600 NE Grand Ave.
Portland, OR 97232-2736

Metro | *Agenda*

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, June 26, 2009
Time: 9:30 a.m. to noon
Place: Council Chambers

9:30 AM	**1.**		**Call to Order and Declaration of a Quorum**	**Stephan Lashbrook, Chair**
9:30 AM	**2.**		**Comments from the Chair and Committee Members**	**Stephan Lashbrook, Chair**
		*	• Regional Transportation Plan Call for Projects	
9:35 AM	**3.**		**Citizen Communications to TPAC on Non-Agenda Items**	
9:40 AM	**4.**		**Future Agenda Items** • Regional Transportation Plan Update – System Development • MOVES Update • On-street Bus Rapid Transit • The State of Travel Models and How to Use Them • Health Impact Assessment • DLCD Climate Change • Sunrise Corridor Locally Preferred Alternative • ODOT Electric Fleet	**Stephan Lashbrook, Chair**
9:45 AM	**5.**		**CONSENT AGENDA**	**Stephan Lashbrook, Chair**
		*	• Approval of TPAC Minutes for May 29, 2009	
	6.		**ACTION ITEMS**	
9:50 AM	**6.1**	*	Transportation System Management and Operations (TSMO) Action Plan – DIRECTION TO JPACT REQUESTED • *Purpose:* Inform TPAC of TSMO Action Plan investment priorities. • *Outcome:* TPAC affirmation of TSMO Action Plan investment priorities.	**Deena Platman**
	7.		**INFORMATION / DISCUSSION ITEMS**	
10:45AM	**7.1**	*	Review of Recommendations Linked to Local Aspirations – INFORMATION • *Purpose:* Review a proposed concept for illustrating the link between local aspirations and regional and local actions. • *Outcome:* Identify transportation projects that support local aspirations and help frame regional investment choices in the context of regional and local actions and aspirations.	**Christina Deffebach**
11:05 AM	**7.2**	*	2010-13 Metropolitan Transportation Improvement Program (MTIP) Policy and Process Retrospective Report - DISCUSSION • *Purpose*: Share results and gather input on effectiveness of the MTIP. • *Outcome*: Suggest improvements for 2012-15 MTIP process.	**Ted Leybold**

11:30 AM **7.3** * Tolling in Oregon – INFORMATION **Dave Williams, ODOT**

- *Purpose:* Provide information on tolling options in Oregon.
- *Outcome:* Receive TPAC's feedback on the process.

12 PM **8.** **ADJOURN** **Stephan Lashbrook, Chair**

* 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.

600 NE Grand Ave.
Portland, OR 97232-2736
www.oregonmetro.gov

Metro | *Memo*

Date: June 18, 2009

To: TPAC, MTAC and interested parties

From: Kim Ellis, RTP Project Manager

Re: 2035 Regional Transportation Plan (RTP) – Call For Projects

Purpose

Throughout the summer, Metro and its regional partners will be updating the region's transportation priorities as part of the 2035 Regional Transportation Plan (RTP) update. The purpose of this memo is to provide background information on the "Call for Projects" and next steps for finalizing the plan by the end of the year. **Attachment 1** includes the instructions provided to project sponsors for this effort. **Attachment 2** includes a list of Metro staff and jurisdictional contacts.

Action Requested

No action is requested. This is informational.

Background

During the past year, RTP work focused on framing transportation and land-use choices as part of the broader "Making the Greatest Place" effort. This comprehensive effort seeks to integrate local and regional land use and transportation investments to focus future population and employment growth in centers, corridors, employment and industrial areas, in keeping with the 2040 Growth Concept – the region's adopted vision for managing growth.

At the same time, Metro and its regional partners continued to work on other RTP-related efforts: the Sunrise Corridor project, the I-5/99W connector study, the Sellwood bridge study, the high-capacity transit system plan, the regional freight and goods movement plan and the Transportation System Management and Operations (TSMO) plan. Metro also worked with communities around the region to identify their local aspirations and the investments needed to support them.

Now is the time to pull the pieces of these planning efforts together to update investment priorities to support implementation of the 2040 Growth Concept. On June 15, the Metro Council, in conjunction with the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC) issued a "call for projects" to refine RTP investment priorities this summer. The RTP goals, draft performance targets and refinement criteria provide policy direction for investment priorities to be brought forward for consideration in the final 2035 RTP.

Two levels of investment will be developed for the 2035 RTP. The first level, the *2035 RTP Federal Priorities* (also known as the Financially Constrained System), will represent the most critical transportation investments for the plan period.[1] The second level, the "state" *2035 RTP Investment*

[1] The 2035 RTP Federal Priorities will be the basis for findings of consistency with federal metropolitan transportation planning factors, the Clean Air Act and other planning provisions identified in SAFETEA-LU.

Strategy, will represent additional priority investments that would be considered for funding if new or expanded revenue sources are secured[2]; this level of investment is tied to a funding target recommended by JPACT on June 11. The "state" RTP Investment Strategy will be developed to be adequate to serve planned land uses and will be the basis for future local and regional land use decisions.

Next Steps

The Oregon Department of Transportation, TriMet, the South Metro Area Rapid Transit (SMART), the City of Portland, Port of Portland and local coordinating committees have been asked to complete the following three-step process this summer:

- **Step 1:** Review RTP goals and objectives, draft performance targets, system refinement criteria, local aspirations submittal from your community, mobility corridor atlas and needs assessment, current RTP project lists and subarea project maps and new priorities identified through regional plans and studies that are nearing completion. The purpose of this step is to identify gaps in potential solutions and priorities to be included in Steps 2 and 3.
- **Step 2:** Update the federal priorities project list consistent with the financially constrained funding target and the refinement criteria, *recognizing that in some cases no change may be needed*.
- **Step 3:** Identify additional priority projects to include in the "state" RTP investment strategy, consistent with the JPACT recommended funding target, draft performance targets and the refinement criteria included in the "Call for Projects" instruction booklet.

Projects and programs submitted will undergo a system-level performance evaluation, policy review and formal public comment as part of the process of finalizing the RTP.

In August, MPAC and JPACT will review the draft project list, funding strategy and policy refinements. Metro staff will begin the performance evaluation and compile an updated draft investment strategy (project list), funding strategy and policy refinements (Chapter 3) to be released for public comment. A 30-day public comment period is planned from September 15 to October 15.

Opportunities to comment will be available on Metro's website and through a series of public hearings and open house events held throughout the region. JPACT, MPAC and Metro Council will consider public comments, the preliminary system evaluation, and recommended amendments prior to final action (by Resolution) in December. The approval action will direct staff to complete the final analysis, prepare findings and a final document, and develop regional transportation functional plan amendments to guide local plan implementation. A final public comment period will be held in Spring 2010. JPACT, MPAC and Metro Council will review public comments and consider final adoption (by Ordinance) in Summer 2010.

[2] The 2035 "state" RTP Investment Strategy will be the basis for findings of consistency with the Statewide Planning Goal 12, the Oregon Transportation Planning Rule and the Oregon Transportation Plan and its components.

Attachment 1

June 2009

CALL FOR PROJECTS

Refining regional transportation priorities

2035 REGIONAL TRANSPORTATION PLAN

The Metro Council in conjunction with the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC) invites partners to update existing priority projects and identify additional priorities to include in the 2035 Regional Transportation Plan (RTP).

Metro

For more information on the RTP update, send e-mail to rtp@oregonmetro.gov or call 503-797-1735.

THE OPPORTUNITY

Throughout the summer, Metro and its regional partners will be updating the region's transportation investment priorities. During the past year, RTP work focused on framing transportation and land-use choices as part of the broader "Making the Greatest Place" effort. This comprehensive effort seeks to integrate local and regional land use and transportation investments to focus future population and employment growth in centers, corridors, employment and industrial areas, in keeping with the 2040 Growth Concept – the region's adopted vision for managing growth.

At the same time, Metro and its regional partners continued to work on other RTP-related efforts: the Sunrise Corridor project, the I-5/99W connector study, the Sellwood bridge study, the high-capacity transit system plan, the regional freight and goods movement plan, and the Transportation System Management and Operations (TSMO) plan. Metro also worked with communities around the region to identify their local aspirations and the investments needed to support them.

Now it is time to pull the pieces of these planning efforts together and update investment priorities to support implementation of the 2040 Growth Concept.

The purpose of this call to update priorities is twofold:

- Provide an opportunity for regional partners to update current federal priorities (adopted as the 2035 RTP Financially Constrained System in 2007) to meet federal planning requirements and respond to the new information.
- Provide an opportunity for regional partners to identify additional priority projects to include in the 2035 RTP Investment Strategy to meet state planning goals and respond to the new information.

Project submittals are due to Metro no later than July 29, 2009.

In August, the Metro Council, JPACT and MPAC will be briefed on the draft list of projects submitted by eligible sponsors. A public comment period will be held on the draft list from September 15 to October 15, 2009. Opportunities to comment will be available on Metro's web site and through a series of public hearings and open house events held throughout the region.

www.oregonmetro.gov/rtp

SUBMISSION GUIDELINES

Who submits projects?

Metro staff is requesting the assistance of local and regional partner agency staff to develop and coordinate project submittals.

1. Local county coordinating committees manage project submittals for their county.
2. City of Portland transportation staff manage project submittals within the city.
3. The City of Portland, TriMet, the Oregon Department of Transportation and the South Metro Area Rapid Transit (SMART) submit projects directly rather than through the coordinating committees.
4. The Port of Portland, trails staff, land use staff and parks districts participate in meetings held by their respective county coordinating committees or City of Portland to coordinate their respective project submittals.
5. ODOT determines State Highway System investments to submit within the ODOT funding target in coordination with other local and regional partners. Local agencies are encouraged to include projects on state facilities within their respective funding target.
6. Metro, SMART and TriMet coordinate the identification of transit projects and regional programs to be submitted for the TriMet/SMART/Metro funding target. Local agencies may include transit projects within their funding target if operations costs are also included.

All sponsors should look for opportunities to leverage local, state and regional projects and resources.

Safe, multi-modal transportation options can help manage congestion and improve overall mobility for people and goods.

For more information call your jurisdictional contact or Metro liaison:

Jurisdictional contacts

Ron Weinman, 503-742-4533 (Clackamas County and cities)
Andy Back or Clark Barry, 503-846-3519 (Washington County and cities)
Jane McFarland, 503-988-5050 x29620 (East Multnomah County and cities)
Courtney Duke, 503-823-7265 (City of Portland)

Metro liaisons

John Mermin, 503-797-1747 (Clackamas and East Multnomah County and cities)
Josh Naramore, 503-797-1825 (Washington County and cities)
Deena Platman, 503-797-1754 (City of Portland)

How many projects can be submitted?

Each county and the City of Portland are requested to submit a project list with total project costs no greater than their funding target. The table below lists funding targets for each county and the City of Portland. The funding targets are calculated based on revenue sources identified in 2007 during the federal component of the RTP update and additional revenue sources identified by JPACT in Spring 2009.

A separate funding target has been defined for the Multnomah County bridges. Multnomah County should identify needed projects to adequately maintain the Willamette River Bridges within the Multnomah County financially constrained federal bridge fund revenue forecast. Multnomah County may also coordinate with other agency partners to share the cost of maintaining Multnomah County bridges, where appropriate.

More information on how the funding target assumptions were derived is available upon request.

A healthy regional economy depends on efficient freight movement. Efficient freight movement is ensured by good access to well-maintained multi-modal transportation corridors that offer reliable travel times.

FUNDING TARGETS

Shown in millions of 2007 dollars

Jurisdiction	Federal priorities funding target [1,2]	State RTP investment strategy funding target
City of Portland	$1,429.90	$2,208.08
Clackamas County and cities	$1,172.00	$1,596.49
Multnomah County and cities (excluding City of Portland)	$934.20	$1,529.14
Local Willamette River Bridges	$113.60	$113.60
Washington County and cities	$2,051.90	$2,855.12
TriMet	$3,078.60 [3]	$7,568.84
SMART	$105.20	$105.20
Metro regional programs	$325.85	$325.85
Oregon Department of Transportation	$3,958.20 [4]	$4,532.90

1. *Project development activities awarded funding in the 2010-13 Regional Flexible Fund process are included in the funding targets and construction for these projects must be included in the updated Federal priorities project list.*
2. *Metro region capital projects and programs awarded funding in the American Recovery and Reinvestment Act are included in the funding targets and must be included in the updated Federal priorities project list.*
3. *The transit element of Columbia River Crossing (CRC) project is included in this funding target and must be retained in the updated Federal priorities project list.*
4. *Metro region projects earmarked in Section 64 of House Bill 2001 and the highway-related element of CRC project are included in this funding target and must be included in the updated Federal priorities project list.*

Source of projects

Projects and programs must come from or be included in at least one of the planning documents listed below. Each of these documents has gone through a public process. Projects or programs from sources not listed below must have gone through a public process consistent with Appendix H of the Transportation Public Involvement Policy (adopted June 10, 2004).

- 2007 Federal priorities project list
- 2007 Other projects not included in the Federal priorities project list
- Adopted City and County plans and studies, including concept plans
- Regional High Capacity Transit Plan
- Corridor study recommendations from the OR 217 study, Sunrise Project EIS and the I-5/99W connector study
- Draft Regional Transportation System Management and Operations Plan (TSMO)
- Transportation Control Measures (TCMs) identified in the State Implementation Plan for air quality
- Projects earmarked in Section 64 of House Bill 2001 (required)
- Projects funded through the American Recovery and Reinvestment Act (required)
- Local aspirations submittals
- TriMet Transportation Improvement Program (TIP) or Smart Transit Plan
- Blue Ribbon Committee for Trails and Active Transportation recommended 20 trail packages
- Draft Portland Streetcar System Plan
- Adopted locally-preferred alternatives (LPA) for Milwaukie light rail, Eastside Streetcar, Portland-Lake Oswego Transit Study, the Sellwood Bridge and the Columbia River Crossing
- Draft Regional Freight and Goods Movement Action Plan
- Projects that were awarded funding through the 2010-2013 Regional Flexible Fund process (required)
- Draft Portland Bicycle Master Plan

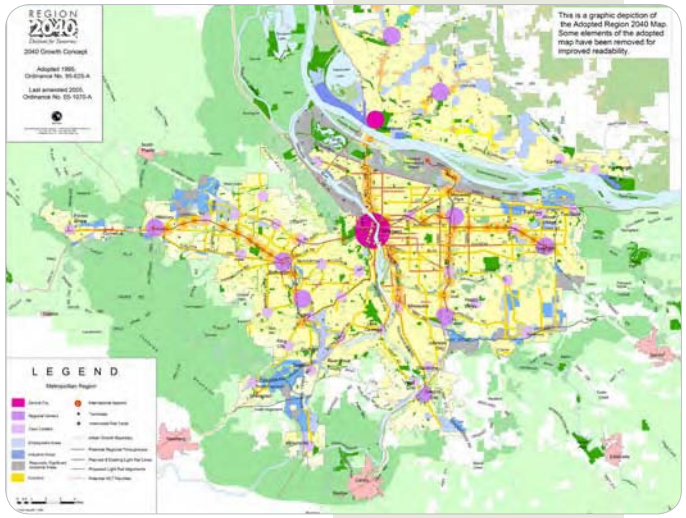
System vision and performance targets

In 1995, the region endorsed the 2040 Growth Concept, an innovative blueprint that seeks to focus future population and employment growth in urban centers, along transportation corridors and in employment areas in a manner that uses land more efficiently and enhances the character and economic vitality of urban communities. In making growth management decisions, the Metro Council and the Metro Policy Advisory Committee (MPAC) have indicated their desire to weigh policy and investment tradeoffs to produce outcomes that residents of the region have supported. To that end, in the summer of 2008, the Metro Council, following MPAC's recommendation, adopted six desired outcomes that provide guidance for growth management decisions to support the 2040 Growth Concept.

Compact urban designs with transportation choices that conveniently connect people from their homes to jobs and commercial activity support community vitality and help reduce greenhouse gases.

Desired outcomes for a successful region:

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



The RTP emphasizes linking transportation investments to the 2040 Growth Concept's vision for vibrant communities, a healthy economy and environmental stewardship.

Projects and programs must help make progress toward achieving JPACT-endorsed draft performance targets. The targets provide a "measuring stick" to evaluate whether the system of investments is moving the region in the desired direction.

JPACT-ENDORSED DRAFT PERFORMANCE TARGETS [1]

ECONOMY	**Wealth creation –** By 2035, increase the number of living-wage jobs in centers and employment and industrial areas by XX percent compared to 2000 through job creation and retention.
	Safety – By 2035, reduce crashes, injuries and fatalities by 50 percent compared to 2005.
	Reliability – By 2035, reduce vehicle hours of delay per person by 10 percent compared to 2005.
ENVIRONMENT	**Climate change –** By 2035, reduce transportation-related carbon dioxide emissions by 40 percent below 1990 levels.
	Active transportation – By 2035, triple walking, biking and transit trips compared to 2005 to reduce vehicle miles traveled per person.
	Clean air – By 2035, achieve zero percent population exposure to at-risk levels of air pollution.
COMMUNITY	**Compact urban form –** By 2035, increase floor area ratios in centers and corridors by XX percent compared to 2000.
	Affordability – By 2035, reduce the average household combined cost of housing and transportation by 25 percent compared to 2000.
	Equity – By 2035, increase by 50 percent the number of essential destinations accessible within 30 minutes by public transit for low-income, minority, senior and disabled populations compared to 2000.

1. *The draft targets are drawn from federal and state legislation. The actual measure and percent change will be further refined this Summer.*

Project and program refinement criteria for building an integrated land-use and transportation investment strategy

Investments to be emphasized are those that meet one or more of the following refinement criteria:

- Make multi-modal travel safe and reliable
- Target investments to support local aspirations and the 2040 Growth Concept
- Provide multi-modal freight mobility and access
- Expand transit coverage and frequency
- Expand active transportation options
- Reduce transportation-related greenhouse gas emissions
- Address transportation needs of underserved communities

Safe pedestrian and bicycle connections support active lifestyles, improve public health and enhance the quality of life for residents in the region.

How to list projects and costs

Project/program ideas may either be listed out separately or bundled into a broad programmatic category (e.g., active transportation demonstration projects, regional travel option program, regional transportation system management and operations program, region-wide adaptive signal coordination). Highway, road and transit expansion projects that would need to be modeled for air quality conformity should be specifically identified.

Project development costs should be incorporated into overall project costs. Projects that cost more than $25 million are encouraged to be submitted as discrete phases of project development (e.g., preliminary design, final design and engineering, right-of-way acquisition, and construction) and/or smaller, logical segments. Construction projects that cost less than $1 million are not allowed. Projects that cost less than $1 million should be bundled with other similar projects (e.g., bicycle lane striping projects for a particular area) to be consistent with this requirement.

Project eligibility requirement

Projects/programs must address the regional transportation system consistent with regional system definition endorsed by JPACT on June 11, 2009.

Requested endorsements

Each staff-level county coordinating committee is requested to have the policy-level county coordinating committee endorse the projects submitted to Metro. This endorsement could happen before or after the July 29 submittal deadline, but must be obtained prior to the August 13 JPACT meeting.

Attachment 1

Federal priorities Excel form

A "Federal priorities" project list form (in Excel format) will be provided for sponsors to use to update their current financially constrained system. Sponsors should use this form to:

- Identify projects in the current federal priorities list that have been completed
- Identify projects that are no longer being pursued
- Identify committed projects (e.g., those projects earmarked in House Bill 2001 or that have dedicated funding from some other source, such as the 2010-13 Regional Flexible Fund Allocation)
- Update project details on the current federal priorities list
- Add new projects to respond to new information.

"State" RTP investment strategy Excel form

A "State" RTP Investment Strategy project list form (in Excel format) will be provided for sponsors to use to identify those projects that should be included in the "state" RTP project list for the increment above the Federal priorities list. Sponsors should use this form to:

- Identify committed projects (e.g., those projects earmarked in House Bill 2001 or that have dedicated funding from some other source)
- Update project details for projects on the "state" project list
- Add new projects to respond to new information.

Project evaluation and review process

Projects and programs submitted will undergo a system-level performance evaluation, policy review and formal public comment as part of the process of deciding which projects are to be included in the final RTP. A public comment period will be held from September 15 to October 15, 2009. The performance evaluation is planned for completion in October 2009. The policy review, performance evaluation and public comments will be considered by the Metro Council, JPACT and MPAC prior to final action in December 2009.

Due July 29, 2009
Submit project list forms electronically to:

Josh Naramore
Metro
600 NE Grand Ave.
Portland, OR 97232

e-mail: joshua.naramore @ oregonmetro.gov

Ensuring equitable transportation access to people of all ages, incomes and levels of ability ensures that residents of a community have access to jobs, school, affordable housing choices and recreation opportunities.

Metro
People places. Open spaces.

