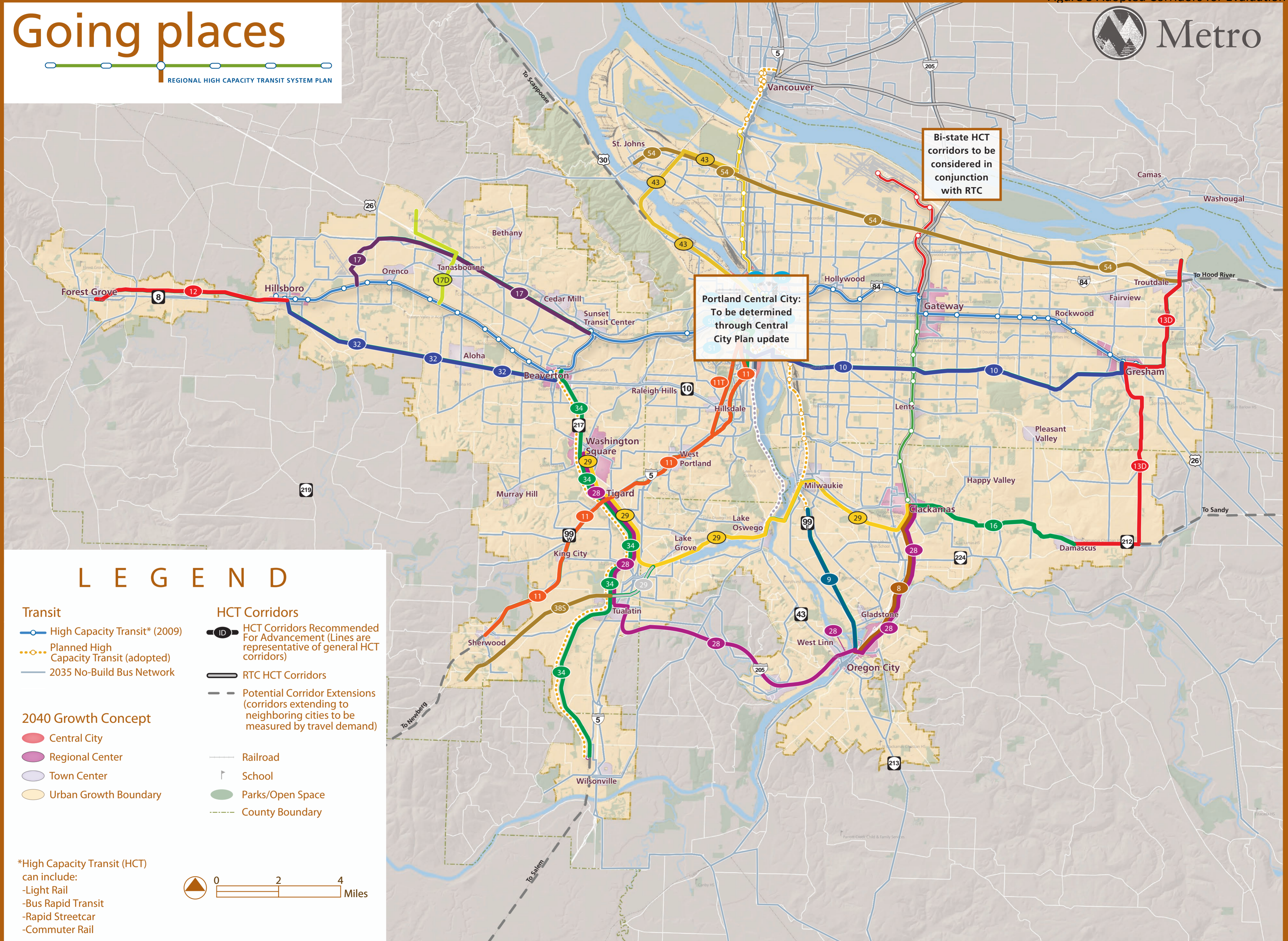
- April 30, 2009: **TPAC** – Discuss recommended technical and public priorities and draft plan.
- May 6, 2009: **MTAC** – Discuss recommended technical and public priorities and draft plan.
- May 12, 2009: **Metro Council work session**
- May 14, 2009: **JPACT** – Discuss recommended technical and public priorities and draft plan.
- May 14, 2009: **HCT MTAC/TPAC Subcommittee** – Recommend HCT plan (action).
- May 22: HCT plan resolution drafted for submission to committees.
- May 27, 2009: **MPAC** – Discuss recommended technical and public priorities and draft plan.
- May 29, 2009: **TPAC** – Recommend HCT plan to JPACT (action).
- June 3, 2009: **MTAC** – Recommend HCT plan to MPAC (action).
- *Early June: **Think Tank***
- June 10, 2009: **MPAC** – Recommend HCT plan to Council for incorporation into the RTP (action).
- June 11, 2009: **JPACT** – Recommend HCT plan to Council for incorporation into the RTP (action).
- *June 23, 2009: **Metro Council work session***
- *July 2, 2009: **Metro Council** – Adoption of High Capacity Transit System Plan for incorporation into the RTP.*

Figure 4: Regional High Capacity Transit System Plan Process





Going places



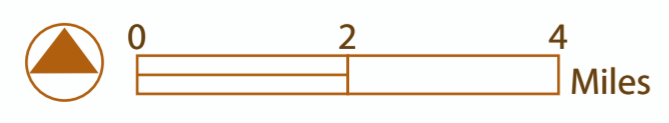
Bi-state HCT corridors to be considered in conjunction with RTC

Portland Central City: To be determined through Central City Plan update

LEGEND

- | | |
|--|---|
| <p>Transit</p> <ul style="list-style-type: none"> High Capacity Transit* (2009) Planned High Capacity Transit (adopted) 2035 No-Build Bus Network <p>2040 Growth Concept</p> <ul style="list-style-type: none"> Central City Regional Center Town Center Urban Growth Boundary | <p>HCT Corridors</p> <ul style="list-style-type: none"> HCT Corridors Recommended For Advancement (Lines are representative of general HCT corridors) RTC HCT Corridors Potential Corridor Extensions (corridors extending to neighboring cities to be measured by travel demand) <p>Other Features</p> <ul style="list-style-type: none"> Railroad School Parks/Open Space County Boundary |
|--|---|

