NOTE: Please hold Thursday, December 17th from 7:30 to 9 a.m. on your calendars in the event a potential additional December JPACT meeting is needed. Details to follow.

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Metro | Agenda *NOTE EARLY START TIME

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)
Date: Thursday, December 10, 2009
Time: **7:15 to 9 a.m.***
Place: Metro Regional Center, Council Chambers

7:15 AM	1.		**CALL TO ORDER & DECLARATION OF A QUORUM**	**Carlotta Collette, Chair**
7:17 AM	2.		**INTRODUCTIONS**	**Carlotta Collette, Chair**
7:20 AM	3.		**CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS**	**Carlotta Collette, Chair**
7:25 AM	4.		**COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS**	
7:30 AM	5.	*	Consideration of the JPACT Minutes for November 12, 2009	
	6.		**ACTION ITEMS**	
7:35 AM	6.1	*	Resolution No. 09-XXXX, For the Purpose of Accepting the Draft 2035 Regional Transportation Plan, With The Following Elements, For Final Review and Analysis For Air Quality Conformance: The Transportation Systems Management and Operations Action Plan; The Regional Freight Plan; The High Capacity Transit System Plan Summary Report; and The Regional Transportation Functional Plan – APPROVAL REQUESTED	**Carlotta Collette, Chair** **Kim Ellis**

6.1.1
- **Exhibit G** (Consent items for consideration as a package on Dec. 10) - Approval of TPAC recommendation requested

JPACT members may raise consent items for discussion

6.1.1.a
- Request to withdraw from the Consent items the Columbia River Crossing LPA amendment and defer discussion until January/February 2010.

6.1.2
- **Exhibit F** (Remaining items to act on individually prior to approval of Exhibit F as a package on Dec. 10)

6.1.2.a
- **Alternative Mobility Standards** (Approval of TPAC recommendation requested)

6.1.2.b
- **I-5/99W Connector Study Recommendations** (Approval of TPAC recommendation requested)

6.1.2.c
- **OR 217 Study Recommendations** (Approval of TPAC recommendation requested)

6.1.2.d
- **Sunnybrook Road Extension** (Recommendation requested)

6.1.2.e
- **Corridor Refinement Plan priorities** (Approval of TPAC recommendation to defer action to January 2010 requested)

6.1.3
- **MPAC amendments**

6.1.3.a
- **RTP Climate Action Plan and Greenhouse gas emissions** (Reconcile conflicting received from MPAC and TPAC)

6.1.3.b
- **RTP Performance targets** (Reconcile conflicting recommendations from MPAC and TPAC)

6.1.4
- **Other amendments proposed by JPACT members**
  - ODOT recommendation on safety performance target

6.1.5
- **Final recommendation on RTP Resolution as amended**

Continued on back

	7.	**INFORMATION / DISCUSSION ITEMS**	
8:45 AM	7.1	Direction on Approach to Federal Appropriations and Authorization Priorities – DISCUSSION	**Andy Cotugno**
9 AM	8.	**ADJOURN**	**Carlotta Collette, Chair**

* Material available electronically.

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.

2009-10 JPACT Work Program
12/1/09

November 12, 2009 – Regular Meeting

Note: JPACT meeting will begin at 7:15 a.m.

- MTIP amendment to add SW Moody Ave. widening and Naito Parkway/River Parkway Intersection Projects and eliminate the I-5 at North Macadam Access project – Action (consent)
- Resolution No. 09-XXXX, For the Purpose of Accepting the Draft 2035 Regional Transportation Plan, With The Following Elements, For Final Review and Analysis For Air Quality Conformance: The Transportation Systems Management and Operations Action Plan; The Regional Freight Plan; The High Capacity Transit System Plan Summary Report; and The Regional Transportation Functional Plan – Discussion/direction
  - Exhibit F (Discussion items for Nov. 12th)
    - Greenhouse gas emissions and RTP Climate Action Plan
    - RTP Performance targets and application of RTP policies and targets in local plans and local, regional and state investment priorities
    - Corridor Refinement Plan Priorities – Accept technical rankings
    - I-5/99W Connector Study Recommendations

December 10, 2009 – Regular Meeting

Note: JPACT meeting will begin at 7:15 a.m.