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

TIMELINE

June 10 and 11	MPAC and JPACT provide direction on transportation investment priorities for the RTP. Local and regional agencies will use these instructions to refine project lists in the RTP.
Late June-July	Local and regional agencies refine investment priorities in a series of meetings. Call your local agency and Metro liaison contacts for more information.
No later than July 29	Local agencies submit project list refinements to the RTP financially constrained list and additional priority projects to be included in "state" RTP investment strategy to Metro. Projects must be in the RTP financially constrained list to be eligible for federal funding.
Sept. 15 - Oct. 15	Public comment on RTP policies, projects and funding strategies.
Oct. to Dec. 2009	JPACT, MPAC and Metro Council review public comments, preliminary system analysis, and recommended amendments, and then consider approval (by Resolution).
Jan. - March 2010	Staff completes final analysis, prepares regional, state and federal findings and a final document, and develops functional plan amendments to guide local plan implementation.
Spring-Summer 2010	Final public comment period on final draft RTP. JPACT, MPAC and Metro Council review public comments and consider final adoption (by Ordinance).

RESOURCES

Several resources will be available as you update and develop your project lists. Metro has land use and transportation staff liaisons for each county and the City of Portland to participate in meetings and assist you.

Maps, documents and related-materials are available to download from Metro's website at www.oregonmetro.gov/rtp

- Adopted RTP goals
- JPACT-endorsed regional system definition and modal system maps
- Draft Transportation System Management and Operations (TSMO) action plan
- Draft Regional Freight Task Force investment priorities summary
- High capacity transit plan corridor rankings
- 20 Blue Ribbon Committee for Trails and Active Transportation Trail Packages
- Oregon House Bill 2001 earmarked projects
- 2010-2013 Regional Flexible Fund Allocation projects
- Atlas of mobility corridors and needs assessment summary
- Local aspirations submittals
- Project lists by jurisdiction
- Project maps by subarea
- Air Quality Conformity worksheet

Attachment 2

METRO STAFF CONTACTS

2035 RTP update process	Kim Ellis 503-797-1617 kim.ellis@oregonmetro.gov
RTP Finance and Agency Cost Targets	Josh Naramore 503-797-1825 joshua.naramore@oregonmetro.gov
Active Transportation Demonstration Projects	Lake McTighe 503-797-1660 lake.mctighe@oregonmetro.gov
Bicycle, pedestrian and trail projects	John Mermin 503-797-1747 john.mermin@oregonmetro.gov
Boulevard or green street projects	Anthony Butzek 503-797-1674 anthony.butzek@oregonmetro.gov
Freight projects	Deborah Redmond 503-797-1641 deborah.redmond@oregonmetro.gov
Mobility corridors, road and bridge capacity or reconstruction projects	Josh Naramore 503-797-1825 joshua.naramore@oregonmetro.gov
Demand management projects and programs	Caleb Winter 503-797-1758 caleb.winter@oregonmetro.gov
System management and operations projects and programs	Deena Platman 503-797-1754 deena.platman@oregonmetro.gov
Local aspirations	Christina Deffebach 503-797-1921 Christina.deffebach@oregonmetro.gov
Centers or transit-oriented development projects	Megan Gibb 503-797-1753 megan.gibb@oregonmetro.gov
Transit projects and programs	Josh Naramore 503-797-1825 joshua.naramore@oregonmetro.gov
Geographic information system data	Matthew Hampton 503-797-1748 matthew.hampton@oregonmetro.gov

Attachment 2

JURISDICTIONAL CONTACTS

City of Portland	Courtney Duke 503-823-7265 courtney.duke@pdxtrans.org
Clackamas County and cities	Ron Weinman (503) 742-4533 ronw@co.clackamas.or.us
Multnomah County and cities (excluding City of Portland)	Jane McFarland 503-988-5050 x29620# jane.mcfarland@co.multnomah.or.us
Washington County and cities	Andy Back or Clark Berry (503) 846-3519 andy_back@co.washington.or.us clark_berry@co.washington.or.us
TriMet	Alan Lehto 503-962-2136 Lehtoa@trimet.org
Port of Portland	Susie Lahsene 503-944-7517 susie.lahsene@portofportland.com
ODOT	Rian Windsheimer 503-731-8456 rian.m.windsheimer@odot.state.or.us

Key Milestones and Products for State Component of 2035 Regional Transportation Plan

Updated February 12, 2009

Project Timeline

January 2008 — June 2010

2008-10 Work Program Milestones

2008

Identify and analyze options to frame choices and confirm RTP policy and performance measures

WINTER: Jan Feb Mar | SPRING: Apr May Jun | SUMMER: Jul Aug Sep | FALL: Oct Nov Dec

RTP Evaluation Framework
Refine potential measures & develop draft outcomes-based evaluation framework

RTP Base Models
2005, 2035 No-Build and 2035 financially constrained system

RTP Investment Scenarios Analysis
Evaluate investment themes to test RTP policies and draft measures

Define policy refinements and recommended measures

A | B | C | D

Preliminary direction on elements of RTP Investment Strategy

2009

Analyze regional transportation needs to refine and make choices on investment priorities and strategies

WINTER: Jan Feb Mar | SPRING: Apr May Jun | SUMMER: Jul Aug Sep | FALL: Oct Nov Dec

RTP System Development & Analysis
Determine needs and define "adequate" system tied to funding strategy, RTP policies, and 2040 Growth Concept

Agency HCT/Local aspirations workshops

Agency mobility workshops

Mobility Atlas

Community Building Needs

Draft 2035 RTP
Compile draft plan

Policies and actions

Ch. 7 TSP & corridor refinement planning

Updated RTP FC and draft RTP State System

Round 1 *Investment Strategy modeling*

Draft Adoption Process
Release draft plan for 30-day public comment period

Draft State & Federal 2035 RTP

Approval by Resolution

Preliminary Transportation Planning Rule Findings

Preliminary Functional Plan Amendments

Regional High Capacity Transit (HCT) System Plan
Determine role of HCT and potential and priority HCT corridors

Regional Transportation System Management and Operations (TSMO) Plan
Identify toolbox of strategies and investment priorities to apply to optimize the region's mobility corridors

Regional Freight and Goods Movement Action Plan
Identify investment priorities and strategies to preserve freight access to industry and support reliable goods movement

RTP Funding Options
Update financially constrained assumptions and evaluate funding options for State RTP

RTP Funding Strategy
Finalize long-term strategy and action plan for investment priorities

2010

Final analysis and decision on investment priorities and begin implementation

WINTER: Jan Feb Mar | SPRING: Apr May Jun | SUMMER: Jul Aug Sep | FALL: Oct Nov Dec

RTP Findings Development & Final Analysis
Prepare final regional, state and federal findings

Transportation Planning Rule Findings

Framework Plan & Functional Plan Amendments

Round 2 *Investment Strategy modeling*

Air Quality Conformity Analysis

Final Adoption Process
Release discussion draft plan for 45-day public comment period

Final State & Federal 2035 RTP

Adopted by Ordinance

State and Federal Consultation

Implementation
Local Transportation System Plan (TSP) updates and RTP refinement planning activities begin

Council, JPACT & MPAC milestone

- *Confirm scenarios construct*
- *Joint meetings to discuss policy choices and preferences*
- *Confirm funding target & investment strategy principles*
- *Release draft RTP*
- *Approve draft 2035 RTP*
- *Release final draft RTP*
- *Adopt final 2035 RTP*

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Portland, OR 97232-2736
www.oregonmetro.gov

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TRANSPORTATION POLICY ALTERNATIVES COMMITTEE
May 29, 2009
Metro Regional Center, Council Chambers

MEMBERS PRESENT	AFFILIATION
Mara Gross	Citizen
Nancy Kraushaar	City of Oregon City, Representing Cities of Clackamas Co.
Alan Lehto	TriMet
Keith Liden	Citizen
Mike McKillip	City of Tualatin, Representing Cities of Washington Co.
Dave Nordberg	Department of Environmental Quality
John Reinhold	Citizen
Rian Windsheimer	Oregon Department of Transportation
Sharon Zimmerman	Washington Department of Transportation

MEMBERS ABSENT	AFFILIATION
Brent Curtis	Washington County
Sorin Garber	Citizen
Elissa Gertler	Clackamas County
John Hoefs	C-TRAN
Susie Lahsene	Port of Portland
Dean Lookingbill	SW Washington RTC
Louis A. Ornelas	Citizen
Ron Papsdorf	City of Gresham
Satvinder Sandhu	FHWA
Karen Schilling	Multnomah County
April Siebenaler	Citizen
Paul Smith	City of Portland

ALTERNATES PRESENT	AFFILIATION
Andy Back	Washington County
Lynda David	SW Washington RTC
Courtney Duke	City of Portland
Katherine Kelly	Cities of Multnomah County, City of Gresham
Jane McFarland	Multnomah County
Ron Weinman	Clackamas County

STAFF
Stephan Lashbrook, Tom Kloster, Andy Cotugno, Rian Amiton, Tom Kloster, Tony Mendoza, Kim Ellis David Barnett, Lake McTighe, John Mermin, Ross Roberts, Kelsey Newell, Kayla Mullis.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Mr. Stephan Lashbrook declared a quorum and called the meeting to order at 9:38 a.m.

2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Committee members and audience members introduced themselves.

3. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

There were none.

4. FUTURE AGENDA ITEMS

Committee members recommended the following items be included on future agendas:

- A proposed Department of Land Conservation and Development climate change program at a future meeting.
- TriMet Transportation Improvement Program (TIP) update, in July.
- The Preferred Alternative for the Sunrise Corridor, in August or September.
- Details from ODOT about electric vehicle rollout and implications

5. CONSENT AGENDA

Approval of TPAC Minutes from May 1, 2009

MOTION: Mr. Alan Lehto moved, and Mr. Rian Windsheimer seconded, to approve the TPAC minutes for May 1, 2009.

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

6. ACTION ITEMS

6.1 Resolution No. 09-4052, For the Purpose of Adopting the Regional High Capacity Transit System Plan Screened Corridor Map and Evaluation Criteria

Mr. Tony Mendoza of Metro briefed the committee on Resolution No. 09-4052 which will adopt the High Capacity Transit (HCT) system plan including the System Expansion Policy (SEP) definition, the tier ranking system, and the corridors currently classified in each tier as recommended by the HCT subcommittee. Mr. Mendoza discussed the following topics regarding the HCT plan:

- Corridor prioritization and advancement process
    - System Expansion Policy

    - Policy Tiers: Near Term, Next Phase, Developing and Regional Vision
    - Evaluation criteria as the base for tier advancement targets
    - Definitions of corridors including a 1 mile buffer on the system map for each study corridor
- The HCT subcommittee suggested the following changes to the resolution:
    - Move line 34 to from the Near Term to Next Phase tier
    - Move line 9 from Developing to Next Phase tier and study in conjunction with line 8
    - Remove line 43, from Portland Central City to St.Johns neighborhood, and line 54, from St. Johns neighborhood to Troutdale in the general vicinity of Columbia Blvd.
    - Add line 55 to the Next Phase tier
    - Add the following clarifying language: "Corridors are not ranked within the tiers. Corridors are shown in numeric order by the corridor identification number."
    - Indicate that the location of the alignment is to be decided through a corridor refinement plan and/or alternatives analysis.

The committee suggested the following amendments to Resolution No. 09-4052:

- The language in the description of the "Near Term" tier should be updated to read, "Corridors most viable ~~for implementation in~~ for the start of the implementation process the next four years..."
- Footnote 1 on exhibit A to Resolution No. 09-4052 should be attached to all of the tier rankings, instead of just Near Term
- Mr. Mike McKillip of Washington County requested on behalf of the Washington County coordinating committee that corridors 17 and 17D be combined into one corridor study area.
- Ms. Katherine Kelly of the City of Gresham requested that corridors 13 and 13D be indentified separately on the HCT corridor map. Currently they are both shown as 13D.
- Leave corridor 34 in the "Near Term" tier and clarify in the project description that it will be improvements to the WES line, rather than conversion to light rail, and will be implemented in phases.

MOTION: Mr. John Reinhold moved, and Ms. Nancy Kraushaar seconded, to recommend Resolution No. 09-4052 to JPACT with the recommended changes.

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

6.2 Regional Transportation Plan- Recommended Approach and Timeline to Refine Investment Priorities

Ms. Kim Ellis of Metro briefed the committee on the approach and process for developing the Regional Transportation Plan (RTP), which includes having the local coordinating committees take a lead role in developing the RTP project lists. JPACT has given approval on the approach

and timeline but has also requested further discussion around what constitutes the regional system and development of the performance targets that will guide investments. Ms. Ellis requested input from TPAC on how to respond to JPACT's desire for more explicit direction for refining investment priorities.

The committee discussed the following points:

- Priorities may ultimately depend on funding
- Need to better define regional significance, specifically in regards to regional collectors
    - Importance of considering increased costs if roads or bridges are reclassified
- Addressing climate change goals, which will ultimately be explicitly addressed in the RTP follow up
- Creating an investment roadmap as a helpful tool to aid jurisdictions in guiding their investments
- Need to focus on how certain populations are underserved by the system
- Addressing congestion through land use planning, system management, strategically adding capacity and improving local street connectivity
- Making a plan that is more approachable for the public
- Criteria for regionally significant bridges may be too broad- every paved bridge "serves emergency vehicles."

The committee made the following recommendations for defining performance goals:

- Develop targets in alignment with the RTP and evaluate a draft RTP investment strategy against these targets
- Identify criteria for ensuring equity in the system
- Address the issue of "regional significance" in regards to collectors as stated in the following motions:

MOTION: Mr. Andy Back moved, and Mr. Mike McKillip seconded, to remove the "collectors of regional significance" designation from the RTP, except for those facilities that are otherwise identified in Attachment 1 of the RTP memo.

ACTION TAKEN: With nine in favor, one opposed (Reinhold) and two abstained (Kraushaar and Nordberg), the motion passed.

MOTION: Mr. John Reinhold moved, and Mr. Andy Back, seconded to expand the definition of the regional system to more specifically define regional bridges based on the function they serve.

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

Mr. Andy Cotugno of Metro briefed the committee on transit and road related RTP funding mechanisms and levels.

Road related funding for maintenance is primarily focused on the city and county level. Street utility fees have been identified as a mechanism to close the gap between planned achievements and current funding. Through past experience it has been determined that state funding alone is no longer viable for funding road related Operations, Maintenance and Preservation (OM&P) costs. Permanent local actions, (like local and regional utility fees) will be responsible for closing the road-related OM&P funding gap. Modernization will depend on the potential revenue capacity, which will likely include a local level vehicle registration fee (VRF) increase every eight years to complement the state VRF which also increases every eight years. Regional minimum expectations on System Development Charges (SDC) will also provide additional revenue capacity. Tolls will also be used on specific projects for major capacity expansions.

The committee discussed accounting for other revenue sources (i.e. donations) and studded-tire taxes and fees.

Mr. Cotugno then addressed transit related RTP funding. Unlike road-related transportation, operation is the central component in transit funding. Funding on the level of a 2/10th increase in the payroll tax is proposed with 60% of the funding going to High Capacity Transit (HCT) and 40% going to frequent bus service. The payroll tax is used as a funding equivalent and other sources may fund the second 1/10th increase beyond the 1/10th increase authorized by the state legislator. In addition capital funding for TriMet will be more aggressively pursued.

The committee discussed the following topics:

- In regards to the 60%-40% split between HCT's light rail and frequent bus, putting money into HCT will result in replacement of frequent bus service, freeing up existing funding available for new frequent bus lines
- Adding a note that HCT capital match percentages are based on historical context
- Need for further discussion around freeway capacity and tolling
- Clarification that "throughway system" as used in the JPACT Retreat Table Summaries refers to major throughway expansion.

7.1 Blue Ribbon Trails and Active Transportation

Due to inadequate time, the Blue Ribbon Trails and Active Transportation informational presentation will be given at the TPAC/MTAC RTP work group on June 15th and at a future TPAC meeting, pending availability of meeting and staff time.

7.2 Regional Transportation Plan Bike Policy Refinements

Due to inadequate time, the Regional Transportation Plan Bike Policy Refinements informational presentation will be given at the TPAC/MTAC RTP work group on June 15th and at a future TPAC meeting, pending availability of meeting and staff time.

8. ADJOURN

Mr. Lashbrook adjourned the meeting at 12:06 p.m.

Respectfully submitted,

K.L. Mullis

Kayla Mullis
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR MAY 29th 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 09-4052 with Exhibits A-C	052909t-01
6.1	Letter	5/26/09	To: TPAC/MTAC From: City of Hillsboro Re: HCT Capacity Transit System- City of Hillsboro	052909t-02
6.2	Memo	5/29/09	To: TPAC and Interested Parties From: Kim Ellis, RTP Project Manager Re: RTP System Definition	052909t-03
6.2	Power Point	N/A	RTP Recommended Approach to Refine Investment Priorities	052909t-04
6.2	Chart	N/A	Recommended Direction on Revenue Sources & Assumptions for State RTP	052909t-05
6.2	Summary	N/A	Draft May 22, 2009 JPACT Retreat Table Discussion Summaries	052909t-06
7.1	Publication	May 09'	Call for Active Transportation Demo Projects	052909t-07
7.1	Publication	Spring 09'	The Case for Active Transportation	052909t-08
--	Newsletter	Spring 09'	OTREC Newsletter, Volume 3 Issue 2	052909t-09

600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700
503-797-1804 TDD
503-797-1797 fax

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Metro | *Memo*

Date: June 18, 2009

To: Transportation Policy Alternatives Committee (TPAC) & Interested Parties

From: Deena Platman, Principal Transportation Planner

Re: Regional Transportation System Management & Operations (TSMO) plan investment and implementation strategies

Requested Action
Confirm TSMO Action Plan and implementation strategies as developed by TransPort, the Regional Travel Options subcommittee, and the TSMO Policy Work Group.

Background
Investment in transportation operations and demand management strategies is not new for the Portland region. In fact, the region has a lengthy history of investment and joint coordination for these types of strategies. In the late 1990s and early 2000s, with regional funding support, many transportation agencies in the region adopted local Intelligent Transportation System Management (ITS) plans that focused on operational efficiencies to the existing system. In the same time period, the region began to fund transportation demand management activities that focused on travel choices. But these near-term and real-time management strategies competed for funding within a traditional planning structure focused on building new infrastructure capacity. In addition, available funding was often limited and inconsistent.

With the growing challenges of increased travel demand and fewer dollars to fund improvements, interest in cost-effective management solutions has emerged. Through recent regional flexible fund allocations, the agreed to increase investment in TSMO strategies, most significantly by raising existing allocations to the Regional Travel Options program and creating a TSMO program allocation of $6 million over the next four years to fund system operations improvements.

In 2007, Metro was awarded a Transportation and Growth Management Grant to conduct a refinement planning process in order to provide regional direction for TSMO investment. The plan will result in a comprehensive understanding of how TSMO opportunities can help address regional transportation needs, and institute a regional vision and strategy for implementing TSMO. The plan is being developed in partnership with the Regional Travel Options (RTO) program and will incorporate and expand on the work of the 2008-2013 RTO Strategic Plan to provide a 10-year strategy for TSMO investment. The plan's vision, goals, and actions will be integrated with the 2035 Regional Transportation Plan (RTP).

At the June 26 TPAC meeting, the project team will present the draft TSMO Action Plan, which includes regional and corridor specific operation and demand management priorities that should be considered for inclusion in the 2035 Regional Transportation Plan update. The team will also share governance and funding strategies identified by the project advisory committees to ensure successful plan implementation. Staff is seeking TPAC's affirmation of the TSMO action plan elements.

TSMO Action Plan
The TSMO Action Plan is a core element of the Regional TSMO Refinement Plan, providing a ten year road map for better management of the region's transportation system. The plan was developed under the direction of the TransPort and Regional Travel Options subcommittees of TPAC. Attachment A includes the full draft of the TSMO Action Plan.

Action plan strategies are organized into regional and corridor investment categories. Regional investments cover strategies that benefit multiple agencies, cross agency boundaries, and/or require a shared commitment to on-going implementation. Examples of regional investments include Drive Less/Save More collaborative marketing campaign and PORTAL data archive. Corridor investments include both capital improvements and services that can be targeted to a specific geographic area or facility. Examples of corridor investments include transit priority treatments and rideshare incentives.

The action plan prioritizes investments in four functional areas: regional multimodal traffic management, traveler information, traffic incident management and transportation demand management.

TSMO Action Plan Function Areas

Regional multimodal traffic management includes signal timing, access management, arterial performance monitoring, data collection, etc.

Traffic incident management includes resources and partnerships that foster a coordinated, timely, and efficient response to reduce incident duration, restore capacity, and reduce secondary crashes.

Travel information provides current and forecasted travel information via web site, 511 phone system, dynamic message signs, in-vehicle navigation, etc.

Transportation demand management markets travel options to leverage capital investments in transit, trails and other infrastructure and increase use of transit, walk, bike, and rideshare

Our region's experience with TSMO investments, as well as that of other places, demonstrates that operational and demand management strategies produce results that support regional transportation goals including:

- Improved travel time reliability
- Increase safety for all modes
- Improved transit on-time arrival
- Reduced travel delay
- Decreased fuel consumption
- Reduced vehicle emissions
- Supports "Livable Streets" goals

Most TSMO strategies include both capital investment and some level of on-going investment in personnel and materials to operate response vehicles, manage traffic operations centers, maintain traveler information, and support public outreach programs. Over the 10-year planning horizon, full implementation of the regional and corridor investments will mean investing approximately $364 million for capital improvements and up to $39 million per year in annual operations and maintenance.