*High Capacity Transit (HCT) can include:
 -Light Rail
 -Bus Rapid Transit
 -Rapid Streetcar
 -Commuter Rail



DRAFT TO TPAC 5-01-09

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE) RESOLUTION NO. 09-4052
REGIONAL HIGH CAPACITY TRANSIT)
SYSTEM TIERS AND PRIORITIES, POLICY) Introduced by Councilor Carlotta Collette
AMENDMENTS TO THE REGIONAL)
TRANSPORTATION PLAN, AND THE SYSTEM
EXPANSION POLICY FRAMEWORK

WHEREAS, in 1975, elected leaders set the stage for the region's balanced transportation system by rejecting the Mt. Hood Freeway project after public outcry over its expected cost and the destruction of developed neighborhoods that would be needed for its construction; and

WHEREAS, the metro region chose a different development option and adopted the 1975 Interim Transportation Plan, setting aside plans for 54 new highway projects in favor of modest roadway projects and a network of transitways along major travel corridors to meet future travel demand; and

WHEREAS, a systemwide network examination of regional high capacity transit corridors was completed in 1982 and adopted by Metro that resulted in nearly 90 miles of light rail transit, commuter rail and streetcar being built and/or planned for construction by 2016; and

WHEREAS, the region's 2040 Growth Concept and 2035 Regional Transportation Plan seek to prepare for the expected increase in growth in the Portland metro region by providing multiple transportation options, including having pedestrian, bike and transit play a large role in facilitating growth within the region's current capacity; and

WHEREAS, expansion of the high capacity transit system will continue to reduce vehicle miles traveled, greenhouse gas emissions and the region's transportation carbon footprint; and

WHEREAS, high capacity transit is one of many important elements the region can use to build great communities; and

WHEREAS, a broad list of fifty-five potential high capacity transit corridors developed with the community and local jurisdictions were screened to the fifteen most promising corridors based on criteria involving ridership, cost, environmental constraints, social equity, transit connectivity, traffic congestion and region 2040 Growth Concept land uses; and

WHEREAS, the resulting fifteen potential high capacity transit corridors were further analyzed based on a set of evaluation criteria that was approved by the Joint Policy Advisory Committee on Transportation (JPACT), Metro Policy Advisory Committee (MPAC) and the Metro Council; and

WHEREAS, the evaluation criteria were derived from the six Metro Council outcomes for a successful region, and are based on the three Regional Transportation Plan (RTP) categories of community, environment and economy, and also include a high capacity transit-specific category of deliverability; and

WHEREAS, the resulting fifteen potential high capacity transit system corridors are prioritized and placed into the tiers of near term regional priority corridors, next phase regional priority corridors, developing regional priority corridors and regional vision corridor; and

DRAFT TO TPAC 5-01-09

WHEREAS, the regional high capacity transit system plan tiers and priorities will be incorporated into the Regional Transportation Plan and long-range land use and transportation planning efforts; and the fifteen high capacity transit corridors will be regularly reviewed through the Regional Transportation Plan; and

WHEREAS, the System Expansion Policy provides a process for advancement of regional high capacity transit corridors, and identifies a distinct set of planning and policy actions and targets which will support successful high capacity transit implementation, including proposed amendments to the Regional Transportation Plan; and

NOW, THEREFORE, BE IT RESOLVED that the Metro Council adopts the regional high capacity transit tiers and priorities (Exhibit A), policy amendments to the Regional Transportation Plan (Exhibit B), and System Expansion Policy framework (Exhibit C).

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

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

DRAFT

HCT SYSTEM EXPANSION POLICY DEFINITIONS

DRAFT 5-01-09

Corridor Working Group (CWG): local jurisdictions in the corridor form a working group under a Memorandum of Understanding or Intergovernmental Agreement. The working group will be responsible for all required actions to advance a corridor, including defining problem statement and corridor extent. Once a working group is formed and completed these definitions, all progress toward system expansion targets will be measured within the corridor, requiring local jurisdictions to collaborate or consider changing the corridor extent. Corridor-wide collaboration will provide flexibility for land use allocation across the corridor so the working group can work to meet system expansion targets while balancing local land use aspirations. For example, corridor jurisdictions may consider a “density trade” around a station area to meet ridership targets for the corridor while maintaining lower density urban form in communities that are not interested in accommodating high density station areas.

Corridor Problem Statement: a definition, by the Corridor Working Group, of the purpose of the proposed HCT investment (i.e., congestion mitigation, economic development, etc)? For purposes of meeting the National Environmental Policy Act (NEPA), this is part of the Purpose and Need Statement and relates to the scoping process.

Definition of Corridor Extent: definition, by the Corridor Working Group, of the geographic boundaries of the corridor to be considered. In an FTA Alternatives Analysis, the project extent should encompass all possible alignment options.

Mode and Function of HCT Assessment: the Corridor Working Group will be responsible for indicating what HCT modes, as defined in the Regional Transportation Plan, are most relevant for addressing the primary function of the corridor as stated in the Corridor Problem Statement. Selection of a lower cost mode could improve the near-term viability of the corridor.

Corridor Ridership Development Plan: a required plan, applied to the whole corridor, which assesses potential future ridership based on current land use projections, identified station areas, and local zoning. This might involve demand modeling for Near Term Regional Priority Corridors, but could effectively use Transit Orientation Index (TOI) scores within ½ mile of identified station areas. The ridership development plan could be based on system expansion targets to include: the TOI score, residential density, employment density, potential cost effectiveness and transit supportive land use (zoning and station typology aspirations).

Station Access and Parking Plans: a detailed access and parking management plan would be conducted for each identified station area to ensure that station designs are accessible by foot and bike and optimize opportunities for intermodal connections. These plans would also help local jurisdictions develop transit supportive parking policies that include development of minimum parking requirements, maximum parking requirements, pay-for-parking, park-and-ride development and management and other parking code changes such as unbundling parking for new development.

Land Use and Transit Oriented Development Plans for Station Areas: potential stations areas will be identified for Near Term and Next Phase Regional Priority HCT corridors. Detailed land use and Transit Oriented Development (TOD) plans will be conducted for these areas to ensure that station areas within a defined corridor extent will meet defined targets for ridership and transit supportive land use.