Implementation Strategies

The Regional TSMO Refinement Plan represents a departure from more conventional capital investment plans. Successful implementation of this plan requires adjustments in thinking about how we fund and manage transportation system management in our region. The project advisory committees tackled this question and developed a list of follow-up implementation actions. Attachment B provides the list of draft recommendations.

Next Steps

The release of the draft TSMO Action Plan coincides with the refinement of 2035 RTP investment priorities. Successful implementation of TSMO investments depends on commitment by state, regional and local partners. At the June 26th TPAC meeting, members will receive a summary list of TSMO projects organized by the following jurisdictions:

- City of Portland
- Clackamas County and cities
- Multnomah County and cities
- Washington County and cities
- TriMet
- SMART
- Metro
- Oregon Department of Transportation

JPACT and MPAC policymakers have strongly endorsed TSMO investments as part of the 2035 RTP; jurisdictions are encouraged to advance TSMO projects as part of their federal and state transportation investment priorities this summer.

Adoption of the Regional TSMO Refinement Plan will occur this fall. Tentative schedule includes:

- August 28, 2009 – TPAC review
- September 10, 2009 – JPACT review
- September 25, 2009 – TPAC action
- October 8, 2009 – JPACT action
- October 22, 2009 – Metro Council action

DRAFT TSMO ACTION PLAN

The TSMO action plan is the region's road map for carrying out transportation system and demand management strategies to improve travel for people and goods. This plan is part of the 2035 Regional Transportation Plan, a comprehensive regional investment strategy for transportation.

The Portland region is in an enviable position; a penchant for regional coordination and openness to new ideas has placed the region on the leading edge for "smart" investments in both transportation operations and demand management. This plan takes the next step by integrating these complementary elements of system management to better link opportunities for coordinated investments that maximize the efficiency of the existing transportation system.

This action plan was developed with guidance from the TransPort and the Regional Travel Options (RTO) Subcommittees of the Transportation Policy Alternatives Committee (TPAC), and builds upon previously completed Intelligent Transportation System (ITS) plans and the 2008-2013 RTO Strategic Plan. The action plan guides implementation of transportation management solutions over the next 10 years.

Full (10 year) implementation of the region-wide and corridor specific transportation demand management projects will mean investing approximately $14 million in capital improvements and up to $28 million a year for operations and maintenance, for a total investment of approximately $225 million[1]. Full implementation of the systems management and operation projects will mean investing approximately $350 million for capital improvements and annual operation and maintenance costs of up to approximately $11 million, for a total investment of about $430 million[2].

TSMO investments include both capital improvements using intelligent transportation system (ITS) infrastructure and service strategies that provide traveler information and assistance, or respond to unexpected events. In most cases, TSMO services require ongoing investment in personnel to operate incident response vehicles, staff operations centers, or maintain travel information and public outreach programs.

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[1] Given that not all the projects will be implemented in the first year, the average annual operations and maintenance budget is estimated to be about $21 million a year.
Total cost = $14M + (10 x $21M) = $224M

[2] The annual operation and maintenance expense will reach $11 million after full implementation of the TSMO projects; however, the average cost over the 10-year period is estimated at $8 million a year since not all projects will be implemented during the first year of the plan.
Total Cost = $350M + (10 x $8M) = $430M

Attachment B

Regional Transportation System Management & Operations Plan
Draft Plan Implementation Recommendations

Coordination Recommendations

- Establish a regional TSMO policy group from members of RTO Subcommittee, TransPort, and the Regional Freight TAC and other public or private sector stakeholders (different modes, emergency responders, active transportation, private sector reps such as AAA) to lead plan implementation strategies; develop a committee charter
- Formalize roles and relationships through intergovernmental agreements and memorandums of understanding as necessary. For example, incident management teams
- Explore development of corridor management association to guide on-going implementation of system and demand management strategies
- Support staff development issues such as assess existing and needed skill sets, work on this together, purchase training together, peer exchange, certification – tap community colleges to support workforce training development
- Develop a joint operations and demand management project for next MTIP solicitation
- Participate in ODOT TDM program development
- Enhance partnerships with FHWA and FTA

Policy Recommendations

- Include budget for marketing and evaluation of TSMO projects
- Include least cost planning congestion management process in MTIP, projects must show they tried TSMO fix first to support state and fed policies
- RTP should include guidelines for local TSPs related to TSMO for plan amendments, use TSP to leverage results; should be tied to local policies, codes and infrastructure investment decisions
- Tie TSMO to regional climate action plan

Funding Recommendations

- Develop TSMO funding strategy to support regional systems like traveler information, carpool match, ITS network, PORTAL
- Request separate RTO/TSM program and capital infrastructure funds in MTIP process
- Tie operations capital to on-going Operations & Maintenance funding – establish MTIP criteria for on-going O&M support of TDM/TSM capital investments
- Explore barriers and opportunities for use of public-private partnerships for TSMO projects and identify a process for supporting and funding new ideas

Funding Recommendations, cont.

- Identify and develop new funding sources (ex. carbon tax funds)
- Work with regional partners to gain commitment for funding separate ongoing operations
- Work with TMAC to increase use of federal funds for TSMO
- Use cooperative purchasing agreements to develop economies of scale and reduce costs
- Use “transportation user fees” to fund operations
- TSMO requires funding for ongoing staff training and development to support implementation
- Work with finance managers in partner agencies to have outcomes focused budgeting

600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700
503-797-1804 TDD
503-797-1797 fax

www.oregonmetro.gov

Metro | *Memo*

Date: Thursday, May 28, 2009

To: TPAC

From: Chris Deffebach, Planning and Development Department

Re: Linking regional and local actions to local aspirations in Making the Greatest Place

In the fall, 2008, Metro staff requested planning directors to summarize the local aspirations for their community by submitting information about their aspirations for growth, the values that guide that growth and the barriers or investments needed to achieve those aspirations. Since then, 19 jurisdictions in the Metro area and three neighboring communities have submitted aspirations. These aspirations will be available on the Metro website.

We previously shared the initial results with TPAC and how they have been used for the high capacity transit study. The purpose of this memo is to let you know that we intend to use the local aspirations to set a context for regional investments choices and to ask for your help in identifying projects that support aspirations. At the TPAC meeting on June 26th, we will share an Investing in Great Places Matrix to illustrate the link between local aspirations and regional and local actions. Local actions include the local transportation investments, zoning and financial incentives that support aspirations.

Over the next few months, as you identify Regional Transportation Plan project priorities, we would like you to identify those projects that are needed to support the aspirations for your community. The local aspirations that were submitted identified some, but probably not all, of the investments needed. We intend to illustrate these conceptually so that other jurisdictions can see how the projects leverage aspirations. Transportation projects that increase access and marketability, such as transit, streetcar, HCT, new interchanges or enhanced streetscapes can help leverage aspirations beyond what we could expect to develop today. Transportation management projects that increase the access and capacity of the existing system are other examples of regional actions that can support aspirations.

We intend to continue to work with local jurisdiction staff to identify the local actions that have been taken or are proposed that support the aspirations and to use this information to help frame the investment choices. Regional and local actions will be needed to support local aspirations.

600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700
503-797-1804 TDD
503-797-1797 fax
www.oregonmetro.gov

Metro | *Memo*

Date: June 11, 2009

To: TPAC and interested parties

Cc:

From: Ted Leybold, MTIP Manager

Re: MTIP retrospective - questionnaire results and recommendations

Introduction

After every MTIP cycle Metro staff reviews and evaluates the process, seeking opportunities to make improvements to the program. This year the retrospective included stakeholder feedback. A questionnaire was distributed on May 1, 2009 to Metro Council, JPACT members and alternates, TPAC members and alternates, and 2010-13 Regional Flexible Fund (RFF) applicants. The questionnaire was due May 28, 2009. Thanks to those that provided comments.

This memo provides a summary of the feedback received and recommendations for policy and process changes based on responses and staff experience conducting the MTIP and RFF processes. Each question asked in the questionnaire is provided below with bulleted summaries of the responses received. The summary encompasses short, "yes or no" answers and longer, more specific comments to get an overall sense of the responses. Specific comments are also provided, some of which have been shortened or summarized to fit them into the memo.

Questionnaire results

1. Did the MTIP policy objectives clearly link to RTP policy objectives to provide a logical and strategic framework for prioritizing transportation projects/programs for the:
    a. Allocation of regional flexible funding
    b. Allocation of ODOT administered funds? (Note: ODOT suspended the 2010-13 STIP update and allocation of ODOT administered funds in December 2008).
    c. Allocation of transit agency administered funds?

Summary

- The overall responses to 1a said the policy objectives provided a good framework for prioritizing projects for RFF funds.
- The majority of returned questionnaires did not include comments on 1b and 1c.

Comments

- 1a - The policy objectives did a good job of attempting to operationalize the overall goals.

- 1c - TriMet and SMART do not appear to conduct a "regional" process that receives JPACT/Metro Council approval for their transit agency administered funds.
- 1c - It did for those for which it is applicable. Other items, like formula and New Starts either have federal direction for how they are spent or go through positive regional discussion and comparison to policy objectives through various Metro and JPACT processes.
- 1c - Less clarity than the RFF.

2. The regional flexible funding allocation process changed from using a modal evaluation to using an outcome-based evaluation of policy objectives. Four outcome-based categories were created to evaluate the desired outcomes.: (1) *regional mobility corridors, (2) mixed-use area implementation,(3) industrial and employment area implementation, and (4) environmental enhancement and mitigation* Technical measures were developed within each outcome based evaluation category.

    a. Should regional flexible funding allocations be based on a narrower or different set of evaluation outcomes? If so, which ones?

    b. Did the technical measures adequately evaluate the policy objectives relevant to each outcome-based category? What changes would you suggest?

Summary

- The comments generally supported the reduction of project categories and streamlining of the process.
- Additional focus on tying the categories to sustainable practices is encouraged as is possibly making some adjustments to them.
- The technical measures are complicated and could use additional work as well as consideration of whether the goals and policies are being expressed appropriately through the questions asked in applications and the technical evaluation process.

Comments

- 2a - These were good; whatever we use should be based on 2040 goals
- 2a - Need more focus on long-term greenhouse gas emissions and VMT reduction.
- 2 a - In the next round, we should be looking for ways to tie the categories into more holistic positive benefits for sustainability, livability, and accessibility.
- 2a - We should also reassess whether the categories as defined added to the process or whether some adjustment may be appropriate. There are projects that cut across categories – did this make a difference or not?
- 2a –A small set of broadly defined categories such as these helps streamline the process while allowing for much needed flexibility.

- 2b - The technical measures seemed a bit complicated. It would be nice to simplify the questions – particularly those that related to the planning and zoning items.
- 2b - Some of the other federal and regional processes currently underway may yield better metrics for getting to long-term sustainability outcomes.
- 2b - The measures tended to follow the category more than the goals. We should reexamine the measures in next round to ensure alignment with goals.
- The process was unfairly skewed towards alternative modes and that the priority for the funds should be on the motor vehicle system.

3. Several changes were implemented this cycle to improve the accuracy of project applications, clarify the information needed and how projects would be evaluated, ensure projects could be constructed on-time and on-budget, and reduce the total amount of local agency work.

    a. Did the changes to the solicitation process succeed in meeting these objectives? What changes would you recommend?

    b. Did the applicants have enough direction and support to nominate the most relevant and top priority projects?

    c. Were local governing boards adequately engaged in the local application and regional decision process?

    d. Would a more collaborative project nomination and selection process between local agencies, Metro and ODOT be preferable to the current competitive application process?

    e. Did the criteria provide adequate technical measurement of projects? What would you add or remove?

Summary

- There was general agreement that the solicitation process has improved, but that still more time is wanted to nominate projects and complete applications.
- The majority of respondents felt there was enough direction and support to nominate the most relevant and top priority projects.
- Responses to 3c suggest that full engagement of governing boards is a challenge.
- There seems to be some interest in discussing how the process could be more collaborative.
- Comments indicate that the technical measurement of projects was adequate, but some felt the measures were complicated.

Comments

- 3a - Yes, although the application preparation was still quite time consuming and it seems like we didn't have enough time between publication of the packet and when the applications were due.
- 3a - There were some perceptions of inequities in the number of projects that applied. More focus on the front end – project recruitment – will probably be necessary.
- 3a - The application was more streamlined than some previous years. The main issue was the internal project selection process. By the time projects were suggested and reviewed, there was less than a week to complete the application.
- 3a - The best change was to limit the number of applications and shorten the process so that there were fewer unfunded projects. It was challenging to compete with such different projects.

- 3b - Not certain, but I suspect that not all did.
- 3b - It was somewhat challenging to guess how different projects might be evaluated but the nomination materials were pretty complete.

- 3c - It is hard to engage our local boards (coordinating committees) in a timely manner. Staff was adequately engaged, but I don't think all of the electeds were. However, I also don't think

they are that concerned. They rely on their staffs to be in the know and make good decisions. Given the very small amount of money available, I don't think much more effort is really needed here for our group. Our JPACT members got organized around the process which is most important.

- 3c - There were more jurisdictions not submitting projects for this MTIP than previous MTIPs. Part of lack of interest may be the relatively small amount of money available, the stiff competition from other jurisdictions and the still somewhat daunting amount of time required to apply and actively participate in the process.
- 3c - somewhat

- 3d - Collaboration could be frustrating if an agency is not engaged or involved in the process. At least the current process allows for individual jurisdictions to make their own decisions, apply, and compete for project funding. I would be interested in hearing what kind of collaborative process you are thinking about.
- 3d - Very possibly. If any applicants felt they were acting without complete information, then a more collaborative approach would help.
- 3d - Not necessarily. If a local jurisdiction can fit a particular category and population share then that should take a lot of competitiveness out of the process.

- 3e -For us, yes. The only item we struggled with was having undevelopable land in our regional center which reduced how much density we can ever achieve.
- 3e - Don't require quite as much detailed response on aspects of the project and costs. Many of the proposed projects are worthwhile, yet are not far enough along in their development to be able to accurately assess such specific information
- Generally, the MTIP's process seemed significantly more efficient than previous years.

4. a. For this cycle of regional flexible funding, JPACT and the Metro Council recommended funding amounts for region-wide programs before soliciting local project applications. This was to create a realistic funding and application pool for local agencies and to separate the evaluation and funding recommendations for projects and programs of such different sizes and scope that they do not compare easily across technical measures. Was the two-step process was successful in simplifying the decision between prioritizing funds for regional programs and local projects? What improvements to the two-step process would you recommend?

   b. Did the narrowing factors (quantitative technical evaluation, qualitative issues, meeting bike/pedestrian air quality TCM requirements, funding projects throughout the region, and public comments) provide the right framework for selecting projects for regional flexible funding? What changes would you suggest?

   c. Given the funding amounts available, did the projects and programs selected for regional flexible funding properly prioritize the adopted policy objectives?

   d. Was there adequate coordination and consideration of policy trade-offs among the allocation of ODOT administered funds, transit agency administered funds, regional flexible funding and local funds? What changes would you suggest?

Summary

- The comments support the use of a two-step process, but with additional clarifications and transparency.
- Overall positive comments on the narrowing factors, but a number of suggestions for improving this aspect of the process.
- The comments overall indicated satisfaction with the way projects and programs were prioritized to meet the adopted policies objectives. See comments for 4c below for specific comments.
- Not all respondents provided comments to 4d. The ones provided indicate that more information and transparency are needed to understand the ODOT and transit agency allocation processes.

Comments

- 4a - I support the two-step process, but did not favor the additional pot of money that was added for bike/ped projects. That category seemed to muddy the waters and seemed unclear and kind of last minute in the process development. I think we could have easily selected bike/ped projects that fit into the MTIP categories.
- 4a The two-step process was very helpful for several reasons:
  -Provided more certainty for transit projects that are regional priorities
  -Provided more clarity to applicants on what was likely available
  -Did not mix very local projects with more regional projects in ways that would disadvantage one or the other
- 4a - Yes, although it wasn't always clear what was coming off the top and why. Recommend greater transparency.

- 4b - The technical measures were helpful
- 4b - The bike/ped commitment did help narrow, though the use of it probably caught some regional partners by surprise in the way it developed, so more up-front clarity would be helpful as well.
- 4b - Qualitative and public comment information was very hard to integrate.
- 4b - We will need to struggle with how to treat development projects (vs construction) as that was one of the more difficult tradeoffs.
- 4b - Base the location of the open house on where the majority of the project applications are coming from. For example, if most of the projects in Washington County are coming from Beaverton and Tigard, then don't hold the Washington County open house in Hillsboro.

- 4c - The tie back to policy objectives is difficult to gauge.
- 4c - Generally yes, although it was surprising that nothing was funded out of the Industrial & Employment Area Implementation category – especially in these tough economic times!

- 4d - Can't really answer this question without reviewing the ODOT project list and the TriMet fund distribution and projects.
- 4d - This has always been somewhat of a "black box" and would benefit from greater transparency. A more direct explanation of "what's in it for local jurisdictions" early in the evaluation process might increase awareness of and interest in transit projects at the local level.

- Overall - It was helpful to have a more realistic amount of funding available. However, it did appear that the region-wide projects did not get public review/input and we heard that complaint when we talked to advocacy groups.

5. Do you have any other comments or suggestions?

- Overall, this was a good MTIP process.
- This process was an improvement over previous rounds of MTIP, generally resulting in an equitable distribution of funds among a set of useful projects, all accomplished with a minimum amount of bloodletting. Cumulatively, around the region, if one examines the amount of staff time that goes into this process, it's rather significant. When in doubt, make it simpler.

Policy and process recommendations

1. Continue to link RFF policy development to RTP objectives in creating the prioritization framework for selecting projects and programs.

   Rationale: The positive feedback from the questionnaire and staff experience indicates we are on the right track with integrating RTP principles, goals and objectives.

2. Continue to structure the RFF process on the simplified, outcomes based approach derived from the RTP. Monitor RTP update process to identify potential refinements to outcome-based evaluation categories and other improvements that better link the RTP goals and objectives with the RFF process.

   Rationale: Comments from the questionnaire support the changes made in the last RFF round to focus on a smaller number of outcomes based evaluation categories derived from the RTP. Staff feels that the improvements in this cycle improved the quality of the projects submitted for consideration.

3. Continue utilizing the two step approach for allocating funds to regional programs and local projects, but with additional efforts to clarify the approach and improve transparency.

   Rationale: The comments received support using a two step approach for allocating funds to regional programs and local projects. Metro staff also supports using this approach in the next cycle.

4. Consider additional streamlining of technical measures and identify ways that the measures can more meaningfully reflect program goals and objectives.

   Rationale: Stakeholders commented that the technical evaluation process was a bit complicated and that there may be better ways to measure projects. Staff feels that it could be simplified and improved.

5. Identify opportunities to improve the narrowing factors, in particular how qualitative information and public comments are integrated into the decision making framework.

   Rationale: The comments indicate that the narrowing factors, while helpful, could be improved. Metro staff feels there are opportunities to strengthen the factors.

6. Investigate whether a more collaborative approach could help simplify the RFF process, reduce staff time needed to apply, improve the project nomination process, and increase levels of engagement of all stakeholders.

   Rationale: Responses to Question 3a-e indicate some areas where improvements can be made to the overall process and there appears to be interest in considering how a more collaborative RFF process might be developed. Metro staff feels this would be an effective way to work more closely with locals in developing the priorities and projects for regional flexible funds.

7. Improve clarity of how transit agency and ODOT administered funds are allocated and how they relate to the MTIP process and RTP goals.

   Rationale: Comments from the questionnaire indicate that additional information would be helpful for regional stakeholder's understanding of the decision making process behind the allocation of all regional transportation funding.

8. Incorporate Congestion Management Process and Federal Transportation Planning Factors in MTIP policy update and development of project selection criteria.

   Rationale: Federal regulations and FHWA support using these elements more prominently in policy and the prioritization of projects.

Next steps

The recommendations will be considered during the policy and process update for the 2012-15 MTIP cycle beginning next fall.

Overview of ODOT Tolling and Pricing White Paper Development Process

March 2009

Introduction

The Oregon Legislature has given the Oregon Transportation Commission (OTC) broad authority over the construction of tollways and the application of tolls on existing facilities, consistent with federal requirements.

In response to this direction, the OTC is taking a deliberate and transparent approach to analyze and understand potential effects of tolling/pricing to determine if and how tolling could be applied in Oregon. The first step was to review and assess potential implications of highway tolling and pricing. The Oregon Department of Transportation (ODOT) hired Cambridge Systematics to develop a policy framework for considering a range of potential congestion pricing and tolling applications and types.

Tolling white papers

The next step was to commission seven white papers to evaluate and understand several technical tolling issues and their implications to motorists, the transportation system and communities in Oregon. The papers were completed in February 2009 and discuss the following concepts:

1. Is tolling an effective means of reducing greenhouse gas emissions?
2. Where, geographically, could tolling work and under what circumstances?
3. Forecasting change – how do we incorporate tolling and pricing into our regional transportation models?
4. What are the economics of transportation system reliability?

Concepts and terms

Tolling types

High occupancy toll (HOT) lanes – Travel lanes restricted to either qualifying high occupancy vehicles (HOVs) or solo drivers willing to pay a toll. The toll typically varies by time of day or traffic level and is collected electronically.

Managed toll lane – Any toll lane that uses variably priced tolls to maintain superior, less congested travel conditions.