CLICK HERE FOR REPORT

METRO

High Capacity Transit System
Detailed Evaluation

3rd DRAFT

Nelson\Nygaard Consulting Associates
621 SW Morrison, Suite 950
Portland, OR 97205

April 2009

Nelson | Nygaard
consulting associates

Planning for high capacity transit in the region

Regional HCT System Plan

TPAC
May 1, 2009



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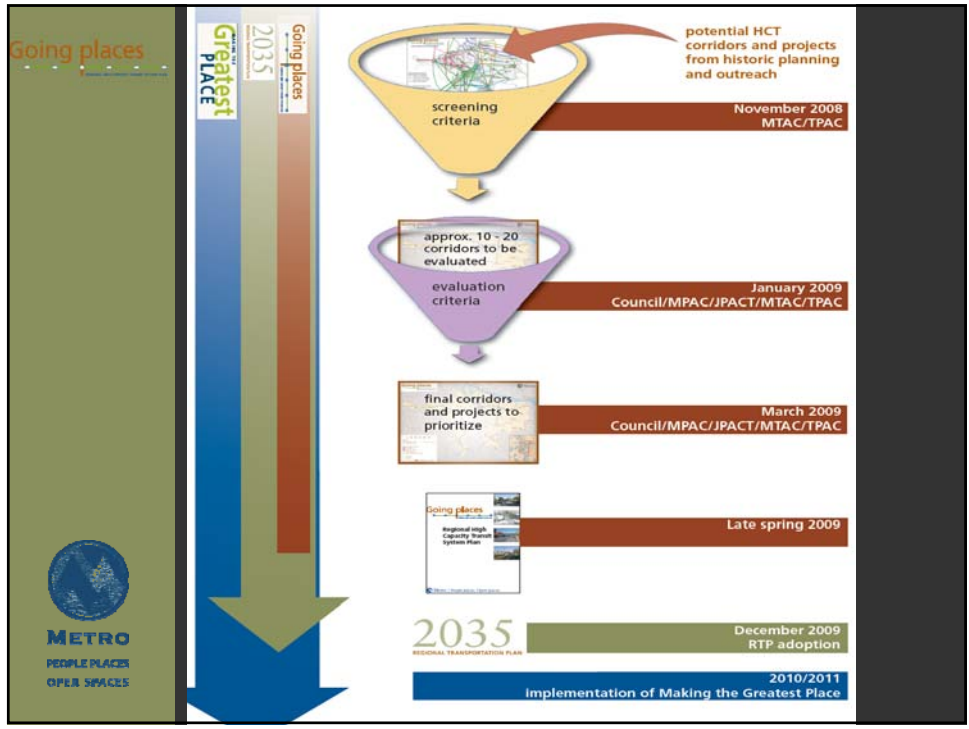
Planning for high capacity transit in the region


Agenda

- Project status
- Resolution 09-4052
- RTP policies
- System expansion policy
- Results of technical analysis
 - Tiers and regional priority corridors
 - Existing system improvements
 - Tunnel and eastside connector
 - Commuter rail to neighboring cities



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 Planning for high capacity transit in the region			
Community	Environment	Economy	Deliverability
C1: Supportiveness of Existing Land Uses C2: Local Aspirations C3: Placemaking and Urban Form C4: Ridership Generators C5: Support of regional 2040 Growth Concept C6: Integration with Regional Transit System (<i>Addressed in White Paper</i>) C7: Integration with Other Road Uses C8: Congestion Avoidance Benefit C9: Equity Benefit C10: Health (Promotion of Physical Activity) C11: Safety and Security (<i>Addressed in White Paper</i>) C12: Housing + Transportation Affordability Benefit C13: Transportation Efficiency (User Travel Time Savings)	EN1: Reduction in Emissions and Disturbance EN2: Risk of Natural Resource Disturbance EN3: Risk of 4(f) Resource Disturbance (<i>Addressed in White Paper</i>)	EC1: Transportation Efficiency (Operator – cost per rider) EC2: Transportation Efficiency (System annualized capital & operating cost per rider) EC3: Economic Competitiveness (Change in employment served) EC4: Rebuilding/ Redevelopment Opportunity (vacant and redevelopable land)	D1: Total Project Capital Cost (Exclusive & Non-Exclusive ROW Options) D2: Capital Cost Per Mile (Exclusive & Non-Exclusive ROW Options) D3: Operating & Maintenance Cost D4: Total Corridor Ridership D5: Funding Potential



Public involvement summary

- First phase
 - Stakeholder interviews
 - Online survey
 - Workshops and events
- Second phase
 - Community briefings
 - Surveys of committee members
 - Build-a-system tool



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Build-a-system tool

PLANNING AND CONSERVATION > TRANSPORTATION > HIGH CAPACITY TRANSIT PLAN > BUILD YOUR SYSTEM > BUILD-A-SYSTEM TOOL

Are you ready to build-a-system? Follow these easy steps:
Select corridors. Need help? | Build a system and save it.

Save System | Clear System

Map Legend

- Center
- Junction / endpoint
- Selectable corridor
- Selected corridor
- Existing corridor
- Planned corridor
- Clark County HCT
- Urban growth boundary
- Major highway

My Current System

- Capital cost: \$ [Progress bar]
- Operating cost: \$ [Progress bar]
- Ridership: [Progress bar]
- Environmental benefit: [Progress bar]

Save system

My Saved Systems

Currently no saved systems

Compare saved systems

Send feedback to Metro

RTP policy items

- *The function of high capacity transit within an integrated transportation system (high speed, fewer stops or slower with more stops)*
- *High capacity transit service to town centers, corridors and employment areas*
- *Modes vs. function (e.g., rapid streetcar and/or intercity passenger rail be added as potential High capacity transit mode)*
- *Clearly define the coordination of land use, station area, and transportation investments with HCT investments*



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Corridor prioritization and advancement process



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System expansion policy proposal



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What is a system expansion policy?

- Policy that provides a clear and measurable advancement process for regional priority HCT projects
- Outcome based
 - Measurable targets for ridership potential, transit supportive land use, access, etc
- Requires collaboration



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Why a policy to guide future HCT system expansion?

- HCT is a powerful tool to implement 2040 Vision (*Regional Framework Plan 1.15*)
- HCT requires significant investment
- HCT investment must optimize delivery on regional goals



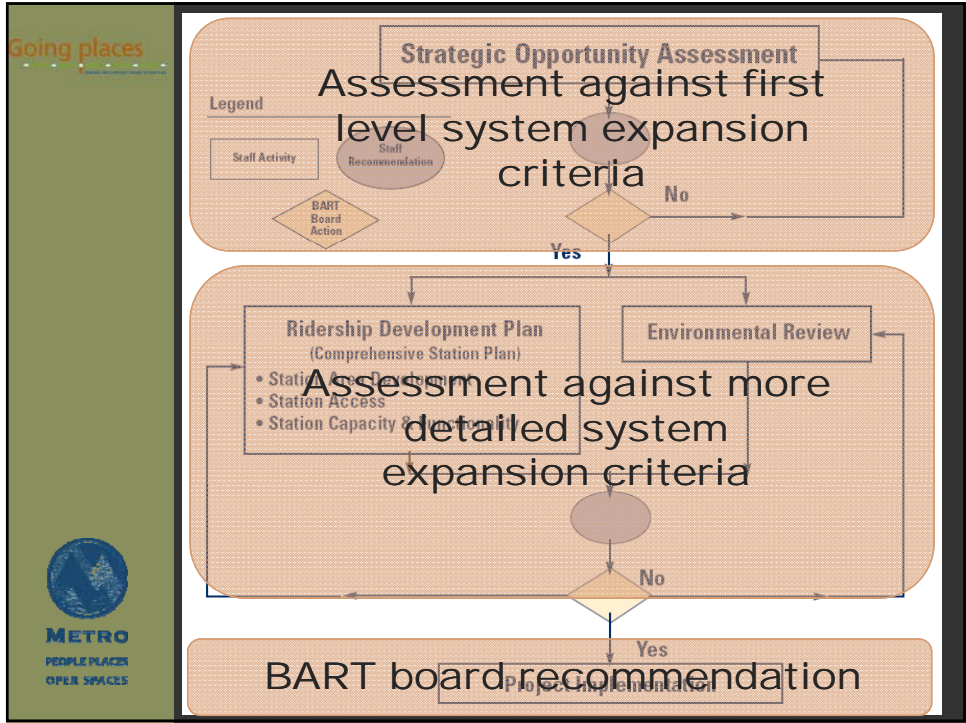
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Is it being done elsewhere?

- Bay Area Rapid Transit (BART)
- System expansion policy objectives:
 - Ensure cost-effective transportation investment decisions
 - Protect the taxpayers' investment in physical infrastructure
 - Ensure financial health and sustainability
 - Enhance the environment and quality of life.



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Going places

Planning for high capacity transit in the region

BART: Transit supportive land use and access

Existing land use:	low	low-medium	medium	medium-high	high
Residential					
Residential density (units per <i>gross</i> acre)	< 5	5-9	10-14	15-24	> 25
Residential density (units per <i>net</i> acre)	< 15	16-25	26-45	46-75	> 75
Total units w/i 1/2 mile radius	< 2,500	2,501-5,000	5,001-7,500	7,501-12,500	> 12,500
Estimated trips at 30% mode share**	< 1,800	1,801-3,600	3,601-5,400	5,401-9,000	> 9,000

* Residential units within 1/2 mile radius of stations
 ** Estimated trips (two-way) based on 1.2 workers per household.

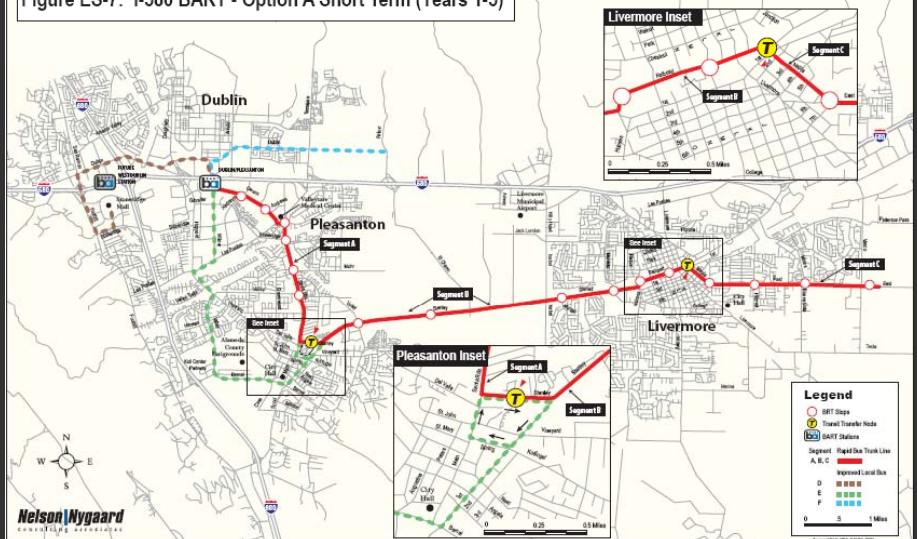
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BART: Transit supportive land use and access



I-580 BART: System expansion policy applied

Figure ES-7: I-580 BART - Option A Short Term (Years 1-5)



How would a system expansion policy work in this region?

- 2009 Regional HCT System Plan will:
 - prioritize adopted regional HCT corridors in 4 tiers
 - set framework for a system expansion policy that guides advancement.



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How would a System Expansion Policy Work in this Region?

- Regional Transportation Plan will:
 - adopt system expansion policy by resolution
 - further define system expansion targets in the RTP
 - guide regular updates to HCT priorities
 - every four years
 - by amendment.



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How would a system expansion policy work in this region?

- Local jurisdictions in adopted corridors can form *corridor working groups* to formalize interest in future HCT investment
- Each HCT priority tier has:
 - actions required of working groups
 - support actions provided by Metro
 - targets to measure progress toward advancement.