Area/Cordon tolling – Vehicles are charged to travel into or within a high activity center, such as a downtown or business district. Prices may vary by time of day to encourage motorists to enter the zone during less busy times or to use transit.

System tolling – Implementing tolls on all highways and major arterials in a region to reduce congestion, minimize route diversion and increase transportation revenue.

Tolling approaches

Flat rate – Toll rates that don't change.

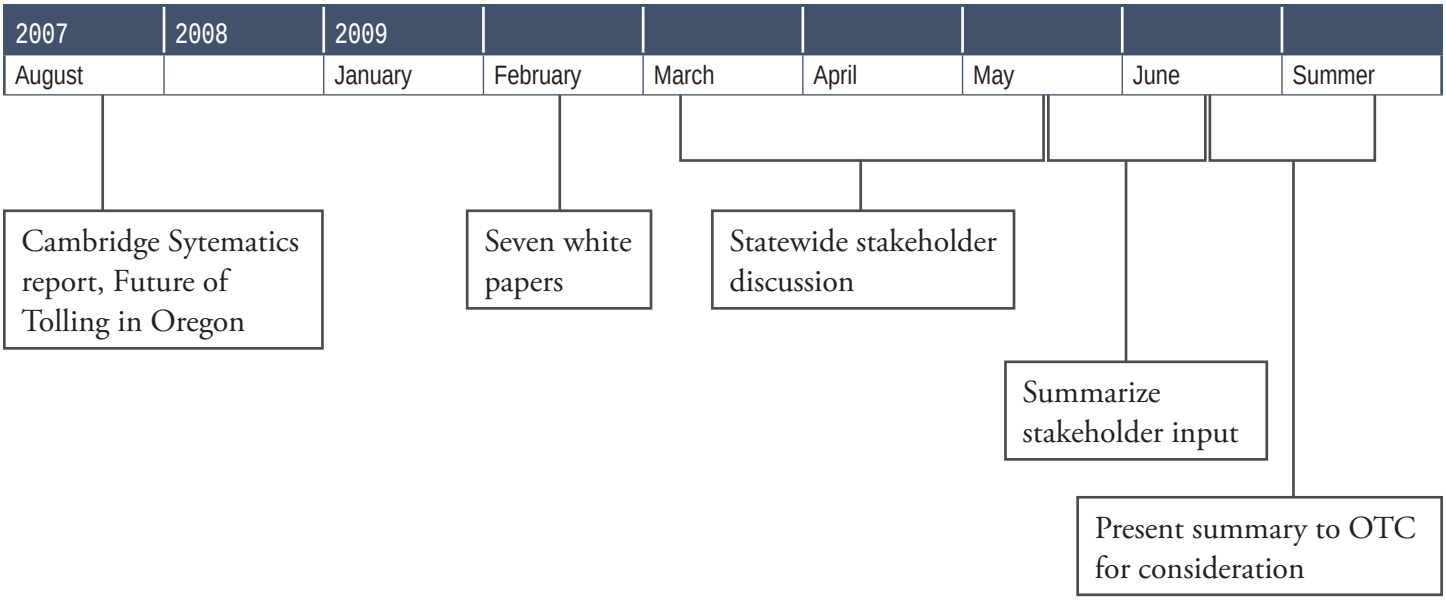
Variable/Dynamic – A toll that changes by time of day, traffic volume or other factor. Dynamic tolls change in response to real-time conditions.

Electronic tolling – Using technology to collect tolls from drivers without requiring them to stop and make cash payments.

5. How should the economic and social effects of broad applications of congestion pricing be assessed?
6. How do you determine if tolling a project is a better alternative than other non-tolled options and how would you choose between a number of tolled alternatives?
7. Are truck-only toll lanes a viable option for Oregon?

Schedule and next steps

The white papers are being presented to transportation stakeholders for feedback in spring of 2009. No decisions are being made at this time. ODOT is gathering information and narrowing the options for a discussion of tolling and pricing in Oregon. The OTC will review stakeholder feedback and then consider the next steps to take with regard to tolling and pricing for Oregon.



For More Information

- **Visit the Web site to read the white papers and complete a comment form: www.oregon.gov/ODOT/TD/TP/Tolling_Background.shtml**
- **Email: Robert.A.Maestre@odot.state.or.us**

Materials following this page were distributed at the meeting.


The transportation system management and operations (TSMO) refinement plan identifies TSMO investments to enhance conventional capacity projects for the region.

TPAC June 26, 2009
Peter Koonce – Kittelson & Associates
Deena Platman - Metro


Metro | *People places. Open spaces.*

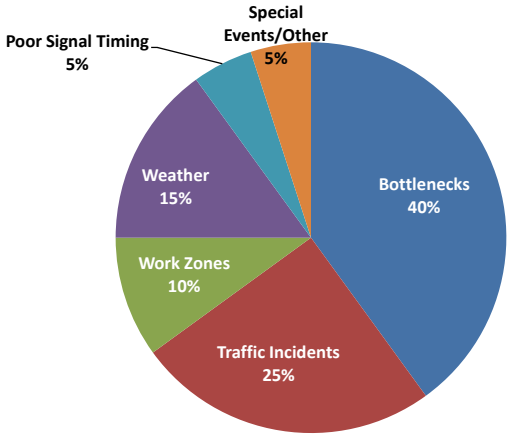
1


Actively managing our multimodal transportation system achieves safe, reliable, accessible, and seamless travel for people and goods.


Metro | *People places. Open spaces.*

2

Managing the transportation system addresses congestion causes.



3

Management strategies improve accessibility, safety, multimodal mobility and travel options.

Multimodal Traffic Management

Traffic Incident Management

Traveler Information

Transportation Demand Management

4

Goals and Guiding Principles of the Plan

Goals:

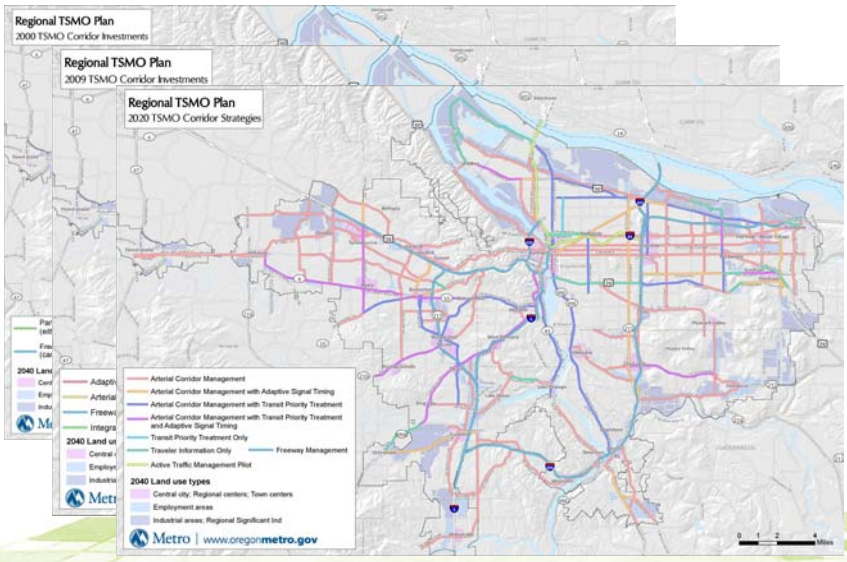
1) Reliability
2) Safety and Security
3) Quality of Life
4) Traveler Experience

Guiding Principles:

1) Regional Partnerships
2) System Performance
3) Investment in Ongoing Operations

5

Current Portland management strategies provide a building block for future strategies.



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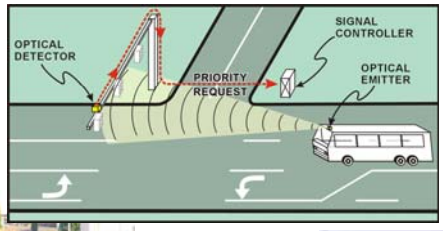
Multimodal Traffic Management



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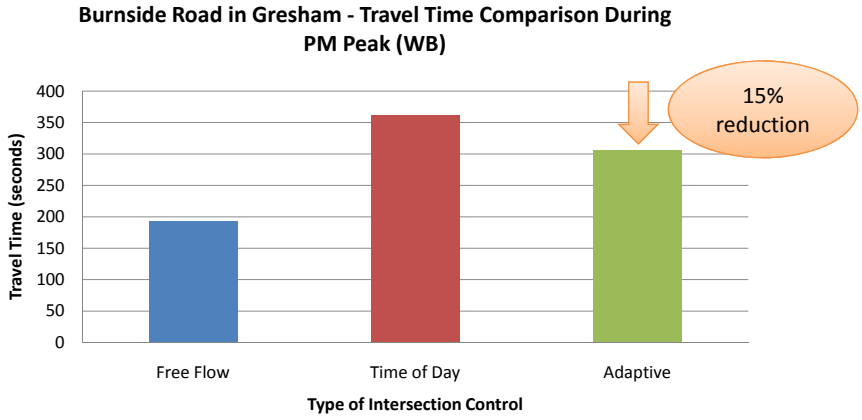
Responsive systems reduce delays and travel times.



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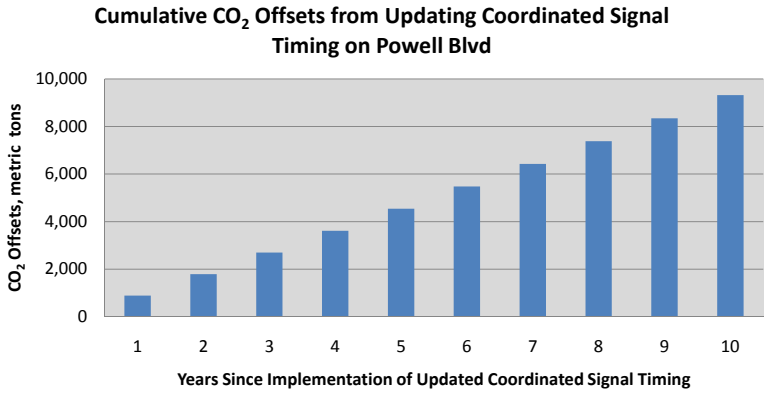
Coordinating traffic signals decreases fuel consumption and vehicle emissions.



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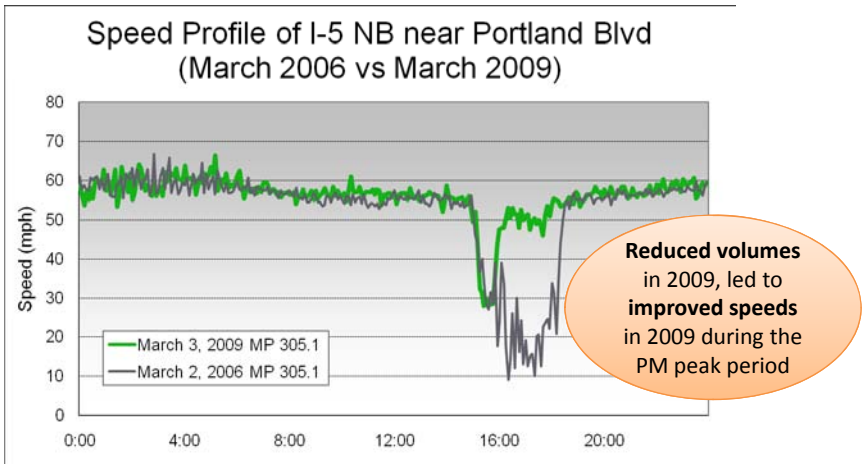
Transit signal priority treatments improve on-time performance.

- 14% improvement in on time performance
- Average Minutes late fell from 5.7 to 3.5 minutes

10

Managing demand reduces congestion.



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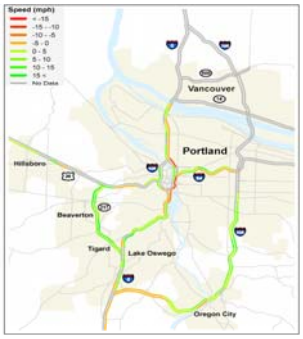
Planned traffic management strategies reduce congestion, delays, and travel times.

1. Improving arterial traffic management
2. Expanding transit priority treatments
3. Pursuing congestion pricing options

12

Traveler Information



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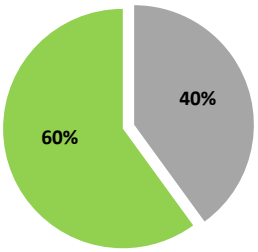
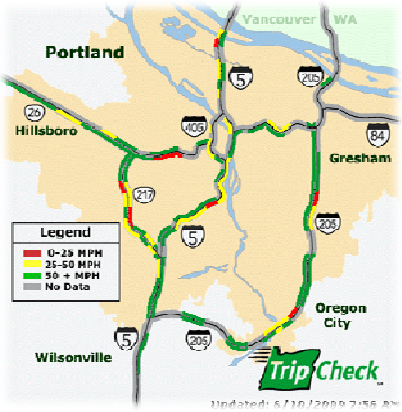
Providing real-time information allows travelers to alter decisions.



Up to 60 % of visitors to the TripCheck website alter travel plans based on real-time information.



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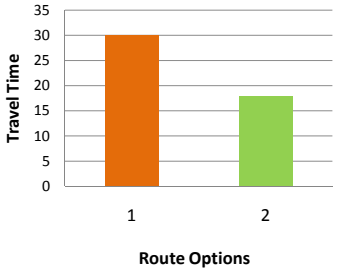
Expanding real-time traveler information enables travelers to make informed decisions.

Potential for a Real-Time Congestion Map

Will lead to travel time savings…



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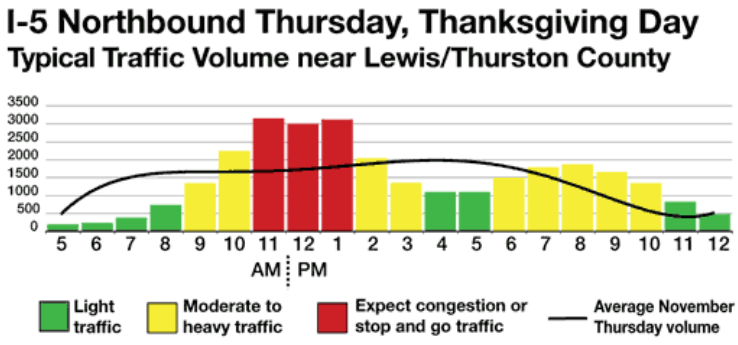
Forecasting traveler information enhances traveler experience.



Examples from WSDOT website:
http://www.wsdot.wa.gov/Congestion/ThanksgivingDay/2008chartsI5OlympiaCentralia.htm

16

Traveler information and travel options strategies help travelers make informed decisions and avoid congestion.

1. Expand traveler information to arterials
2. Continue and expand travel options marketing
3. Improve multimodal traveler data and tools
4. Enhance data collection capabilities

17

Traffic Incident Management

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Managing traffic incidents improves traveler safety.

Past studies show:

- Incident management strategies can **reduce crash frequency up to 40%** (San Antonio TransGuide)
- Approximately **20%** of all crashes **are secondary crashes**
- For every minute a primary incident continues to be a hazard, the **likelihood of a secondary crash increases by 2.8%**

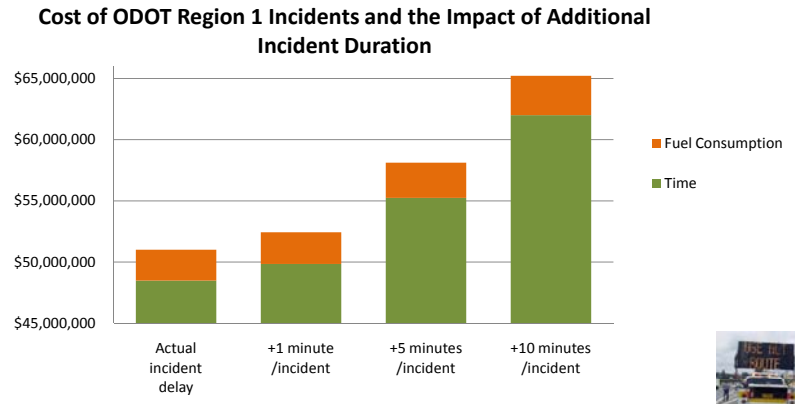
19

Detecting and clearing incidents quickly restores lost capacity.

Number of Hwy Lanes	% Facility Capacity Lost by Blockage Type			
	Shoulder	1 Lane	2 Lanes	3 Lanes
2	19%	65%	100%	N/A
3	17%	51%	83%	100%
4	15%	42%	75%	87%

20

Improving incident clearance times reduces incident delay and cost.



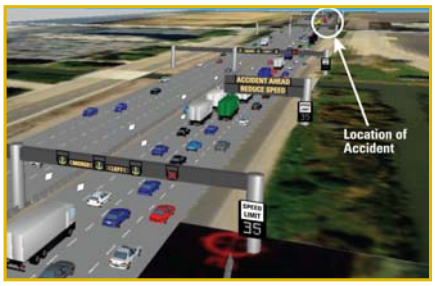
Source: Bertini, Robert L., Michael W Rose, Ahmed M El-Geneidy. Using Archived Data to Measure Operational Benefits of ITS Investments: Region 1 Incident Response Program. June 2004.

21

Active traffic management effectively reduces crashes and crash severity.

Past studies show Active Traffic Management can:

- Reduce primary crashes by 3% to 30 %
- Reduce secondary crashes by 40% to 50%
- Reduce crash severity



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Planned incident management strategies reduce crashes, delay, and incident costs, and improve traveler safety.

1. Enhance incident management capabilities
2. Increase surveillance for faster incident detection
3. Improve inter-agency communications
4. Implement active traffic management

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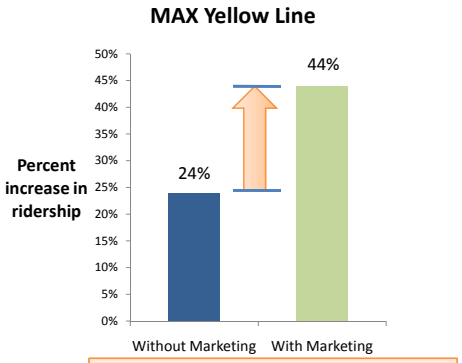
Transportation Demand Management

24

Marketing travel options encourages travel choices.



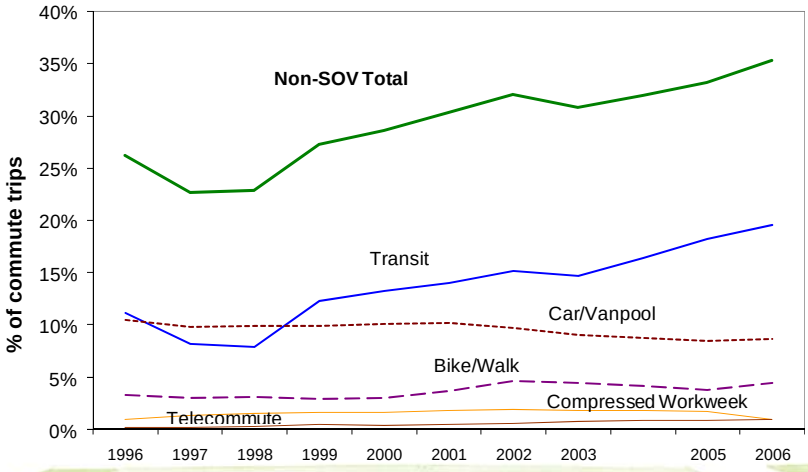
20% larger increase in ridership in areas targeted by individualized marketing campaigns.

1 out of 5 Portland residents reduced car trips due to the Drive Less. Save More. campaign.

Drive less.
Save more.

25

Promoting travel options increases non-SOV mode split and decrease vehicle emissions.



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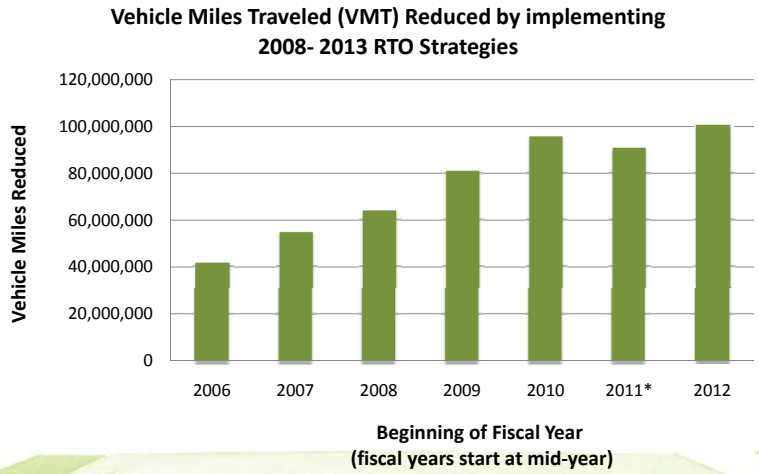
Promoting travel options reduces vehicle miles traveled



* Note on fiscal year 2011/2012 – lower amount of individualized marketing funding this year.

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TDM strategies reduce VMT, improve non-SOV mode share, and reduce fuel consumption and emissions.