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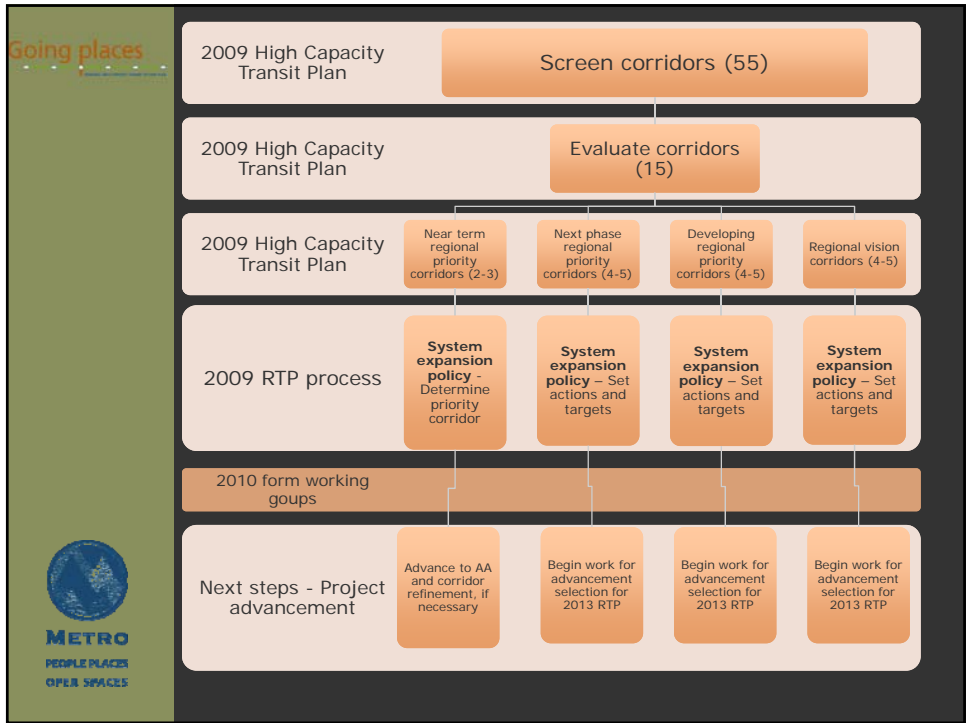
How would a system expansion policy work?

Regional HCT priority tiers

Tier	Summary
Near term regional priority corridors	Corridors most viable for implementation in next four years.
Next phase regional priority corridors	Corridors where future HCT investment may be viable if recommended planning and policy actions are implemented.
Developing regional priority corridors	Corridors where projected 2035 land use and commensurate ridership potential are not supportive of HCT implementation, but which have long-term potential due to political aspirations to create HCT supportive built form.
Regional vision corridors	Corridors where projected 2035 land use and commensurate ridership potential are not supportive of HCT implementation and where land use aspirations are for low-intensity built form.



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Going places

Planning for high capacity transit in the region

SEP actions and targets

Near term regional priority corridors

Local actions (Applied to each corridor)	Regional (Metro) supported actions	System expansion criteria (Targets TBD)
<ul style="list-style-type: none"> Develop Corridor Working Group Develop Corridor Problem Statement Mode and Function of HCT Assessment Definition of Corridor Extent Corridor Ridership Development Plan Station Access and Parking Plans 	<ul style="list-style-type: none"> Land Use/TOD Plans for Centers and Stations Ridership analysis Station Analysis Coordination with MTIP priorities 	<ul style="list-style-type: none"> Ridership Transit Supportive Land Use Potential Cost Effectiveness Regional Network Connectivity Financial Capacity – Capital and Operating Finance Plan

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SEP Actions and Targets

Next phase regional priority corridors



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Local actions (Applied to each corridor)	Regional (Metro) supported actions	System expansion criteria (Targets TBD)
<ul style="list-style-type: none"> • Develop Corridor Working Group • Develop Corridor Problem Statement • Mode and Function of HCT Assessment • Definition of Corridor Extent • Corridor Ridership Development Plan • Station Access and Parking Plans 	<ul style="list-style-type: none"> • Land Use/TOD Plans for Centers and Stations • Ridership analysis • Station Analysis • Coordination with MTIP priorities 	<ul style="list-style-type: none"> • Ridership • Transit Supportive Land Use • Potential Cost Effectiveness • Regional Network Connectivity • Financial Capacity – Capital and Operating Finance Plan

SEP Actions and Targets

Developing regional priority corridors



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Local actions (Applied to each corridor)	Regional (Metro) supported actions	System expansion criteria (Targets TBD)
<ul style="list-style-type: none"> • Develop Corridor Working Group • Develop Corridor Problem Statement • Definition of Corridor Extent • Corridor Ridership Development Plan • Mode and Function of HCT Assessment • Station Access and Parking Plans 	<ul style="list-style-type: none"> • Land Use/TOD Plans for Centers and Stations • Ridership analysis • Station Analysis • Coordination with MTIP priorities 	<ul style="list-style-type: none"> • Ridership • Transit Supportive Land Use • Potential Cost Effectiveness • Regional Network Connectivity • Financial Capacity – Capital and Operating Finance Plan

SEP actions and targets

Regional vision corridors

Local actions (Applied to each corridor)	Regional (Metro) supported actions	System expansion criteria (Targets TBD)
<ul style="list-style-type: none"> • Develop Corridor Working Group • Develop Corridor Problem Statement • Definition of Corridor Extent • Corridor Ridership Development Plan • Mode and Function of HCT Assessment • Station Access and Parking Plans 	<ul style="list-style-type: none"> • Land Use/TOD Plans for Centers and Stations • Ridership analysis • Station Analysis • Coordination with MTIP priorities 	<ul style="list-style-type: none"> • Ridership • Transit Supportive Land Use • Potential Cost Effectiveness • Regional Network Connectivity • Financial Capacity – Capital and Operating Finance Plan



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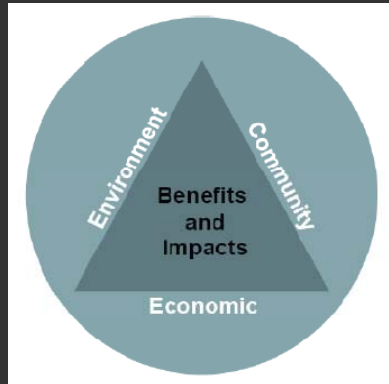
Regional HCT system: Corridor prioritization



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Adopted evaluation criteria

- Organized into three “accounts” that correspond to the outcomes-based RTP evaluation approach:



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Adopted evaluation criteria

- Fourth “account” added to address project *deliverability*



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Community	Environment	Economy	Deliverability
C1: Supportiveness of Existing Land Uses C2: Local Aspirations C3: Placemaking and Urban Form C4: Ridership Generators C5: Support of regional 2040 Growth Concept C6: Integration with Regional Transit System (<i>Addressed in White Paper</i>) C7: Integration with Other Road Uses C8: Congestion Avoidance Benefit C9: Equity Benefit C10: Health (Promotion of Physical Activity) C11: Safety and Security (<i>Addressed in White Paper</i>) C12: Housing + Transportation Affordability Benefit C13: Transportation Efficiency (User Travel Time Savings)	EN1: Reduction in Emissions and Disturbance EN2: Risk of Natural Resource Disturbance EN3: Risk of 4(f) Resource Disturbance (<i>Addressed in White Paper</i>)	EC1: Transportation Efficiency (Operator – cost per rider) EC2: Transportation Efficiency (System annualized capital & operating cost per rider) EC3: Economic Competitiveness (Change in employment served) EC4: Rebuilding/ Redevelopment Opportunity (vacant and redevelopable land)	D1: Total Project Capital Cost (Exclusive & Non-Exclusive ROW Options) D2: Capital Cost Per Mile (Exclusive & Non-Exclusive ROW Options) D3: Operating & Maintenance Cost D4: Total Corridor Ridership D5: Funding Potential



Multiple account evaluation process:

- Provide technical analysis to stakeholders & committee members to recommend adjustments
- Apply criteria based on local values
 - Iterative discussion with HCT Subcommittee
- Subcommittee determined criteria captured priority goals



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Evaluation criteria correlation with public/stakeholder priorities

Ridership

- Supportiveness of existing land use
- Total ridership
- Ridership generators
- Housing/transportation Burden
- Funding potential

Environment

- Risk to Natural Resources
- Emissions & Disturbance

Cost

- Capital Cost
- O & M Cost
- Transportation Efficiency



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TPAC/MTAC HCT Subcommittee recommendations

- Apply all criteria equally in prioritization of corridors.
- Adopt HCT system corridors as organized in tiers.
- Tie tiers to system expansion policy to clarify process for advancement.



Criteria evaluation summary

Corridor	Description	Community	C1. Supportiveness of Existing Local Land Use	C2. Local Aspirations	C3. Placemaking and Urban Form	C4. Relationship Generators	C5. Region 2040 Competitors	C6. Integration with Regional Transit System	C7. Congestion Avoidance	C8. Equity Benefit	C9. Health (Promote Physical Activity)	C10. Housing + Transportation Affordability Benefit	C11. Transportation Efficiency (Users travel time savings)	Environment	ENV. Emissions & Disturbance	ENV. Natural Resources	Economy	EC1. Transportation Efficiency (Operator - cost/rider)	EC2. Transportation Efficiency (System ann. Cap and op cost/rider)	EC3. Economic Competitiveness - change in employment	EC4. Rebuilding Potential - vacant and redevelopable land	Deliverability	D1. Capital Cost - Feasibility of Construction (Exclusive ROW)	D2. Capital cost per mile (Exclusive ROW)	D3. Operating and Maintenance Costs (HCT line)	D4. Total corridor ridership	D5. Funding Potential
8	Clackamas Town Center to Oregon City via I-205 (LRT)		1	2	0	0	3	2	1	0	1	1	1	1	1	-1	-1	0	-1	0	1	0	-1	-1	1	2	
9	Park Ave to OCTC via McLoughlin (LRT extension)		0	2	2	0	3	3	1	0	1	1	1	0	-1	-1	0	-1	-1	0	0	0	0	-1	-1	1	
10	Portland to Gresham via Powell (LRT)		3	3	3	3	3	3	2	2	2	3	3	0	1	-1	-1	3	1	1	1	-1	-1	-1	2	1	
11	Portland to Sherwood via Barbur/Hwy 99 (LRT)		3	3	2	3	2	3	2	2	2	2	2	2	2	-3	0	-1	3	2	2	-2	-2	-2	-2	3	3
12	Hillsboro to Forest Grove (LRT extension)		0	2	0	3	2	1	0	2	1	1	2	1	-1	-1	-2	-2	0	2	0	0	-1	-1	-1	0	-1
13	Gresham to Troutdale Extension (LRT Extension)		0	2	-1	2	2	1	0	0	2	1	1	0	-1	-1	0	-1	-1	0	0	0	2	2	0	0	1
13D	Troutdale to Damascus (LRT)		0	2	-3	2	2	1	1	0	1	0	1	0	-3	-3	-2	-3	1	3	-3	-2	-2	-2	1	1	
16	Clackamas Town Center to Hillsboro via Sunnyside (LRT)		0	-2	-2	1	2	1	0	0	0	0	1	0	0	-2	-3	0	2	0	0	-2	-1	0	-2	0	
17	Sunset Transit Center to Hillsboro via Hwy 26 / Evergreen		2	3	-1	2	2	1	2	2	2	1	0	2	-2	-1	-1	3	2	-1	-1	-1	-2	-2	2	0	
17D	Tanasbourne (LRT extension)		1	3	-2	1	2	1	0	0	1	0	0	1	-1	0	-1	1	1	1	0	-1	0	-1	0	0	
28	Clackamas Town Center to Washington Square via I-205/217 (LRT)		1	2	-1	1	3	1	3	1	1	2	2	3	-3	-2	-2	3	3	-3	-1	-3	-2	2	2	2	
29	Clackamas Town Center to Washington Square via RR ROW (LRT)		3	2	-1	2	3	2	3	1	1	2	3	3	-3	-2	-2	3	1	-2	-1	-3	2	3	2	3	
32	Beaverton to Hillsboro via TV Highway (LRT)		2	2	-1	2	3	1	1	2	3	2	1	1	-2	-1	-2	2	1	-1	-2	-1	-1	1	0	0	
34	Beaverton to Wilsonville (LRT upgrade)		3	2	-2	1	3	2	3	2	3	2	1	0	-3	-3	0	-1	1	0	-2	-2	-1	-2	2	2	
35S	Sherwood to Tualatin		1	1	-2	0	1	1	1	0	1	0	0	0	2	-1	-1	0	2	0	1	0	0	0	0	0	
43	Downtown Portland to Yellow Line via St. Johns (LRT)		3	2	2	2	2	1	0	2	1	2	0	0	3	-3	-3	2	0	0	0	-2	-2	0	0	-2	
54	Troutdale to St. Johns via US 50 (LRT)		0	2	1	2	1	1	0	3	2	2	3	1	-3	-3	-3	2	2	-2	-2	-2	-3	0	-1	0	