1. Continue to support rideshare and employer services.
2. Expand collaborative marketing campaigns for travel options
3. Incorporate a youth transit pass program

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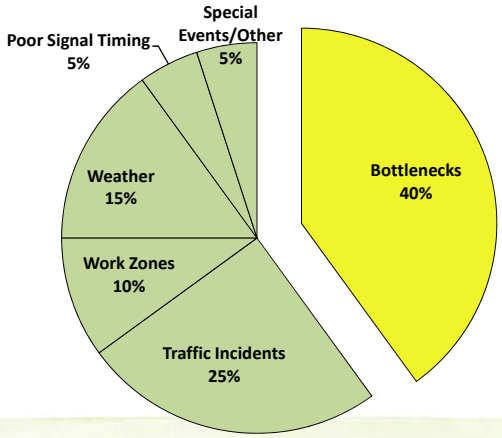
Actively managing the transportation system optimizes transportation infrastructure investments.



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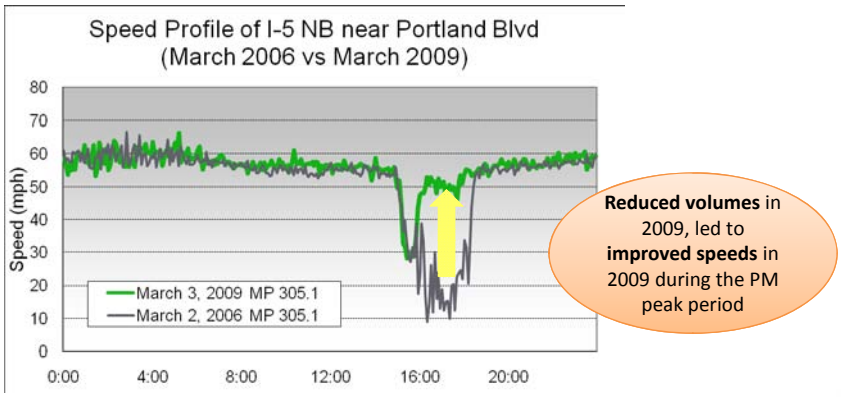
Implementing TSMO and TDM solutions optimizes capacity and can delay the need for capital improvements.



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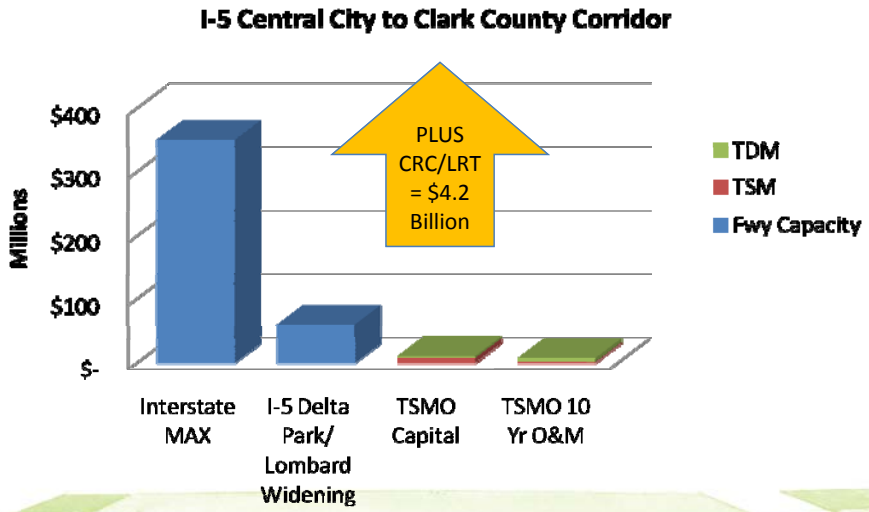
TSM and TDM leverage major capital investments.



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TSMO and TDM strategies achieve safe, accessible, reliable, and seamless travel for people and goods.

1. Manages congestion and improves reliability
2. Encourages travel choices
3. Improves traveler safety
4. Reduces emissions
5. Optimizes transportation investments

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Next steps

- ❑ **Summer 2009 - Integrate policies and action strategies into RTP investment strategy**
- ❑ **Update Regional ITS Architecture**
- ❑ **Fall 2009 - Regional TSMO Plan adoption process**

For more information about the Regional TSMO Plan contact:

Deena Platman – Regional Mobility Program/Project manager
Deena. platman@oregonmetro.gov

Pamela Peck – Regional Travel Options Program
Pam.peck@oregonmetro.gov

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Regional Transportation System Management and Operations Plan

Summary of Regional Action Strategies by Agency

TSMO Project	Project Description	Goal/Objective	Priority		Cost		
				Time-frame	Capital	O&M	Potential Lead Agency
Active Traffic Management RCTO	Conduct a study to review the various strategies and determine those feasible. Identify the potential corridors for implementing active traffic management strategies based on current operational and safety challenges that could be addressed by active traffic management. Subsequent study(s) should focus on development of an active traffic management implementation plan and identifying specific elements appropriate for each of these corridors.	Identify potential corridors for active traffic management implementation, and develop an implementation plan	High	1-5 years	$350K	$0	Metro
Multi-modal traveler data and tools	Provide and/or maintain data and tools to encourage and ease the use of travel options including CarpoolMatchNW.org and roadway bike-suitability data maintenance for bike maps and online trip planning tools.	Provide and/or maintain data and tools to encourage and ease the use of travel options.	High	Ongoing	$0	$150K	Metro
Arterial Performance Measure	The first project using this TSMO strategy is envisioned to make use of media access control address (MAC) reading technology at strategic locations to cover the major arterials region wide. This data will be stored and used in a similar fashion to PORTAL. The arterial performance data, such as real-time speeds, will be made available to the public in an easy to use end format, such as ODOT's TripCheck website. The data could be used to help predict travel times under recurring or non-recurring events.	Expand traffic surveillance and transportation system condition data collection capabilities across all modes.	High	1-5 years	$750K	$100K	Metro
Emergency Responders GIS System Upgrades	Potentially includes responder equipment installation, central system upgrade, and sharing of surveillance or performance measurement data between agencies to speed response times and increase incident understanding prior to emergency response arrival.	Provide better information and support for emergency management	Medium	1-5 years	$200K	$50K	Metro
Collaborative Marketing	Continue the Drive Less/Save More regional collaborative marketing campaign that increases awareness and use of travel options and reduces drive-alone trips. Update regional Bike There! map and other collateral materials. Provide sponsorships for partner events and activities. Conduct outreach to the public. Support partner collaboration and coordination.	Continue regional collaborative marketing campaign that increases awareness and use of travel options and reduces drive-alone trips.	High	Ongoing	$0	$975K	Metro

Regional Transportation System Management and Operations Plan

Summary of Regional Action Strategies by Agency

TSMO Project	Project Description	Goal/Objective	Priority		Cost		
				Time-frame	Capital	O&M	Potential Lead Agency
Employer Services	Implement and/or support outreach and technical support in a collaborative manner with RTO partners to help employers increase non drive-alone travel modes. Additional investment in this strategy is appropriate in some corridors.	Implement and/or support outreach and technical support in a collaborative manner with RTO partners to help employers increase non drive-alone travel modes.	High	Ongoing	$0	$1M	Metro
Rideshare Services	Implement and/or support marketing, outreach, vanpool fare incentives, and services directed at residents and employees to encourage and incentivize ridesharing. Additional investment in this strategy is appropriate in some corridors.	Implement and/or support marketing, outreach, vanpool fare incentives, and services directed at residents and employees to encourage and incentivize ridesharing.	High	Ongoing	$0	$360K	Metro
Measurement	Implement and/or support strategies that support investment in cost-effective strategies by measuring program effectiveness and easing data sharing among partners.	Implement and/or support strategies that support investment in cost-effective strategies by measuring program effectiveness and easing data sharing among partners.	High	Ongoing	$0	$150K	Metro
TSMO Program	Support strategic and collaborative program oversight. Support meetings and activities of the RTO and TransPort Subcommittees of TPAC, administer RTO and TSMO grant programs. Develop equitable and sustainable funding plans, seek additional funds to leverage federal grants. Track and support the development of regional, state and local policies that advance TDM and TSM strategies.	Support strategic and collaborative program oversight.	High	Ongoing	$0	$335K	Metro
Parking Management Program	Implement a program that provides incentives for jurisdictions to implement parking strategies in urban areas. This could incorporate a “best practices” type of policy or case studies within the jurisdiction to determine optimal parking strategies. Parking strategies can include time restrictions (maximums), paid parking areas, limiting parking to encourage alternative transportation modes, as well as other strategies.	Provide incentives for jurisdictions to manage parking	High	1-5 years	$0	$100K	Metro

Summary of Regional Action Strategies by Agency

TSMO Project	Project Description	Goal/Objective	Priority		Cost		
				Time-frame	Capital	O&M	Potential Lead Agency
Youth transit pass program	Overcome barriers to youth transit trips and increase the demand for transit region-wide in order to reduce miles driven by parents and among youth who have vehicles for their use. Develop agreements between TriMet, schools, and local governments to provide youth transit passes. This project could also incorporate developing methods to upgrade transit fare collection to an instrument, such as smart cards, that can account the exact amount youth take transit trips. Work with schools to develop methods and agreements so that youth transit cards can be issued to students.	Overcome barriers to youth transit trips and increase the demand for transit region-wide.	Medium	1-5 years	$0	$100K	Metro
Youth transit pass program	Implement a pilot project lasting 1 year (or longer) for the youth transit pass project that was developed in the project above. The pilot project could focus on one or multiple schools. The implementation component will be further defined as part of the development stage.	Implement the youth transit pass program.	Medium	1 year (6-10 years)	$0	$15M	Metro
Regional Incentive/Disincentive System	Provide a method for incentives that can be used regionally or by local partners to manage demand with individuals. Creating a regional system would allow seamless incentive delivery and management.	Provide a method for incentives used to manage demand with individuals.	Low	6-10 years	$9M	$200K	Metro
Park&Ride Traveler Information	Add Park&Ride feature to route planning tools such as TriMet's Trip Planner. Capital cost will install parking censors to collect and share data.	Add Park&Ride feature to route planning tools	High	Ongoing	$500K	$150K	Metro or TriMet
Enhance Regional Traffic Signal System	Software upgrades or enhancements including advanced signal operations, supportive GIS databases, incident management timing plans, etc. Equipment and hardware upgrades to enhance capabilities in traffic signal systems such as automation of turn movement counts collection and automated collection of arterial travel times.	Enhance regional traffic signal coordination systems and support systems that respond to current conditions.	High	1-5 years	$12M	$50K	Metro/TransPort

Regional Transportation System Management and Operations Plan

Summary of Regional Action Strategies by Agency

TSMO Project	Project Description	Goal/Objective	Priority		Cost		
				Time-frame	Capital	O&M	Potential Lead Agency
Region-wide Access Management Strategies	Develop overall access management goals and objectives and identify potential corridors for access management implementation. Develop a corridor specific access management strategy that provides a toolbox of techniques that may be applied as road improvement projects, development, or redevelopment occurs within the roadway corridor. The strategy is intended to be adopted by the jurisdictions that have responsibility for the roadway, permitting of driveways, land use regulations, local ordinances and site development requirements.	Improve safety and preserve capacity on regional facilities	High	1-5 years	$500K	$0	ODOT
Congestion Pricing/ High Occupancy Toll Lanes	Develop and implement congestion pricing and study the effect it may have on reducing traffic congestion.	Support systems that implement future pricing strategies (e.g., congestion, tolls, parking).	High	1-5 years	$5 M	n/a	ODOT
Active Traffic Management Pilot Project	The second step following the development of regional concepts and implementation plans for active traffic management; based on the results of the preliminary study, this step includes field implementation of active traffic management on the priority corridor identified as a part of the study.	Field prove ATM concept and show system benefit	Medium	6-10 years	$5M	$100K	ODOT
TripCheck Travel Information Portal (TTIP) Enhancement	Arterial travel information will be integrated into TTIP and region-wide coverage will be provided for incident, construction, traffic and weather information for both freeways and key arterials.	Provide current information that may affect roadway users and travel choices across all modes.	High	1-5 years	$3M	$2M	ODOT
Incident Management	Includes (but is not limited to) expanding designated incident response routes, installing surveillance equipment to provide improved incident detection, establishing target clearance goals, contracting with towing services for paid "dry-runs", adding vehicles and staff to the incident response fleet, and expanding incident training teams.	Expand traffic incident and event management capabilities to restore roadway capacity reduced by incidents, weather and construction	High	1-5 years	$2M	$200K	ODOT
Automated Speed Enforcement	Identify and install speeding cameras along corridors with common speeding problems. The information for vehicle speeding would be matched with the vehicle registration database to achieve automated ticketing of speeding. This would be achieved through software and hardware upgrades.	Provide a safe environment for transit, bicycling and walking	Low	6-10 years	$1M	$100K	ODOT or others

Regional Transportation System Management and Operations Plan

Summary of Regional Action Strategies by Agency

TSMO Project	Project Description	Goal/Objective	Priority	Cost			
				Time-frame	Capital	O&M	Potential Lead Agency
24-Hour Transportation Operations Coverage	Implement 24-hour transportation operations centers (TOC) coverage to allow quicker identification of traffic issues, expansion of traffic surveillance and facilitation of communication at all hours of the day.	Expand traffic surveillance and facilitation of communication during late night/early morning hours.	Low	10-Jun	$0	$100K	ODOT/ TransPort
Implement Freight Data Collection System	Expand Portland State University's existing web based ITS "count sensor" program beyond the freeway to some key arterials throughout the region. Create a repository of freight data (primarily truck data) from the region's Freight Data Collection project.	Collect region wide freight data	High	1-5 years	$50K	$100K	Port of Portland
Portland OR Regional Transportation Data Archive Listing (PORTAL) Enhancements	Link GIS data with PORTAL to provide more capabilities.	Expand traffic surveillance and transportation system condition data collection capabilities.	High	Ongoing	n/a	$100K	PSU
Expand Incident Management Teams/Training	Members of the incident management teams may include emergency responders, traffic operation center staff, non-transportation agencies associated with traffic incident management, private sector personnel, and others. The incident management teams would be responsible for coordinating traffic incident response, providing joint training, sharing lessons learned, and other functions to improve traffic incident management capabilities.	Provide a coordinated response to traffic incidents	High	1-5 years	$10M	$500K	TransPort
Integrate Voice and Data Networks	Includes enabling emergency information sharing between responders and integrating communications between transportation agencies and emergency management agencies. The information sharing would be facilitated by upgrading communication network (including video feed) between transportation operation centers (TOCs) and installing hardware equipment for incident and emergency responders.	Improve communication and coordination between transportation agencies and emergency management agencies	Medium	1-5 years	$10M	$500K	TransPort
Transit Priority Treatment Performance Measurement	Establish a set of performance measures which will apply across all corridors with Transit signal priority (TSP) implemented, and regularly monitor and evaluate the performance of TSP.	Enhance regional traffic signal coordination systems and support systems that respond to current conditions.	High	1-5 years	$200K	$200K	TriMet

Summary of Regional Action Strategies by Agency

TSMO Project	Project Description	Goal/Objective	Priority		Cost		
				Time-frame	Capital	O&M	Potential Lead Agency
Transit Performance Measurement System	Develop tools to improve data collection from TriMet's AVL system. This system will be used for comparisons with arterial performance measurement system. The transit data can be compared with vehicle data collected from the arterial performance measurement system to evaluate transit performance and the competitiveness of transit compared to other transportation modes.	Provide effective information to decision makers and agency staff to affect the investments that are made on the system.	High	1-5 years	$350K	$50K	TriMet
Smartcard Fare System RCTO	Develop smartcard capabilities in conjunction with Portland-Milwaukie LRT project	A smartcard fare system would improve transit operating efficiency by accelerating boarding and fare payment and enhance the attractiveness of the system by providing customers with more convenient and flexible payment options.	High	1-5 yrs	$100K		TriMet
Smartcard Fare System Pilot Project	Implement smartcard program in conjunction with Portland-Milwaukie LRT project	A smartcard fare system would improve transit operating efficiency by accelerating boarding and fare payment and enhance the attractiveness of the system by providing customers with more convenient and flexible payment options.	High	1-5 yrs	$12M		TriMet
Operate and Maintain Regional ITS Communications Network	Enhance the operation and maintenance of the regional ITS communications network.	Ensure ITS capital investments are used as efficiently and effectively as possible.	High	Ongoing	$0	$100K	TriMet/ TransPort
Next Generation Transit Signal Priority System	Develop new standards for buses communicating to the traffic signal system, giving new capabilities and increasing the operational efficiency of transit signal priority (TSP) system.	Enhance regional traffic signal systems to support efficiency goals.	Medium	6-10 years	$500K	$100K	TriMet/ TransPort
Dynamic Routing and Preemption Pilot Project	Enable emergency responders to establish a response route and enact signal preemption along the route before arriving at signals.	Enable emergency responders to establish a response route and enact signal preemption along the route before arriving at signals.	Low	6-10 yrs	$500K	$75K	TVF&R

Regional Transportation System Management and Operations Plan

Summary of Corridor Action Strategies by Agency

Project Name	Description	Time-frame	Cost		Mobility Corridor	TSMO Category
			Capital	Annual O&M		
Clackamas County and Cities						
Upper Boones Ferry Rd - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	1-5 yrs	$1,300,000	$25,000	2	RMTM
Upper Boones Ferry Rd - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	6-10 yrs	$4,600,000	$90,000	2	RMTM
Individualized Marketing - Supports new transit/trail facility from Central City Portland to Lake Oswego TC	Implement and/or support intensive outreach to targeted neighborhoods that encourages use of travel options through delivery of local travel options information and services to interested residents. (in support of Portland/Multnomah County Climate Change Action Plan)	1-5 yrs	$0	$500,000	2	TDM
Lake Oswego Town Center - Car-share operations	Support 3 or more carsharing vehicles in developing centers.	1-5 yrs	$0	$200,000	2	TDM
Country Club Rd - Traveler Information Only	Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions.	6-10 yrs	$700,000	$14,000	2	TI
SW Stafford Rd - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	11+ yrs	$1,300,000	$30,000	3	RMTM
Wilsonville (RTO Subcommittee funded this project) - Individualized Marketing	Implement and/or support intensive outreach to targeted neighborhoods that encourages use of travel options through delivery of local travel options information and services to interested residents.	1-5 yrs (starts 2010)	$0	$278,100	3	TDM
Wilsonville (RTO Subcommittee funded this project) - Individualized Marketing	Implement and/or support intensive outreach to targeted neighborhoods that encourages use of travel options through delivery of local travel options information and services to interested residents.	6-10 yrs	$0	$500,000	3	TDM
Wilsonville Town Center car-share operations	Support 3 or more carsharing vehicles in developing centers.	1-5 yrs	$0	$200,000	3	TDM

Summary of Corridor Action Strategies by Agency

Project Name	Description	Time-frame	Cost		Mobility Corridor	TSMO Category
			Capital	Annual O&M		
Borland Rd - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	11+ yrs	$2,000,000	40000	7	RMTM
Willamette Falls Dr - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	11+ yrs	$1,600,000	$30,000	7	RMTM
Clackamas Regional Center - Transportation Management Associations	Support public-private partnerships in regional or town centers that assist employees and/or residents increase use of travel options.	through 10 yrs		$75,000	8	TDM
Clackamas Regional Center and Oregon City Town Center - Car-share operations	Support 3 or more carsharing vehicles in developing centers.	1-5 yrs	$0	$200,000	8	TDM
MAX Green Line and Oregon City - Last-mile services	Provide shuttles or demand-responsive transit to connect transit stops with significant destinations one to two miles away, especially at hours not served by current transit service.	6-10 yrs	$500,000	$500,000	8	TDM
SE 17th (south of Tacoma) - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	6-10 yrs	$480,000	$10,000	10	RMTM
Milwaukie Town Center - Car-share operations	Support 3 or more carsharing vehicles in developing centers.	1-5 yrs	$0	$200,000	10	TDM
Milwaukie Town Center parking management	Convene stakeholders to plan and implement parking management strategies. Ideally this action raises revenue to expand TDM solutions.	6-10 yrs	$0	$100,000	10	TDM
Harmony Rd - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	11+ yrs	$8,200,000	$160,000	11	RMTM

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Summary of Corridor Action Strategies by Agency

Project Name	Description	Time-frame	Cost		Mobility Corridor	TSMO Category
			Capital	Annual O&M		
Johnson Creek Blvd - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	1-5 yrs	$1,400,000	30000	11	RMTM
Lake Rd - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	11+ yrs	$45,000	$1,000	11	RMTM
Employee Incentives - Milwaukie	Targeted investment to add to employer services to incentivize non-SOV commutes.	6-10 yrs	$0	$50,000	11	TDM
Individualized Marketing - Milwaukie/Clackamas residents served by frequent transit service, other travel options and near commercial zoning	Implement and/or support intensive outreach to targeted neighborhoods that encourages use of travel options through delivery of local travel options information and services to interested residents.	6-10 yrs	$0	$500,000	11	TDM
Location-efficient living - aea in-between Milwaukie TC and Clackamas RC	Support programs and strategies that promote and advance location-efficient living strategies.	through 10 yrs	$0	$50,000	11	TDM
Sunnyside Rd (82nd to 122nd) - ACM with Adaptive Signal Timing and Transit Priority Treatment	Includes the ACM with both adaptive signal timing and transit priority treatment.	1-5 yrs	$3,240,000	$65,000	12	RMTM
Employee Incentives - Clackamas	Targeted investment to add to employer services to incentivize non-SOV commutes.	1-5 yrs	$0	$50,000	12	TDM
Employee Incentives - Clackamas	Targeted investment to add to employer services to incentivize non-SOV commutes.	6-10 yrs	$0	$50,000	12	TDM
Location-efficient living - match industrial/employment area along corridor with nearby housing opportunities in Clackamas	Support programs and strategies that promote and advance location-efficient living strategies.	through 10 yrs	$0	$50,000	12	TDM
Employee Incentives - Happy Valley/Damascus	Targeted investment to add to employer services to incentivize non-SOV commutes.	1-5 yrs	$0	$50,000	13	TDM
Employee Incentives - Happy Valley/Damascus	Targeted investment to add to employer services to incentivize non-SOV commutes.	6-10 yrs	$0	$50,000	13	TDM

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Summary of Corridor Action Strategies by Agency

Project Name	Description	Time-frame	Cost		Mobility Corridor	TSMO Category
			Capital	Annual O&M		
7th Ave - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	1-5 yrs	$200,000	$4,000	14	RMTM
Beavercreek Rd (between Molalla and Hwy 213) - ACM with Adaptive Signal Timing	Includes the ACM project with signal systems that automatically adapt to current arterial roadway conditions.	6-10 yrs	$440,000	$9,000	14	RMTM
Beavercreek Rd (south of Hwy 213) - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	11+ yrs	$950,000	$19,000	14	RMTM
Molalla Ave (7th to Hwy 213) - ACM with Adaptive Signal Timing	Includes the ACM project with signal systems that automatically adapt to current arterial roadway conditions.	1-5 yrs	$1,700,000	$35,000	14	RMTM
Washington St - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	1-5 yrs	$550,000	$11,000	14	RMTM

Summary of Corridor Action Strategies by Agency

Project Name	Description	Time-frame	Cost		Mobility Corridor	TSMO Category
			Capital	Annual O&M		
Multnomah County and Cities						
Division (Birdsdale to US 26) - ACM with Adaptive Signal Timing and Transit Priority Treatment	Includes the ACM with both adaptive signal timing and transit priority treatment.	1-5 yrs	$1,400,000	$30,000	6	RMTM
SE Powell Blvd (Birdsdale to US 26) - ACM with Adaptive Signal Timing	Includes the ACM project with signal systems that automatically adapt to current arterial roadway conditions.	1-5 yrs	$1,900,000	$40,000	6	RMTM
Fairview / Gresham - Individual Marketing	Implement and/or support intensive outreach to targeted neighborhoods that encourages use of travel options through delivery of local travel options information and services to interested residents.	6-10 yrs	$0	$500,000	6	TDM
Gresham Civic Station neighborhood (RTO Subcommittee funded this project) - Individual Marketing	Implement and/or support intensive outreach to targeted neighborhoods that encourages use of travel options through delivery of local travel options information and services to interested residents.	1-5 yrs	$0	130000	6	TDM
Gresham Regional Center - Car-share operations	Support 3 or more carsharing vehicles in developing centers.	1-5 yrs	$0	$200,000	6	TDM
Gresham Regional Center - Parking management	Convene stakeholders to plan and implement parking management strategies. Ideally this action raises revenue to expand TDM solutions.	1-5 yrs	$0	$100,000	6	TDM
Gresham Regional Center - Parking management	Convene stakeholders to plan and implement parking management strategies. Ideally this action raises revenue to expand TDM solutions.	6-10 yrs	$0	$100,000	6	TDM
Gresham Regional Center - Transportation Management Associations	Support public-private partnerships in regional or town centers that assist employees and/or residents increase use of travel options.	through 10 yrs		$75,000	6	TDM
Location-efficient living - match industrial/employment area north if I-84 with housing opportunities to the south	Support programs and strategies that promote and advance location-efficient living strategies.	through 10 yrs	$0	$50,000	6	TDM
Location-efficient living - Match industrial/employment area north if I-84 with housing opportunities to the south	Support programs and strategies that promote and advance location-efficient living strategies.	through 10 yrs	$0	$50,000	6	TDM
Airport Way (158th to Sandy) - Traveler Information Only	Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions.	11+ yrs	$1,100,000	$20,000	6	TI
SE Division (182nd to Birdsdale) - Traveler Information Only	Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions.	1-5 yrs	$250,000	$5,000	6	TI
SE Powell Blvd (190th to Birdsdale) - Traveler Information Only	Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions.	1-5 yrs	$200,000	$40,000	6	TI

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Summary of Corridor Action Strategies by Agency

Project Name	Description	Time-frame	Cost		Mobility Corridor	TSMO Category
			Capital	Annual O&M		
223rd Ave - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	1-5 yrs	$1,200,000	$25,000	15	RMTM
238th/242nd Ave/Hogan Dr (Sandy to Palmquest) - ACM with Adaptive Signal Timing	Includes the ACM project with signal systems that automatically adapt to current arterial roadway conditions.	1-5 yrs	$3,600,000	$70,000	15	RMTM
257th/Kane Dr - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	1-5 yrs	$2,800,000	$60,000	15	RMTM
Burnside (122nd to 223rd) - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	1-5 yrs	$1,200,000	$25,000	15	RMTM
NE 181st Ave(I-84 to Glisan) - ACM with Adaptive Signal Timing and Transit Priority Treatment	Includes the ACM with both adaptive signal timing and transit priority treatment.	1-5 yrs	$1,700,000	$35,000	15	RMTM
NE 181st/182nd Ave (Glisan to Powell) - ACM with Transit Priority Treatment	Includes the ACM project with transit signal priority added to traffic signals along a facility.	1-5 yrs	$2,000,000	$40,000	15	RMTM
NE 207th Ave (Sandy to Glisan) - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	6-10 yrs	$850,000	$17,000	15	RMTM

Summary of Corridor Action Strategies by Agency

Project Name	Description	Time-frame	Cost		Mobility Corridor	TSMO Category
			Capital	Annual O&M		
Burnside (223rd to Powell) - Adaptive signal timing is in place along this segment, traveler information will be added - Traveler Information Only	Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions.	1-5 yrs	$950,000	$19,000	15	TI
Gresham Regional Center - Transportation Management Associations	Support public-private partnerships in regional or town centers that assist employees and/or residents increase use of travel options.	through 10 yrs	$0	(annual cost recorded under corridor 6)	15	TI
Washington County and Cities						
Durham Rd - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	11+ yrs	$1,400,000	$30,000	2	RMTM
SW 72nd Ave - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	11+ yrs	$1,600,000	$30,000	2	RMTM
Tualatin Sherwood Rd - ACM with Adaptive Signal Timing	Includes the ACM project with signal systems that automatically adapt to current arterial roadway conditions.	1-5 yrs	$4,800,000	$100,000	2	RMTM
Tigard TC and adjacent neighborhoods - Individualized Marketing	Implement and/or support intensive outreach to targeted neighborhoods that encourages use of travel options through delivery of local travel options information and services to interested residents. (in support of Portland/Multnomah County Climate Change Action Plan)	6-10 yrs	$0	$500,000	2	TDM
Tigard town center employment areas - Employee Incentives	Targeted investment to add to employer services to incentivize non-SOV commutes.	1-5 yrs	$0	$50,000	2	TDM
Tigard, Tualatin and other parts of Washington County - Transportation Management Associations (TMA)	Support public-private partnerships in regional or town centers that assist employees and/or residents increase use of travel options. Westside Transportation Alliance serves employers.	through 10 yrs	$0	(annual amount recorded in corridor 19)	2	TDM
Tualatin employment/industrial areas - Employee Incentives	Targeted investment to add to employer services to incentivize non-SOV commutes.	6-10 yrs	$0	$50,000	2	TDM
Tualatin TC and adjacent neighborhoods - Individualized Marketing	Implement and/or support intensive outreach to targeted neighborhoods that encourages use of travel options through delivery of local travel options information and services to interested residents. (in support of Portland/Multnomah County Climate Change Action Plan)	6-10 yrs	$0	$500,000	2	TDM

Summary of Corridor Action Strategies by Agency

Project Name	Description	Time-frame	Cost		Mobility Corridor	TSMO Category
			Capital	Annual O&M		
SW 65th Ave - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	11+ yrs	$1,000,000	$20,000	3	RMTM
SW Boones Ferry Rd - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	6-10 yrs	$2,400,000	$50,000	3	RMTM
Wilsonville Rd (west of I-5) - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	11+ yrs	$700,000	$14,000	3	RMTM
Construction mitigation campaign - Areas impacted by I-5 to I-205 additional merge lane construction.	Apply additional investment in TDM solutions to mitigate impacts to travelers of all modes during construction projects.	1-5 yrs	$0	$100,000	3	TDM
Employee incentives - Tualatin/Wilsonville	Targeted investment to add to employer services to incentivize non-SOV commutes.	1-5 yrs	$0	$50,000	3	TDM
Employee incentives - Tualatin/Wilsonville	Targeted investment to add to employer services to incentivize non-SOV commutes.	6-10 yrs	$0	$50,000	3	TDM
Employee incentives - Tualatin/Oregon City	Targeted investment to add to employer services to incentivize non-SOV commutes.	1-5 yrs	$0	$50,000	7	TDM
Employee incentives - Tualatin/Oregon City	Targeted investment to add to employer services to incentivize non-SOV commutes.	6-10 yrs	$0	$50,000	7	TDM
Tigard, Tualatin and other parts of Washington County - Transportation Management Associations (TMA)	Support public-private partnerships in regional or town centers that assist employees and/or residents increase use of travel options. Westside Transportation Alliance serves employers.	through 10 yrs	$0	(annual amount recorded in corridor 19)	7	TDM
Cedar Hills Blvd - ACM with Adaptive Signal Timing	Includes the ACM project with signal systems that automatically adapt to current arterial roadway conditions.	6-10 yrs	$2,200,000	$45,000	19	RMTM
Scholls Ferry Rd (Hall to BH Hwy) - ACM with Transit Priority Treatment	Includes the ACM project with transit signal priority added to traffic signals along a facility.	1-5 yrs	$1,700,000	$35,000	19	RMTM

Summary of Corridor Action Strategies by Agency

Project Name	Description	Time-frame	Cost		Mobility Corridor	TSMO Category
			Capital	Annual O&M		
SW Hall Blvd - ACM with Transit Priority Treatment	Includes the ACM project with transit signal priority added to traffic signals along a facility.	1-5 yrs	$3,700,000	$70,000	19	RMTM
SW Murray Blvd - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	6-10 yrs	$2,900,000	$60,000	19	RMTM
SW Oleson Rd - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	11+ yrs	$2,600,000	$50,000	19	RMTM
Beaverton Regional Center - Parking management	Convene stakeholders to plan and implement parking management strategies. Ideally this action raises revenue to expand TDM solutions.	1-5 yrs	$0	$100,000	19	TDM
Beaverton Regional Center - Parking management	Convene stakeholders to plan and implement parking management strategies. Ideally this action raises revenue to expand TDM solutions.	6-10 yrs	$0	$100,000	19	TDM
Beaverton, Washington Square, Tigard and other parts of Washington County - Transportation Management Associations (TMA)	Support public-private partnerships in regional or town centers that assist employees and/or residents increase use of travel options. Westside Transportation Alliance (WTA) provides employer services in Washington County, including this corridor.	through 10 yrs	$0	$300,000	19	TDM
Beaverton, Washington Square, Tigard and other parts of Washington County - Transportation Management Associations (TMA)	Support public-private partnerships in regional or town centers that assist employees and/or residents increase use of travel options. Westside Transportation Alliance (WTA) provides employer services in Washington County, including this corridor.	through 10 yrs	$0	$75,000	19	TDM
Employee incentives - Beaverton/Tigard	Targeted investment to add to employer services to incentivize non-SOV commutes.	1-5 yrs	$0	$50,000	19	TDM
Employee incentives - Beaverton/Tigard	Targeted investment to add to employer services to incentivize non-SOV commutes.	6-10 yrs	$0	$50,000	19	TDM
Employment sites near Highway 217	Leverage existing regional investment in employer services and TMAs to work with employers near corridor.	1-5 yrs		$200,000	19	TDM
Employment sites near Highway 217	Leverage existing regional investment in employer services and TMAs to work with employers near corridor.	6-10 yrs		$200,000	19	TDM

Summary of Corridor Action Strategies by Agency

Project Name	Description	Time-frame	Cost		Mobility Corridor	TSMO Category
			Capital	Annual O&M		
Individualized Marketing - Neighborhood served by frequent transit service, other travel options and near commercial zoning in Beaverton/Tigard	Implement and/or support intensive outreach to targeted neighborhoods that encourages use of travel options through delivery of local travel options information and services to interested residents.	1-5 yrs	$0	$500,000	19	TDM
Individualized Marketing - Neighborhood served by frequent transit service, other travel options and near commercial zoning in Beaverton/Tigard	Implement and/or support intensive outreach to targeted neighborhoods that encourages use of travel options through delivery of local travel options information and services to interested residents.	6-10 yrs	$0	$500,000	19	TDM
Tigard Town Center - Parking management	Convene stakeholders to plan and implement parking management strategies. Ideally this action raises revenue to expand TDM solutions.	1-5 yrs	$0	$100,000	19	TDM
Tigard Town Center - Parking management	Convene stakeholders to plan and implement parking management strategies. Ideally this action raises revenue to expand TDM solutions.	6-10 yrs	$0	$100,000	19	TDM
Transit oriented developments, large employers, colleges, hotels and significant transit stops - Bike Sharing	Provide funding to implement bikes for loan or rent.	6-10 yrs	$100,000	$50,000	19	TDM
Washington Square Regional Center - Parking management	Convene stakeholders to plan and implement parking management strategies. Ideally this action raises revenue to expand TDM solutions.	1-5 yrs	$0	$100,000	19	TDM
Washington Square Regional Center - Parking management	Convene stakeholders to plan and implement parking management strategies. Ideally this action raises revenue to expand TDM solutions.	6-10 yrs	$0	$100,000	19	TDM
Durham Rd - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	11+ yrs	$1,500,000	$30,000	20	RMTM
SW 72nd Ave - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	11+ yrs	$1,700,000	$35,000	20	RMTM
SW Hall Blvd - ACM with Transit Priority Treatment	Includes the ACM project with transit signal priority added to traffic signals along a facility.	1-5 yrs	$1,900,000	$40,000	20	RMTM

Summary of Corridor Action Strategies by Agency

Project Name	Description	Time-frame	Cost		Mobility Corridor	TSMO Category
			Capital	Annual O&M		
SW Scholls Ferry Rd (River to Hall) - ACM with Adaptive Signal Timing and Transit Priority Treatment	Includes the ACM with both adaptive signal timing and transity priority treatment.	1-5 yrs	$4,200,000	$80,000	20	RMTM
Tualatin Sherwood Hwy - ACM with Adaptive Signal Timing	Includes the ACM project with signal systems that automatically adapt to current arterial roadway conditions.	1-5 yrs	$3,400,000	$70,000	20	RMTM
Upper Boones Ferry Rd - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	11+ yrs	$1,300,000	$25,000	20	RMTM
Location-efficient living - Tualatin industrial/employment area west of I-5 and housing west of I-5	Support programs and strategies that promote and advance location-efficient living strategies.	through 10 yrs	$0	$50,000	20	TDM
Employee incentives - Sherwood/Tigard	Targeted investment to add to employer services to incentivize non-SOV commutes.	1-5 yrs	$0	$50,000	20	TDM
Employee incentives - Sherwood/Tigard	Targeted investment to add to employer services to incentivize non-SOV commutes.	6-10 yrs	$0	$50,000	20	TDM
Allen Rd - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	11+ yrs	$2,300,000	$45,000	21	RMTM
Beaverton Hillsdale Hwy (Scholls Ferry Rd to Murray Blvd) - ACM with Adaptive Signal Timing and Transit Priority Treatment	Includes the ACM with both adaptive signal timing and transit priority treatment.	1-5 yrs	$2,500,000	$50,000	21	RMTM
Canyon Rd (near Walker to Cedar Hills) - ACM with Adaptive Signal Timing	Includes the ACM project with signal systems that automatically adapt to current arterial roadway conditions.	6-10 yrs	$1,500,000	$30,000	21	RMTM
Canyon Rd (north of Walker) - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	1-5 yrs	$1,600,000	$30,000	21	RMTM

Summary of Corridor Action Strategies by Agency

Project Name	Description	Time-frame	Cost		Mobility Corridor	TSMO Category
			Capital	Annual O&M		
Cornell Rd - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	1-5 yrs	$1,700,000	$35,000	21	RMTM
Denny Rd - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	11+ yrs	$950,000	$19,000	21	RMTM
Scholls Ferry Rd - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	6-10 yrs	$750,000	$15,000	21	RMTM
Walker Rd (west of Hwy 217) - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	6-10 yrs	$700,000	$14,000	21	RMTM
Employee incentives - Beaverton/Portland	Targeted investment to add to employer services to incentivize non-SOV commutes.	1-5 yrs	$0	$50,000	21	TDM
Employee incentives - Beaverton/Portland	Targeted investment to add to employer services to incentivize non-SOV commutes.	6-10 yrs	$0	$50,000	21	TDM
Individualized Marketing - Beaverton/Portland residents served by frequent transit service, other travel options and near commercial zoning	Targeted investment to add to employer services to incentivize non-SOV commutes.	1-5 yrs	$0	$500,000	21	TDM

Summary of Corridor Action Strategies by Agency

Project Name	Description	Time-frame	Cost		Mobility Corridor	TSMO Category
			Capital	Annual O&M		
Individualized Marketing - Beaverton/Portland residents served by frequent transit service, other travel options and near commercial zoning	Implement and/or support intensive outreach to targeted neighborhoods that encourages use of travel options through delivery of local travel options information and services to interested residents.	6-10 yrs	$0	$500,000	21	TDM
Walker Rd (east of Hwy 217) - Traveler Information Only	Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions.	1-5 yrs	$460,000	$9,000	21	TI
185th Ave (US 26 to BH Hwy) - ACM with Adaptive Signal Timing and Transit Priority Treatment	Includes the ACM with both adaptive signal timing and transit priority treatment.	1-5 yrs	$4,500,000	$90,000	22	RMTM
185th Ave (US 26 to Union Rd) - ACM with Adaptive Signal Timing	Includes the ACM project with signal systems that automatically adapt to current arterial roadway conditions.	6-10 yrs	$1,200,000	$25,000	22	RMTM
Brookwood - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	11+ yrs	$2,800,000	$60,000	22	RMTM
Cornelius Pass - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	1-5 yrs	$3,500,000	$70,000	22	RMTM
Cornell Rd - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	1-5 yrs	$6,800,000	$140,000	22	RMTM

Summary of Corridor Action Strategies by Agency

Project Name	Description	Time-frame	Cost		Mobility Corridor	TSMO Category
			Capital	Annual O&M		
Evergreen - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	11+ yrs	$4,700,000	$90,000	22	RMTM
Farmington (185th to 209th) - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	6-10 yrs	$800,000	$16,000	22	RMTM
Farmington (Murray to 185th) - ACM with Transit Priority Treatment	Includes the ACM project with transit signal priority added to traffic signals along a facility.	6-10 yrs	$1,800,000	$35,000	22	RMTM
Farmington (Western to Murray) - ACM with Adaptive Signal Timing and Transit Priority Treatment	Includes the ACM with both adaptive signal timing and transit priority treatment.	1-5 yrs	$2,500,000	$50,000	22	RMTM
Jenkins/ Baseline - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	11+ yrs	$3,300,000	$70,000	22	RMTM
Shute Rd - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	11+ yrs	$9,300,000	$180,000	22	RMTM
Tualatin Valley Hwy (Murray to Baseline) - ACM with Adaptive Signal Timing and Transit Priority Treatment	Includes the ACM with both adaptive signal timing and transit priority treatment.	1-5 yrs	$7,300,000	$140,000	22	RMTM

Summary of Corridor Action Strategies by Agency

Project Name	Description	Time-frame	Cost		Mobility Corridor	TSMO Category
			Capital	Annual O&M		
Walker Rd - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	11+ yrs	$2,600,000	$50,000	22	RMTM
Beaverton and other parts of Washington County - Transportation Management Associations (TMA)	Support public-private partnerships in regional or town centers that assist employees and/or residents increase use of travel options. Westside Transportation Alliance (WTA) provides employer services in Washington County, including this corridor.	through 10 yrs	$0	(annual cost recorded under corridor 19)	22	TDM
Employee incentives - Beaverton/Hillsboro	Targeted investment to add to employer services to incentivize non-SOV commutes.	1-5 yrs	$0	$50,000	22	TDM
Employee incentives - Beaverton/Hillsboro	Targeted investment to add to employer services to incentivize non-SOV commutes.	6-10 yrs	$0	$50,000	22	TDM
Location-efficient living - Hillsboro industrial/employment area with nearby housing	Support programs and strategies that promote and advance location-efficient living strategies.	through 10 yrs	$0	$50,000	22	TDM
Sunset Transit Center - Park&Ride Management	Implement parking management elements such as time limits, fees or changing spaces to carpool-only.	1-5 yrs	$100,000	$10,000	22	TDM
Forest Grove - Car-share operations	Support 3 or more carsharing vehicles for large student populations.	1-5 yrs	$0	$200,000	23	RMTM
Forest Grove and other parts of Washington County - Transportation Management Associations (TMA)	Support public-private partnerships in regional or town centers that assist employees and/or residents increase use of travel options. Westside Transportation Alliance (WTA) provides employer services in Washington County, including this corridor.	through 10 yrs	$0	(annual cost recorded under corridor 19)	23	RMTM
Forest Grove Town Center - Parking management	Convene stakeholders to plan and implement parking management strategies. Ideally this action raises revenue to expand TDM solutions.	6-10 yrs	$0	$100,000	23	RMTM
TV Hwy - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	1-5 yrs	$950,000	$19,000	23	RMTM