Regional HCT priorities by tier

Near Term Regional Priority Corridors

- 10 - Portland - Gresham via Powell
- 11 - Portland to Sherwood via Barbur Hwy 99w
- 34 - Beaverton - Wilsonville)

Next Phase Regional Priority Corridors

- 8 - Clackamas TC – Oregon City TC via I-205
- 17 - STC - Hillsboro
- 28 - Washington Square TC - Clackamas TC via I-205
- 29 - Washington Square TC – Clackamas TC)
- 32 - Hillsboro - Hillsdale
- 55 - Gateway to Salmon Creek

Developing Regional Priority Corridors

- 9 - Park – Oregon City TC via McLoughlin
- 12 - Hillsboro - Forest Grove
- 13 -Gresham – Troutdale Extension
- 17D - Red Line extension to Tanasbourne

Regional Vision Corridors

- 13D - Troutdale – Damascus
- 16 - Clackamas TC - Damascus
- 38S - Tualatin-Sherwood
- 43 - St. Johns - Vancouver/Union Station
- 54 - Troutdale - St. Johns

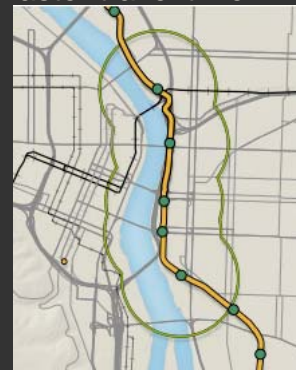
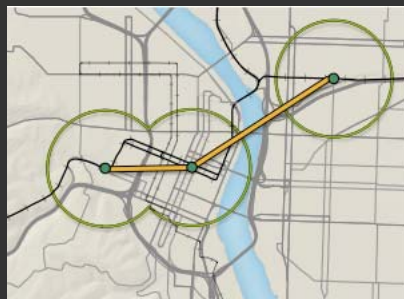
Going places

Planning for high capacity transit in the region

Existing system capacity needs 2035

Conclusions

1. Ample capacity through 2035
2. No appreciable benefits to faster travel time through Central City



Commuter rail to neighboring cities

Figure 11: Estimated Ridership Potential Methods and Average Annual Ridership

Commuter Rail Corridor	Estimated Corridor Population (2008) ⁽¹⁾	Peer Review		JTW Analysis		Average		Approx. Distance (Miles)	Annual Riders Per Mile
		Estimated Weekday Ridership	Estimated Annual Ridership	Estimated Weekday Ridership	Estimated Annual Ridership	Estimated Weekday Ridership	Estimated Annual Ridership		
Hood River	22,143	135	34,000	49	12,000	92	23,000	55	400
Salem/Keizer	519,828	3,166	807,000	2,499	637,000	2,832	722,000	50	14,400
Scappoose	11,070	67	17,000	37	9,000	52	13,000	20	700
Newberg	111,505	679	173,000	1,008	257,000	844	215,000	20	10,800
Sandy ⁽¹⁾	33,232	405	103,000	n/a	n/a	202	52,000	20	2,600
WES	441,000					1,250	319,000	15	21,300
Trinity Railway Express (Dallas/Ft. Worth, TX)	1,260,000					10,500	2,677,500	34	78,750
Sounder Commuter Rail (Seattle, WA)	1,338,000					10,000	2,550,000	80	31,875
UTA FrontRunner (Salt Lake City/Ogden, UT)	659,000					5,800	1,479,000	44	33,614
NCTD Coaster (San Diego, CA)	900,000					5,100	1,300,500	41	31,720
Altamont Commuter Express (Stockton/San Jose, CA)	997,000					3,200	816,000	86	9,488
RailRunner Express (Albuquerque/Santa Fe, NM)	396,000					2,500	638,000	97	6,600



Planning for high capacity transit in the region
Discussion



BART system expansion policy

PROJECT ADVANCEMENT CRITERIA

Transit Supportive Land Use and Access

- Existing Land Use: Residential and/or Employment
- Existing Intermodal Connections
- Land Use Plans and Policies

Ridership Development Plan

- Ridership Threshold
- Station Context

Cost-Effectiveness

- Cost per New Rider: Base Case
- Cost per New Rider: with TOD
- Cost per Transportation System User Benefit