Summary of Corridor Action Strategies by Agency

Project Name	Description	Time-frame	Cost		Mobility Corridor	TSMO Category
			Capital	Annual O&M		
Portland						
N Greeley/Denver Ave - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	11+ yrs	$1,900,000	$40,000	1	RMTM
NE 15th (Line 8) - ACM with Transit Priority Treatment	Install/Expand transit signal priority capabilities at traffic signals.	6-10 yrs	$280,000	$6,000	1	RMTM
NE MLK (Line 6) - ACM with Transit Priority Treatment	Includes the ACM project with transit signal priority added to traffic signals along a facility.	1-5 yrs	$3,100,000	$60,000	1	RMTM
NE Vancouver Ave - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	11+ yrs	$1,000,000	$21,000	1	RMTM
NE Williams Ave - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	11+ yrs	$950,000	$19,000	1	RMTM
Bike sharing - Transit oriented developments, large employers, colleges, hotels and significant transit stops	Provide funding to implement bikes for loan or rent.	6-10 yrs	$100,000	$50,000	1	TDM
City of Portland N/NE SmartTrips (Chautauqua to 82nd, N of I-84) - Residential Individualized Marketing	Implement and/or support intensive outreach to targeted neighborhoods that encourages use of travel options through delivery of local travel options information and services to interested residents. (in support of Portland/Multnomah County Climate Change Action Plan)	1-5 yrs	$0	$1,000,000	1	TDM
I-5 corridor (neighborhood based on relative impact on I-5 bridge - Residential Individualized Marketing	Implement and/or support intensive outreach to targeted neighborhoods that encourages use of travel options through delivery of local travel options information and services to interested residents. (in support of Portland/Multnomah County Climate Change Action Plan)	6-10 yrs	$0	$600,000	1	TDM
Location-efficient living - North Portland/Swan Island	Support programs and strategies that promote and advance location-efficient living strategies.	currently funded RTO grant	$0	$25,000	1	TDM

Summary of Corridor Action Strategies by Agency

Project Name	Description	Time-frame	Cost		Mobility Corridor	TSMO Category
			Capital	Annual O&M		
Residential Individualized Marketing - Employers in Portland with high number of employees living in Clark County, WA	Implement and/or support intensive outreach to targeted neighborhoods that encourages use of travel options through delivery of local travel options information and services to interested residents. (in support of Portland/Multnomah County Climate Change Action Plan)	6-10 yrs	$0	$200,000	1	TDM
Swan Island TMA - Transportation Management Associations	Support public-private partnerships in regional or town centers that assist employees and/or residents increase use of travel options.	through 10 yrs	$0	$75,000	1	TDM
Boones Ferry Rd/Capital Hwy - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	11+ yrs	$1,600,000	$30,000	2	RMTM
Individualized Marketing - Supports new transit/trail facility from Central City Portland to Lake Oswego TC	Implement and/or support intensive outreach to targeted neighborhoods that encourages use of travel options through delivery of local travel options information and services to interested residents. (in support of Portland/Multnomah County Climate Change Action Plan)	1-5 yrs	$0	$500,000	2	TDM
Lower Macadam/Johns Landing - Transportation Management Associations (TMA)	Lower Macadam/Johns Landing TMA start-up.	6-10 yrs	$0	$300,000	2	TDM
NE Grand Ave (north of I-84) - ACM with Transit Priority Treatment	Includes the ACM project with transit signal priority added to traffic signals along a facility.	1-5 yrs	$1,200,000	$25,000	4	RMTM
NE/SE Grand (south of I-84) - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	1-5 yrs	$1,400,000	$30,000	4	RMTM
SE/NE MLK Blvd - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	1-5 yrs	$2,360,000	$50,000	4	RMTM

Regional Transportation System Management and Operations Plan

Summary of Corridor Action Strategies by Agency

Project Name	Description	Time-frame	Cost		Mobility Corridor	TSMO Category
			Capital	Annual O&M		
SW/NW Naito Pkwy - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	1-5 yrs	$1,900,000	$40,000	4	RMTM
Central City - Employee Incentives	Targeted investment to add to employer services to incentivize non-SOV commutes.	1-5 yrs	$0	$50,000	4	TDM
Central City - Employee Incentives	Targeted investment to add to employer services to incentivize non-SOV commutes.	6-10 yrs	$0	$50,000	4	TDM
Central City - End-of-trip bike facilities	Bike parking (short term and/or long term), bike stations, related bike services	6-10 yrs	$100,000	$100,000	4	TDM
Central City bike sharing - Transit oriented developments, large employers, colleges, hotels and significant transit stops	Provide funding to implement bikes for loan or rent.	6-10 yrs	$100,000	$50,000	4	TDM
Central City parking management	Convene stakeholders to plan and implement parking management strategies. Ideally this action raises revenue to expand TDM solutions.	1-5 yrs	$0	$100,000	4	TDM
Central City parking management	Convene stakeholders to plan and implement parking management strategies. Ideally this action raises revenue to expand TDM solutions.	6-10 yrs	$0	$100,000	4	TDM
Individualized Marketing - Neighborhoods along Portland Streetcar Loop	Implement and/or support intensive outreach to targeted neighborhoods that encourages use of travel options through delivery of local travel options information and services to interested residents.(RTO Subcommittee funded this project)	1-5 yrs	$0	$726,090	4	TDM
Lloyd District - Transportation Management Associations (TMA)	Implement and/or support intensive outreach to targeted neighborhoods that encourages use of travel options through delivery of local travel options information and services to interested residents.	through 10 yrs	$0	$51,000	4	TDM
South Waterfront or another Central City area - Transportation Management Associations (TMA)	TMA start-up	1-5 yrs	$0	$300,000	4	TDM
SE Division St/8th Ave - Railroad Crossing Information System	Implement communications between the at-grade railroad crossing and the traffic operations center and emergency management centers to inform emergency responders and general travelers when service will be interrupted.	6-10 yrs	$75,000	$2,000	4	TI
NE Burnside St - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	6-10 yrs	$3,100,000	$60,000	5	RMTM

Summary of Corridor Action Strategies by Agency

Project Name	Description	Time-frame	Cost		Mobility Corridor	TSMO Category
			Capital	Annual O&M		
NE Glisan St - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	6-10 yrs	$180,000	$35,000	5	RMTM
NE Halsey St (- Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	11+ yrs	$2,000,000	$40,000	5	RMTM
NE Sandy Blvd - ACM with Adaptive Signal Timing	Includes the ACM project with signal systems that automatically adapt to current arterial roadway conditions.	1-5 yrs	$5,000,000	$100,000	5	RMTM
SE Belmont St - Transit Priority Treatment Only	Install/Expand transit signal priority capabilities at traffic signals.	11+ yrs	$1,700,000	$35,000	5	RMTM
SE Stark St - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	11+ yrs	$2,700,000	$55,000	5	RMTM
Commercial streets parallel to I-84 (for example Division, Hawthorne, Belmont, Burnside, Sandy, Broadway/Weidler, Fremont, Alberta, Killingsworth) - Parking management	Convene stakeholders to plan and implement parking management strategies. Ideally this action raises revenue to expand TDM solutions.	1-5 yrs	$0	$100,000	5	TDM
Gateway Regional Center bike sharing - Transit oriented developments, large employers, colleges, hotels and significant transit stops	Provide funding to implement bikes for loan or rent.	6-10 yrs	$100,000	$50,000	5	TDM
Gateway Regional Center parking management	Convene stakeholders to plan and implement parking management strategies. Ideally this action raises revenue to expand TDM solutions.	1-5 yrs	$0	$100,000	5	TDM
Gateway Regional Center parking management	Convene stakeholders to plan and implement parking management strategies. Ideally this action raises revenue to expand TDM solutions.	6-10 yrs	$0	$100,000	5	TDM
NE Portland along North side of I-84 - Individualized Marketing	Targeted investment to add to employer services to incentivize non-SOV commutes.	1-5 yrs	$0	$50,000	5	TDM

Summary of Corridor Action Strategies by Agency

Project Name	Description	Time-frame	Cost		Mobility Corridor	TSMO Category
			Capital	Annual O&M		
Parking management - likely commercial areas along corridors parallel to I-84	Convene stakeholders to plan and implement parking management strategies. Ideally this action raises revenue to expand TDM solutions.	6-10 yrs	$0	$100,000	5	TDM
Portland industrial and employment areas - Employee Incentives	Targeted investment to add to employer services to incentivize non-SOV commutes.	6-10 yrs	$0	$50,000	5	TDM
NE Broadway St - Traveler Information Only	Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions.	6-10 yrs	$2,100,000	$40,000	5	TI
NE Weidler St - Traveler Information Only	Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions.	6-10 yrs	$1,500,000	$30,000	5	TI
SE Powell Blvd (Ross Island Bridge to I-205) - Traveler Information Only	Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions.	1-5 yrs	$1,800,000	$40,000	5	TI
Airport Way I-205 to 158th - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	6-10 yrs	$1,500,000	$30,000	6	RMTM
NE Glisan St - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	6-10 yrs	$4,500,000	$90,000	6	RMTM
NE Halsey St - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	11+ yrs	$4,900,000	$100,000	6	RMTM
NE Sandy Blvd (east of 122nd) - ACM with Transit Priority Treatment	Includes the ACM project with transit signal priority added to traffic signals along a facility.	6-10 yrs	$3,200,000	$60,000	6	RMTM

Summary of Corridor Action Strategies by Agency

Project Name	Description	Time-frame	Cost		Mobility Corridor	TSMO Category
			Capital	Annual O&M		
SE Division St (160th to 190th) - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	1-5 yrs	$700,000	$14,000	6	RMTM
SE Division St (I-205 to 160th) - ACM with Adaptive Signal Timing	Includes the ACM project with signal systems that automatically adapt to current arterial roadway conditions.	1-5 yrs	$1,000,000	$20,000	6	RMTM
SE Powell Blvd (I-205 to 160th) - ACM with Transit Priority Treatment	Includes the ACM project with transit signal priority added to traffic signals along a facility.	1-5 yrs	$1,500,000	$30,000	6	RMTM
SE Stark St - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	1-5 yrs	$3,600,000	$70,000	6	RMTM
Bike sharing - transit oriented developments, large employers, colleges, hotels and significant transit stops	Provide funding to implement bikes for loan or rent.	6-10 yrs	$100,000	$50,000	6	TDM
Gateway Transit Center - Park&Ride Management	Implement parking management elements such as time limits, fees or changing spaces to carpool-only.	1-5 yrs	$100,000	$10,000	6	TDM
Individualized Marketing - East Portland	Implement and/or support intensive outreach to targeted neighborhoods that encourages use of travel options through delivery of local travel options information and services to interested residents.	1-5 yrs	$0	$500,000	6	TDM
Location-efficient living - match industrial/employment area north if I-84 with housing opportunities to the south	Support programs and strategies that promote and advance location-efficient living strategies.	through 10 yrs	$0	$50,000	6	TDM
NE 148th Ave (I-84 to Stark) - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	11+ yrs	$950,000	$19,000	8	RMTM
SE 82nd Ave - ACM with Adaptive Signal Timing	Includes the ACM project with signal systems that automatically adapt to current arterial roadway conditions.	1-5 yrs	$6,500,000	$120,000	8	RMTM

Summary of Corridor Action Strategies by Agency

Project Name	Description	Time-frame	Cost		Mobility Corridor	TSMO Category
			Capital	Annual O&M		
SE 92nd Ave/Stevens Way/Bob Schumacher - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	1-5 yrs	$1,300,000	$30,000	8	RMTM
SE Foster Rd/SE 162nd - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	6-10 yrs	$4,500,000	$90,000	8	RMTM
SE Foster Rd/SE 162nd - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	11+ yrs	$2,000,000	$40,000	8	RMTM
Employee Incentives - outer SE Portland	Targeted investment to add to employer services to incentivize non-SOV commutes.	1-5 yrs	$0	$50,000	8	TDM
Employee Incentives - outer SE Portland	Targeted investment to add to employer services to incentivize non-SOV commutes.	6-10 yrs	$0	$50,000	8	TDM
Individualized Marketing - East Portland residents served by frequent transit service, other travel options and near commercial zoning.	Implement and/or support intensive outreach to targeted neighborhoods that encourages use of travel options through delivery of local travel options information and services to interested residents.	6-10 yrs	$0	$500,000	8	TDM
Individualized Marketing - Neighborhoods adjacent MAX Greenline alignment from Gateway south to Portland city limits.	Implement and/or support intensive outreach to targeted neighborhoods that encourages use of travel options through delivery of local travel options information and services to interested residents. (RTO Subcommittee funded this project)	1-5 yrs	$0	$1,000,000	8	TDM
Transit oriented developments, large employers, colleges, hotels and significant transit stops - Bike Sharing	Provide funding to implement bikes for loan or rent.	6-10 yrs	$100,000	$50,000	8	TDM
NE 102nd Ave - ACM with Transit Priority Treatment	Includes the ACM project with transit signal priority added to traffic signals along a facility.	11+ yrs	$1,800,000	$35,000	9	RMTM

Summary of Corridor Action Strategies by Agency

Project Name	Description	Time-frame	Cost		Mobility Corridor	TSMO Category
			Capital	Annual O&M		
NE 82nd Ave - ACM with Adaptive Signal Timing	Includes the ACM project with signal systems that automatically adapt to current arterial roadway conditions.	1-5 yrs	$3,300,000	$70,000	9	RMTM
NE/SE 122nd Ave - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	6-10 yrs	$2,600,000	$50,000	9	RMTM
SE 112th Ave - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	11+ yrs	$550,000	$11,000	9	RMTM
Employee Incentives - outer NE Portland	Targeted investment to add to employer services to incentivize non-SOV commutes.	1-5 yrs	$0	$50,000	9	TDM
Employee Incentives - outer NE Portland	Targeted investment to add to employer services to incentivize non-SOV commutes.	6-10 yrs	$0	$50,000	9	TDM
PDX - End-of-trip bike facilities	Bike parking (short term and/or long term), bike stations, related bike services	6-10 yrs	$100,000	$100,000	9	TDM
Transit oriented developments, large employers, colleges, hotels and significant transit stops - Bike Sharing	Provide funding to implement bikes for loan or rent.	6-10 yrs	$100,000	$50,000	9	TDM
NE/SE 39th Ave - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	6-10 yrs	$1,200,000	$25,000	10	RMTM
SE McLoughlin Blvd - ACM with Transit Priority Treatment	Includes the ACM project with transit signal priority added to traffic signals along a facility.	1-5 yrs	$2,700,000	$50,000	10	RMTM
Employee Incentives - SE Portland	Targeted investment to add to employer services to incentivize non-SOV commutes.	1-5 yrs	$0	$50,000	10	TDM
Employee Incentives - SE Portland	Targeted investment to add to employer services to incentivize non-SOV commutes.	6-10 yrs	$0	$50,000	10	TDM
Individualized Marketing - Neighborhoods near Portland/Milwaukie light rail	Implement and/or support intensive outreach to targeted neighborhoods that encourages use of travel options through delivery of local travel options information and services to interested residents.	1-5 yrs	$0	$500,000	10	TDM

Summary of Corridor Action Strategies by Agency

Project Name	Description	Time-frame	Cost		Mobility Corridor	TSMO Category
			Capital	Annual O&M		
Transit oriented developments, large employers, colleges, hotels and significant transit stops - Bike Sharing	Provide funding to implement bikes for loan or rent.	6-10 yrs	$100,000	$50,000	10	TDM
160th/162nd Ave - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	6-10 yrs	$2,100,000	$40,000	15	RMTM
N Columbia Blvd - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	1-5 yrs	$2,300,000	$45,000	16	RMTM
N Lombard St (Greeley to I-5) - ACM with Adaptive Signal Timing	Includes the ACM project with signal systems that automatically adapt to current arterial roadway conditions.	11+ yrs	$750,000	$15,000	16	RMTM
N Lombard St (Richmond to Greeley) - ACM with Adaptive Signal Timing and Transit Priority Treatment	Includes the ACM with both adaptive signal timing and transit priority treatment.	6-10 yrs	$3,200,000	$60,000	16	RMTM
Employee incentives - N Portland	Targeted investment to add to employer services to incentivize non-SOV commutes.	1-5 yrs	$0	$50,000	16	TDM
Employee incentives - N Portland	Targeted investment to add to employer services to incentivize non-SOV commutes.	6-10 yrs	$0	$50,000	16	TDM
Rivergate - Last-mile services	Provide shuttles or demand-responsive transit to connect transit stops with significant destinations one to two miles away, especially at hours not served by current transit service.	6-10 yrs	$500,000	$500,000	16	TDM
Rivergate industrial/employment area with nearby housing opportunities - Location-efficient living	Support programs and strategies that promote and advance location-efficient living strategies.	through 10 yrs	$0	$50,000	16	TDM
Marine Dr - Railroad Crossing Information System	Implement communications between the at-grade railroad crossing and the traffic operations center and emergency management centers to inform emergency responders and general travelers when service will be interrupted.	1-5 yrs	$75,000	$2,000	16	TI
Marine Dr - Traveler Information Only	Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions.	6-10 yrs	$2,200,000	$45,000	16	TI

Summary of Corridor Action Strategies by Agency

Project Name	Description	Time-frame	Cost		Mobility Corridor	TSMO Category
			Capital	Annual O&M		
N Lombard St (north of St Johns Bridge) - Traveler Information Only	Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions.	6-10 yrs	$2,200,000	$45,000	16	TI
N/NE Columbia Blvd - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	1-5 yrs	$3,100,000	$60,000	17	RMTM
N/NE Killingsworth St - ACM with Transit Priority Treatment	Includes the ACM project with transit signal priority added to traffic signals along a facility.	6-10 yrs	$2,600,000	$50,000	17	RMTM
N/NE Lombard St/NE Portland Hwy - ACM with Transit Priority Treatment	Includes the ACM project with transit signal priority added to traffic signals along a facility.	6-10 yrs	$2,600,000	$50,000	17	RMTM
Employee incentives - NE Portland	Targeted investment to add to employer services to incentivize non-SOV commutes.	1-5 yrs	$0	$50,000	17	TDM
Employee incentives - NE Portland	Targeted investment to add to employer services to incentivize non-SOV commutes.	6-10 yrs	$0	$50,000	17	TDM
Individualized Marketing - NE Portland along North side of I-84	City of Portland SmartTrips will reach N/NE Portland residents between Chautauqua and NE 82nd Ave. Consider 1/3rd of the project will impact Corridor 5. The action is to implement and/or support intensive outreach to targeted neighborhoods or demographics that encourages travel options through delivery of local travel options information and services to interested residents.	1-5 yrs	$0	$333,333	17	TDM
Employee incentives - Northwest Portland	Targeted investment to add to employer services to incentivize non-SOV commutes.	1-5 yrs	$0	$50,000	18	TDM
Employee incentives - Northwest Portland	Targeted investment to add to employer services to incentivize non-SOV commutes.	6-10 yrs	$0	$50,000	18	TDM
Individualized Marketing - Northwest residents served by frequent transit service, other travel options and near commercial zoning -	Implement and/or support intensive outreach to targeted neighborhoods that encourages use of travel options through delivery of local travel options information and services to interested residents.	6-10 yrs	$0	$500,000	18	TDM
Beaverton Hillsdale Hwy (Barbur Blvd to Scholls Ferry Rd) - ACM with Transit Priority Treatment	Includes the ACM project with transit signal priority added to traffic signals along a facility.	6-10 yrs	$3,700,000	$70,000	21	RMTM

Summary of Corridor Action Strategies by Agency

Project Name	Description	Time-frame	Cost		Mobility Corridor	TSMO Category
			Capital	Annual O&M		
NW Barnes Rd/Burnside – Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	6-10 yrs	$2,100,000	$43,000	21	RMTM
SW Bertha – Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	11+ yrs	$700,000	$13,000	21	RMTM