Regional Network Connectivity

- Regional Transportation Gap Closure

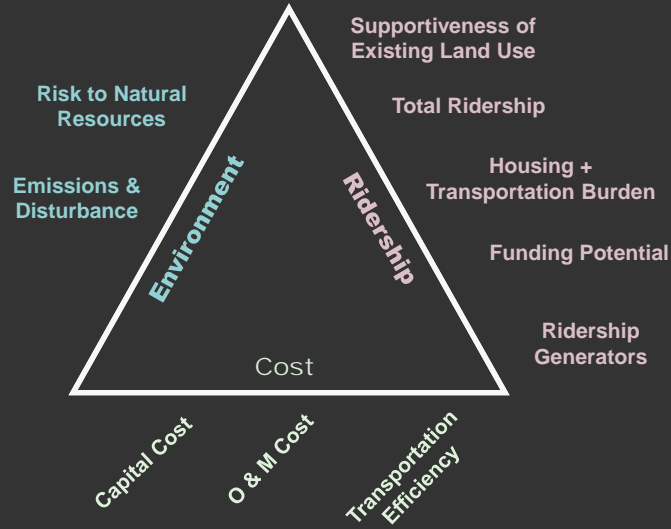
System and Financial Capacity

- Core System Improvements
- Capital Finance Plan
- Operating Finance Plan

Partnerships

- Community and Stakeholder Support

Evaluation criteria correlation with public/stakeholder priorities



I-580 BART: Scorecard

Strategic Opportunity Assessment				
Criteria	Ratings			
	Option 1	Option 2	Option 3	Option 4
Transit Supportive Land Use/Development Plans				
Existing Land Use: Residential and/or Employment	L	L	L	L
Existing Intermodal Connections	LM	LM	LM	L
Land Use Plans and Policies	L	L	L	L
Ridership Development Plan*				
Ridership Threshold				
Station Context				
Cost Effectiveness				
Cost per New Rider – Base Case	M	M	M	LM
Cost per New Rider – TOD	MH	M	M	M
Cost per Transportation System User Benefit**				
Regional Network Connectivity				
Regional Transportation Gap Closure	H	H	H	M
System and Financial Capacity				
Core System Improvements	L	L	L	M
Capital Finance Plan	L	L	L	L
Operating Finance Plan	H	H	M	L
Partnerships				
Community & Stakeholder Support	L	LM	LM	MH
Staff Recommendation***	NR	NR	NR	NR

* Ridership Development Plans to be developed in the next phase of study & evaluated at that time.
 ** Cost per Transportation System User Benefit measurements have not yet been developed by FTA. When this measure is defined, it will be applied to the project.
 *** NR = Not Recommended
 R = Recommended
 HR = Highly Recommended

Legend	
High	H
Medium-High	MH
Medium	M
Low-Medium	LM
Low	L

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BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2008-) RESOLUTION NO. 09-4053
11 METROPOLITAN TRANSPORTATION)
IMPROVEMENT PROGRAM (MTIP) TO) Introduced by Councilor Carlotta Colette
ELIMINATE AMERICAN RECOVERY AND)
REINVESTMENT ACT (ARRA) FUNDING FOR)
THREE PROJECTS AND ADD ARRA FUNDING)
FOR TWO PROJECTS IN WASHINGTON)
COUNTY)

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 5, 2009 JPACT and the Metro Council selected projects to receive ARRA funding; and

WHEREAS, Washington County requested that the MTIP be amended to remove three projects and add two projects to their list of projects to receive ARRA funds;

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, are exempt from the requirement that an air quality conformity determination be made; 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

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

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

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Projects requiring MTIP amendments for ARRA funding

Jurisdiction	Project Name	Alternate Name	From	To	Brief Description	Project Cost Estimate	JPACT Approved	Existing Construction (Con) Amount	Proposed Preliminary Engineering (PE) Amount	Proposed Construction (Con) Amount	Requested Action
Projects to be eliminated from receiving ARRA funds											
Washington County	Scholls Ferry Rd ITS: Murray - Hall					\$881,000	\$881,000	\$881,000	\$0	\$0	Eliminate MPO ARRA funding for project.
Washington County	Walker Road Pedestrian Bridge					\$200,000	\$200,000	\$200,000	\$0	\$0	Eliminate MPO ARRA funding for project.
Washington County	143rd Ave. Pedestrian Path		Windermere Apts	W. Union Rd.	Construct 2400' of new asphalt path to improve pedestrian access to two schools.	\$300,000	\$300,000	\$300,000	\$0	\$0	Eliminate MPO ARRA funding for project.
New projects to receive ARRA funds											
Washington County	Emergency Vehicle Signal Pre-emption			-		\$320,000	\$0	\$0	\$10,000	\$310,000	Add new project for ARRA funds.
Washington County	Pedestrian Countdown signals					\$742,696	\$0	\$0	\$0	\$742,696	Add new project for ARRA funds.
Informational - Existing projects to receive additional ARRA funds											
Washington County	Group A	Washington County Preservation Projects				\$1,000,000	\$2,000,000	\$2,000,000	\$130,000	\$2,170,000	Add \$300,000 of funds for additional scope of River Rd and Program PE
	Group E					\$1,000,000					
	River Road					\$300,000					
Washington County	Flashing Yellow Arrows	Washington County Signal Upgrades				\$500,000	\$625,000	\$625,000	\$40,000	\$610,000	Add \$25,000 to project and reduce local match.
	Interior Illuminated Sign Replace.					\$150,000					

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STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 09-4053, FOR THE PURPOSE OF AMENDING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ELIMINATE AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) FUNDING FOR THREE PROJECTS AND ADD ARRA FUNDING FOR TWO PROJECTS IN WASHINGTON COUNTY

Date: May 21, 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. \$38,022,870 has been made available for distribution through Metro as the region's Metropolitan Planning Organization.

In March 2009, JPACT and the Metro Council selected projects to receive these funds through Resolution 09-4022. Since that time, Washington County has learned more about its projects proposed to receive funds and is requesting some changes to its initial list of projects. Washington County has requested an MTIP amendment to remove three projects from the list of ARRA funded projects. These are the Scholls Ferry Rd. ITS: Murray to Hall, the Walker Road Pedestrian Bridge, and the 143rd Ave. Pedestrian Path projects.

The proposed Scholls Ferry Road ITS project has since been largely funded by ODOT administered ARRA funds through the region-wide program of ITS improvements. This funding decision by the Oregon Transportation Commission happened after JPACT and the Council made its initial decision for funding of local projects.

The Walker Road Pedestrian Bridge and the 143rd Avenue Pedestrian Path had significant right-of-way and environmental issues that would preclude these projects from being able to complete the steps necessary prior to obligating funds prior to the federal deadline specified in ARRA.

Therefore, Washington County is requesting that the Emergency Vehicle Signal Pre-emption and Pedestrian Countdown Signals projects be added to the list of ARRA funded projects with the funding capacity created by removing the aforementioned projects. These projects were selected due to their need, ability to obligate funding within the required timeframe, and similarity in ITS signal and pedestrian transportation sectors to the projects being eliminated.

The ARRA project changes being requested by Washington County are shown in Exhibit A to Resolution No. 09-4053.

Projects selected for funding 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). Changes the Washington County projects already approved for ARRA funding through Resolution 09-4022.
- 3. Anticipated Effects** Adoption of this resolution will change the projects in Washington County that receive ARRA funds.
- 4. Budget Impacts** None.

RECOMMENDED ACTION

Approve Metro Resolution No. 09-4053.