Summary of Corridor Action Strategies by Agency

Project Name	Description	Time-frame	Cost		Mobility Corridor	TSMO Category
			Capital	Annual O&M		
ODOT						
I-5 - Freeway Management	Expand freeway vehicle detection to provide comprehensive freeway traveler information including travel speed, travel times, volumes, forecasted information, incident conditions, and weather conditions.	1-5 yrs	$400,000	$8,000	1	RMTM
I-5 bridge - Construction mitigation campaign	Public awareness campaign using Drive Less/Save More brand, leveraging existing campaign resources, focused on CRC construction, operation.	1-5 yrs	$0	$250,000	1	TDM
I-5 bridge - Rideshare incentives	Leverage regional rideshare services to encourage greater levels of carpooling and vanpooling by providing financial incentives to commuters.	6-10 yrs	$0	$100,000	1	TDM
Hwy 43 (Macadam Ave) - ACM with Transit Priority Treatment	Includes the ACM project with transit signal priority added to traffic signals along a facility.	1-5 yrs	$3,700,000	$70,000	2	RMTM
Hwy 99 (Barbur Blvd from Downtown Portland to Hwy 217) - ACM with Adaptive Signal Timing and Transit Priority Treatment	Includes the ACM with both adaptive signal timing and transit priority treatment.	1-5 yrs	$3,400,000	$70,000	2	RMTM
I-5 - Freeway Management	Expand freeway vehicle detection to provide comprehensive freeway traveler information including travel speed, travel times, volumes, forecasted information, incident conditions, and weather conditions.	1-5 yrs	$900,000	$18,000	2	RMTM
I-5 - Rideshare incentives	Leverage regional rideshare services to encourage greater levels of carpooling and vanpooling by providing financial incentives to commuters.	1-5 yrs	$0	$50,000	2	TDM
I-5 - Rideshare incentives	Leverage regional rideshare services to encourage greater levels of carpooling and vanpooling by providing financial incentives to commuters.	6-10 yrs	$0	$50,000	2	TDM
I-5 - Rideshare Park&Ride	Negotiate shared parking agreements with public and private parking lots, provide signage and, if needed, coordinate registration.	1-5 yrs	$0	$4,800	2	TDM
I-5 - Rideshare Park&Ride	Negotiate shared parking agreements with public and private parking lots, provide signage and, if needed, coordinate registration.	6-10 yrs	$0	$4,800	2	TDM
Hwy 99, south of Tualatin - Traveler Information Only	Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions.	1-5 yrs	$1,100,000	$20,000	2	TI
I-5 - Freeway Management	Expand freeway vehicle detection to provide comprehensive freeway traveler information including travel speed, travel times, volumes, forecasted information, incident conditions, and weather conditions.	1-5 yrs	$500,000	$10,000	3	RMTM
I-5 - Rideshare incentives	Leverage regional rideshare services to encourage greater levels of carpooling and vanpooling by providing financial incentives to commuters.	1-5 yrs	$0	$25,000	3	TDM
I-5 - Rideshare incentives	Leverage regional rideshare services to encourage greater levels of carpooling and vanpooling by providing financial incentives to commuters.	6-10 yrs	$0	$25,000	3	TDM
I-5 - Rideshare Park&Ride	Negotiate shared parking agreements with public and private parking lots, provide signage and, if needed, coordinate registration.	1-5 yrs	$0	$4,800	3	TDM
I-5 - Rideshare Park&Ride	Negotiate shared parking agreements with public and private parking lots, provide signage and, if needed, coordinate registration.	6-10 yrs	$0	$4,800	3	TDM
I-405 - Freeway Management	Expand freeway vehicle detection to provide comprehensive freeway traveler information including travel speed, travel times, volumes, forecasted information, incident conditions, and weather conditions.	1-5 yrs	$240,000	$5,000	4	RMTM

Regional Transportation System Management and Operations Plan

Summary of Corridor Action Strategies by Agency

Project Name	Description	Time-frame	Cost		Mobility Corridor	TSMO Category
			Capital	Annual O&M		
I-5 - Freeway Management	Expand freeway vehicle detection to provide comprehensive freeway traveler information including travel speed, travel times, volumes, forecasted information, incident conditions, and weather conditions.	1-5 yrs	$240,000	$5,000	4	RMTM
I-84 - Active Traffic Management Pilot Project	Install active traffic management devices such as variable speed limit signs, lane use devices, and other ATM equipment, as a pilot project for the Portland region.	6-10 yrs	$5,000,000	$100,000	5	RMTM
I-84 - Freeway Management	Expand freeway vehicle detection to provide comprehensive freeway traveler information including travel speed, travel times, volumes, forecasted information, incident conditions, and weather conditions.	1-5 yrs	$450,000	$9,000	5	RMTM
I-84 - Freeway Management	Expand freeway vehicle detection to provide comprehensive freeway traveler information including travel speed, travel times, volumes, forecasted information, incident conditions, and weather conditions.	1-5 yrs	$700,000	$14,000	6	RMTM
I-84 - Rideshare incentives	Leverage regional rideshare services to encourage greater levels of carpooling and vanpooling by providing financial incentives to commuters.	1-5 yrs	$0	$50,000	6	TDM
I-84 - Rideshare incentives	Leverage regional rideshare services to encourage greater levels of carpooling and vanpooling by providing financial incentives to commuters.	6-10 yrs	$0	$50,000	6	TDM
I-84 - Rideshare Park&Ride	Negotiate shared parking agreements with public and private parking lots, provide signage and, if needed, coordinate registration.	1-5 yrs	$0	$4,800	6	TDM
I-84 - Rideshare Park&Ride	Negotiate shared parking agreements with public and private parking lots, provide signage and, if needed, coordinate registration.	6-10 yrs	$0	$4,800	6	TDM
I-205 - Freeway Management	Expand freeway vehicle detection to provide comprehensive freeway traveler information including travel speed, travel times, volumes, forecasted information, incident conditions, and weather conditions.	1-5 yrs	$650,000	$13,000	7	RMTM
I-5 - Rideshare incentives	Leverage regional rideshare services to encourage greater levels of carpooling and vanpooling by providing financial incentives to commuters.	1-5 yrs	$0	$25,000	7	TDM
I-5 - Rideshare incentives	Leverage regional rideshare services to encourage greater levels of carpooling and vanpooling by providing financial incentives to commuters.	6-10 yrs	$0	$25,000	7	TDM
I-5 - Rideshare Park&Ride	Negotiate shared parking agreements with public and private parking lots, provide signage and, if needed, coordinate registration.	1-5 yrs	$0	$4,800	7	TDM
I-5 - Rideshare Park&Ride	Negotiate shared parking agreements with public and private parking lots, provide signage and, if needed, coordinate registration.	6-10 yrs	$0	$4,800	7	TDM
I-205 - Freeway Management	Expand freeway vehicle detection to provide comprehensive freeway traveler information including travel speed, travel times, volumes, forecasted information, incident conditions, and weather conditions.	1-5 yrs	$1,000,000	$20,000	8	RMTM
I-205 - Rideshare incentives	Leverage regional rideshare services to encourage greater levels of carpooling and vanpooling by providing financial incentives to commuters.	1-5 yrs	$0	$25,000	8	RMTM
I-205 - Rideshare incentives	Leverage regional rideshare services to encourage greater levels of carpooling and vanpooling by providing financial incentives to commuters.	6-10 yrs	$0	$25,000	8	RMTM
I-205 - Rideshare Park&Ride	Negotiate shared parking agreements with public and private parking lots, provide signage and, if needed, coordinate registration.	1-5 yrs	$0	$4,800	8	RMTM
I-205 - Rideshare Park&Ride	Negotiate shared parking agreements with public and private parking lots, provide signage and, if needed, coordinate registration.	6-10 yrs	$0	$4,800	8	RMTM
I-205 - Freeway Management	Expand freeway vehicle detection to provide comprehensive freeway traveler information including travel speed, travel times, volumes, forecasted information, incident conditions, and weather conditions.	1-5 yrs	$320,000	$6,000	9	RMTM

Summary of Corridor Action Strategies by Agency

Project Name	Description	Time-frame	Cost		Mobility Corridor	TSMO Category
			Capital	Annual O&M		
I-205 interchange with Airport Way - Construction mitigation campaign	Apply additional investment in TDM solutions to mitigate impacts to travelers of all modes during construction projects.	1-5 yrs	$0	$100,000	9	TDM
Hwy 224 - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	11+ yrs	$1,600,000	$30,000	11	RMTM
Hwy 224, 99E, I-205 - Rideshare Incentives	Leverage regional rideshare services to encourage greater levels of carpooling and vanpooling by providing financial incentives to commuters.	1-5 yrs	$0	$25,000	11	TDM
Hwy 224, 99E, I-205 - Rideshare Incentives	Leverage regional rideshare services to encourage greater levels of carpooling and vanpooling by providing financial incentives to commuters.	6-10 yrs	$0	$25,000	11	TDM
Hwy 224, 99E, I-205 - Rideshare Park&Ride	Negotiate shared parking agreements with public and private parking lots, provide signage and, if needed, coordinate registration.	1-5 yrs	$0	$4,800	11	TDM
Hwy 224, 99E, I-205 - Rideshare Park&Ride	Negotiate shared parking agreements with public and private parking lots, provide signage and, if needed, coordinate registration.	6-10 yrs	$0	$4,800	11	TDM
Hwy 212/224 - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	6-10 yrs	$2,600,000	$50,000	12	RMTM
Hwy 212, Sunnyside Rd. - Rideshare incentives	Leverage regional rideshare services to encourage greater levels of carpooling and vanpooling by providing financial incentives to commuters.	1-5 yrs	$0	$25,000	12	TDM
Hwy 212, Sunnyside Rd. - Rideshare incentives	Leverage regional rideshare services to encourage greater levels of carpooling and vanpooling by providing financial incentives to commuters.	6-10 yrs	$0	$25,000	12	TDM
Hwy 212, Sunnyside Rd. - Rideshare Park&Ride	Negotiate shared parking agreements with public and private parking lots, provide signage and, if needed, coordinate registration.	1-5 yrs	$0	$4,800	12	TDM
Hwy 212, Sunnyside Rd. - Rideshare Park&Ride	Negotiate shared parking agreements with public and private parking lots, provide signage and, if needed, coordinate registration.	6-10 yrs	$0	$4,800	12	TDM
I-205 to Hwy 212 construction - Construction mitigation campaign	Apply additional investment in TDM solutions to mitigate impacts to travelers of all modes during construction projects.	1-5 yrs	$0	$100,000	12	TDM
Sunrise Hwy - Construction mitigation campaign	Apply additional investment in TDM solutions to mitigate impacts to travelers of all modes during construction projects.	1-5 yrs	$0	$100,000	12	TDM
Hwy 212, east of Damascus - ACM with Adaptive Signal Timing and Transit Priority Treatment	Includes the ACM with both adaptive signal timing and transit priority treatment.	6-10 yrs	$3,400,000	$70,000	13	RMTM
Hwy 212, US 26 - Rideshare Park&Ride	Negotiate shared parking agreements with public and private parking lots, provide signage and, if needed, coordinate registration.	1-5 yrs	$0	$4,800	13	TDM

Summary of Corridor Action Strategies by Agency

Project Name	Description	Time-frame	Cost		Mobility Corridor	TSMO Category
			Capital	Annual O&M		
Hwy 212, US 26 - Rideshare Park&Ride	Negotiate shared parking agreements with public and private parking lots, provide signage and, if needed, coordinate registration.	6-10 yrs	$0	$4,800	13	TDM
Hwy 213 - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	6-10 yrs	$2,500,000	$50,000	14	RMTM
Molalla Ave/Hwy 213 (to Henrici) - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	11+ yrs	$600,000	$12,000	14	RMTM
Hwy 213 - Rideshare Park&Ride	Negotiate shared parking agreements with public and private parking lots, provide signage and, if needed, coordinate registration.	1-5 yrs	$0	$4,800	14	TDM
Hwy 213 - Rideshare Park&Ride	Negotiate shared parking agreements with public and private parking lots, provide signage and, if needed, coordinate registration.	6-10 yrs	$0	$4,800	14	TDM
US 26 - Roadside Travel Time Information	Provide real-time traveler information on westbound US 26 for different routes (arterial and freeway) between Portland and Gresham.	6-10 yrs	$100,000	$15,000	15	TI
Hwy 30/St Helens Rd - Arterial Corridor Management (ACM)	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings. Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. Also includes on-going maintenance and parts replacement.	6-10 yrs	$600,000	$11,000	18	RMTM
US 30 - Rideshare incentives	Leverage regional rideshare services to encourage greater levels of carpooling and vanpooling by providing financial incentives to commuters.	1-5 yrs	$0	$25,000	18	TDM
US 30 - Rideshare incentives	Leverage regional rideshare services to encourage greater levels of carpooling and vanpooling by providing financial incentives to commuters.	6-10 yrs	$0	$25,000	18	TDM
US 30 - Rideshare Park&Ride	Negotiate shared parking agreements with public and private parking lots, provide signage and, if needed, coordinate registration.	1-5 yrs	$0	$4,800	18	TDM
US 30 - Rideshare Park&Ride	Negotiate shared parking agreements with public and private parking lots, provide signage and, if needed, coordinate registration.	6-10 yrs	$0	$4,800	18	TDM
Hwy 217 - Freeway Management	Expand freeway vehicle detection to provide comprehensive freeway traveler information including travel speed, travel times, volumes, forecasted information, incident conditions, and weather conditions.	1-5 yrs	$600,000	$12,000	19	RMTM
For commuters on 217 - Rideshare incentives	Leverage regional rideshare services to encourage greater levels of carpooling and vanpooling by providing financial incentives to commuters.	1-5 yrs	$0	$100,000	19	TDM

Summary of Corridor Action Strategies by Agency

Project Name	Description	Time-frame	Cost		Mobility Corridor	TSMO Category
			Capital	Annual O&M		
For commuters on 217 - Rideshare incentives	Leverage regional rideshare services to encourage greater levels of carpooling and vanpooling by providing financial incentives to commuters.	6-10 yrs	$0	$100,000	19	TDM
Hwy 99W (from 217 to 124th) - ACM with Adaptive Signal Timing and Transit Priority Treatment	Includes the ACM with both adaptive signal timing and transity priority treatment.	1-5 yrs	$4,200,000	$80,000	20	RMTM
99W construction to Newberg (per HB 2001 legislation) - Construction mitigation campaign	Apply additional investment in TDM solutions to mitigate impacts to travelers of all modes during construction projects.	1-5 yrs	$0	$100,000	20	TDM
Hwy 99W (124th to Tualatin Sherwood Rd) - Traveler Information Only	Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions.	1-5 yrs	$1,200,000	$25,000	20	TI
US 26 - Freeway Management	Expand freeway vehicle detection to provide comprehensive freeway traveler information including travel speed, travel times, volumes, forecasted information, incident conditions, and weather conditions.	1-5 yrs	$400,000	$8,000	21	RMTM
US 26 - Freeway Management	Expand freeway vehicle detection to provide comprehensive freeway traveler information including travel speed, travel times, volumes, forecasted information, incident conditions, and weather conditions.	1-5 yrs	$650,000	$13,000	22	RMTM
Hwy 26 near Amberglen - Construction mitigation campaign	Apply additional investment in TDM solutions to mitigate impacts to travelers of all modes during construction projects.	1-5 yrs	$0	$100,000	22	TDM
US 26 - Rideshare Park&Ride	Negotiate shared parking agreements with public and private parking lots, provide signage and, if needed, coordinate registration.	1-5 yrs	$0	$4,800	22	TDM
US 26 - Rideshare Park&Ride	Negotiate shared parking agreements with public and private parking lots, provide signage and, if needed, coordinate registration.	6-10 yrs	$0	$4,800	22	TDM
US 26 - Rideshare Park&Ride	Negotiate shared parking agreements with public and private parking lots, provide signage and, if needed, coordinate registration.	1-5 yrs	$0	$4,800	23	TDM
US 26 - Rideshare Park&Ride	Negotiate shared parking agreements with public and private parking lots, provide signage and, if needed, coordinate registration.	6-10 yrs	$0	$4,800	23	TDM

Regional Transportation System Management and Operations Plan

Summary of Corridor Action Strategies by Agency

Project Name	Description	Time-frame	Cost		Mobility Corridor	TSMO Category
			Capital	Annual O&M		
Smart						
Wilsonville - Wilsonville SMART Options	The City of Wilsonville SMART Options Outreach Program works with Wilsonville area employers and residents to promote transit and other transportation options. The primary goals of the program are to increase awareness of transportation options available in Wilsonville and the region, reduce drive alone trips and increase communication between the City of Wilsonville, local businesses of all sizes, community organizations and regional partners.	through 10 yrs	$0	$62,000	3	TDM
SW Regional Transportation Council						
Employers with high number of employees living in Vancouver, WA - Employer Services	Implement and/or support outreach and technical assistance in a collaborative manner with RTO partners to help employers increase non drive-alone travel modes.	through 10 years	$0	$110,000	1	TDM
I-5 bridge - Rideshare incentives	Vanpool program (operated by C-TRAN)	1-5 years	$3,150,000	$930,000	1	TDM
I-5 bridge - Rideshare incentives	Vanpool program (operated by C-TRAN)	6-10 years	$0	$930,000	1	TDM
Trip origins in Vancouver, WA (neighborhood to be determined) - Residential Individualized Marketing	Implement and/or support intensive outreach to targeted neighborhoods that encourages use of travel options through delivery of local travel options information and services to interested residents. (in support of Portland/Multnomah County Climate Change Action Plan)	1-5 years	$0	$500,000	1	TDM
Trip origins in Vancouver, WA (neighborhood to be determined) - Residential Individualized Marketing	Implement and/or support intensive outreach to targeted neighborhoods that encourages use of travel options through delivery of local travel options information and services to interested residents. (in support of Portland/Multnomah County Climate Change Action Plan)	6-10 years	$0	$500,000	1	TDM
Vancouver city center - Entrepreneurial Capacity Purchases	Provide funding to regional or town centers to reduce drive-alone auto trips. Incentive based - centers earn additional funding for exceeding performance goals. (WSDOT program - GTEC)	1-5 years	$0	$920,000	1	TDM

Investing in Great Places matrix

Achieving local aspirations through strategic regional and local investments

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Local aspiration profile			Regional investment actions							Shared responsibilities		Local actions						Private actions
	Activity level goal	Development goal	Transit	Highways and Arterials	Transportation system management	Regional Travel Options	Transit Oriented Development	Grants	Regional Greenspaces	Enhanced Pedestrian, Bike and Trail Environment	Other Infrastructure	Local streets and connectors	Supportive Code	Parking Strategies	Financial incentives	Direct Project Incentives	Local Greenspaces	Collaboration
Hillsboro Amber Glen Proposed Regional Center	18 hour community	Total: 6,500 Housing Units 14,000 Jobs	●	●	●					●		●	Z	P	$		●	●
Hillsboro Downtown Regional Center	18 hour community	Total: 7,000 Housing Units 15,000 Jobs	●				$			●			Z	P	$	$		
Tigard Downtown Town Center	18 hour community	New: 2,500 Housing Units 1.9 Million Square Feet of office/ retail/employment	●						●	●		●	Z	P	$			
Oregon City Downtown Regional Center	n/a hour community	n/a	●							●			Z	P	$	$	●	
Columbia-Cascade River district Employment Area	n/a hour community	32,500 Jobs		●								●	Z		$			
SE 82nd Avenue Corridor/ Main Street	n/a hour community	n/a	●							●			Z		$			

Legend

Proposed
(The icon is hollow)

Existing
(The icon is solid)

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Investing in Great Places matrix definitions DRAFT

Local aspiration profile

2040 Design: Existing 2040 Growth Concept design type

Activity level goal: Level of activity identified in local aspiration submission

Additional development goal: additional development identified in local aspiration submission

Regional investment actions

Regional Investment Actions: Existing or proposed investments largely using regional funds

Transit: HCT, bus services, streetcar, or facilities including park and ride and transit center

Highways and arterials: New capacity, new access, including interchange access, safety improvements

Transportation system management: Access management, signal optimization or other efforts that increase capacity of the existing system

Regional Travel Options: Transportation Management Associations, targeted marketing and other efforts that reduce vehicular demand

Transit Oriented Development: Metro investments in TOD projects

Grants: Brownfield assessment grants, nature in Neighborhood grants or other regional grant programs, including Construction Excise Tax grants

Regional Greenspaces: Regional parks, natural areas and trails

Shared responsibilities

Shared Responsibilities: Local, Regional and other partnership funding

Enhanced pedestrian, bicycle and trail environment: Landscaping, median or curb extensions, sidewalks, bikeways, boulevard retrofit, trails

Other Infrastructure: Sewer, water, schools

Local actions

Local Actions: Existing or proposed actions largely requiring local investments

Local streets and connectors: New connections, new capacity, realignments

Supportive code: Mixed use zoning or multi-family zoning in centers, streamlined or other process efficiencies, density bonus

Parking strategies: Shared parking, reduced minimum or maximums, structured or metered parking

Financial incentives: Urban renewal, general fund contributions, local improvement districts, business improvement districts, enterprise zones, SDC credits or variable SDC, vertical tax housing zone

Direct project incentives : Innovations and outreach that involve property owner engagement, acquisition, marketing, joint development, storefront or main street programs

Local greenspaces: Local parks, trails and natural areas

Private actions

Collaboration: Active property owner partnership with public sector

MTIP Retrospective

Recommendations

- **Link RFF policy development to RTP objectives in creating the prioritization framework**
- **Structure the RFF process on the simplified, outcomes based approach derived from the RTP**
- **Utilize the two step approach for allocating funds to regional programs and local projects**
- **Consider additional streamlining of technical measures**
- **Identify opportunities to improve the narrowing factors**
- **Consider collaborative approach to simplify the RFF process**
- **Improve clarity of how transit agency and ODOT administered funds are allocated**
- **Incorporate Congestion Management Process and Federal Transportation Planning Factors in MTIP policy update**

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