- Update on 2010 JPACT Washington, DC trip and appropriations – Information
- Resolution No. 09-XXXX, For the Purpose of Accepting the Draft 2035 Regional Transportation Plan, With The Following Elements, For Final Review and Analysis For Air Quality Conformance: The Transportation Systems Management and Operations Action Plan; The Regional Freight Plan; The High Capacity Transit System Plan Summary Report; and The Regional Transportation Functional Plan – Action
  - Exhibit F (Discussion items for Dec. 10th)
    - Alternative Mobility Standards
    - I-5/99W Connector Study
    - OR 217 Study Recommendations
    - Columbia River Crossing Project LPA
    - Sunnybrook Road Extension
  - Exhibit G (Consent items for consideration as a package on Dec. 10th)
  - Amendments proposed by JPACT

January 14, 2010 – Regular Meeting

- Federal priorities – Information
- Climate change and Global Warming Commission announcement
- Corridor plan priorities and next priority HCT corridor – Action

February 11, 2010 – Regular Meeting

- Federal priorities – Action
- Draft RTP Function Plan and Alternative Mobility Standards
- RTO evaluation results - presentation by Dr. Jennifer Dill, PSU
- RTO work plan and budget for FY 2010-11

February 2010 – JPACT Retreat (Tentative)

- Climate Change Prosperity Project review
- Greenhouse gas, University of Oregon climate change study, etc.
- House Bill 2001 Greenhouse Gas Scenarios work program - Discussion/direction

March 4, 2010 – Regular Meeting

- Final draft RTP, Functional Plan amendments, and Alternative Mobility Standards – Discussion/direction

March 9th – 11th – JPACT Washington, DC Trip

March 15th – Final RTP Public Hearing/Comment Period Begins

April 8, 2010 – Regular Meeting

May 13, 2010 – Regular Meeting	**June 10, 2010 – Regular Meeting** • Adopt final 2035 RTP - Action
July 8, 2010 – Regular Meeting	**August 12, 2010 – Regular Meeting**
September 2, 2010 – Regular Meeting	**October 14, 2010 – Regular Meeting**
November 4, 2010 – Regular Meeting	**December 9, 2010 – Regular Meeting**

Parking Lot:

- When to consider LPA/RTP actions for I-5/99W
- Request to the Oregon Transportation Commission to amend the mobility policy

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JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
November 12, 2009
Metro Regional Center, Council Chambers

MEMBERS PRESENT	AFFILIATION
Carlotta Collette, Chair	Metro Council
Sam Adams	City of Portland
Shane Bemis	City of Gresham, representing the Cities of Multnomah Co.
Rex Burkholder	Metro Council
Nina DeConcini	Oregon Department of Environmental Quality
Craig Dirksen	City of Tigard, representing the Cities of Washington Co.
Fred Hansen	TriMet
Kathryn Harrington	Metro Council
Lynn Peterson	Clackamas County
Roy Rogers	Washington County
Jason Tell	Oregon Department of Transportation, Region 1
Ted Wheeler	Multnomah County

MEMBERS EXCUSED	AFFILIATION
Donna Jordan	City of Lake Oswego, representing the Cities of Clackamas Co.
Royce Pollard	City of Vancouver, WA
Steve Stuart	Clark County
Don Wagner	Washington State Department of Transportation
Bill Wyatt	Port of Portland

ALTERNATES PRESENT	AFFILIATION
Doug Ficco	Washington State Department of Transportation
Susie Lahsene	Port of Portland
Dean Lookingbill	City of Vancouver
Alice Norris	Cities of Clackamas County
Troy Rayburn	Clark County

STAFF: Tom Matney, Kelsey Newell, Kim Ellis, Andy Cotugno, Robin McArthur, Joshua Naramore, Randy Tucker, Andy Shaw, Tom Kloster, Deborah Redman, Lake McTighe.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Carlotta Collette declared a quorum and called the meeting to order at 7:19 a.m.

2. INTRODUCTIONS

There were none.

3. CITIZEN COMMUNICATIONS TO JPACT ON NON-AGENDA ITEMS

There were none.

4. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Chair Collette updated the committee on the status of TIGER grants and briefed the committee on the House Bill 2186 Task Force meetings.

5. CONSENT AGENDA

Consideration of JPACT Minutes for October 8, 2009

Resolution No. 09-XXXX, For the Purpose of Amending the 2008-11 Metropolitan Transportation Improvement Program (MTIP) to Add the SW Moody Avenue Widening and Naito Parkway/River Parkway Intersection Projects and Eliminate the I-5 at North Macadam Access Project

MOTION: Mr. Fred Hansen moved, Commissioner Ted Wheeler seconded, to approve the consent agenda.

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

6. INFORMATION / DISCUSSION ITEMS

6.1 Resolution No. 09-XXXX, For the Purpose of Accepting the Draft 2035 Regional Transportation Plan, with the Following Elements, For Final Review and Analysis For Air Quality Conformance: The Transportation Systems Management and Operations Action Plan; The Regional Freight Plan; The High Capacity Transit System Plan Summary Report; and The Regional Transportation Functional Plan

MOTION: Commissioner Lynn Peterson moved, Councilor Rex Burkholder seconded, to approve Resolution No. 09-XXXX.

Exhibit F
Greenhouse gas emissions and RTP Climate Action Plan

Ms. Kim Ellis of Metro briefed the committee on the recommendations made by the Metro Technical Advisory Committee (MTAC) and the Transportation Policy Alternatives Committee (TPAC) pertaining to the proposed RTP Climate Action Plan.

AMENDMENT #1: Mr. Hansen moved, Commissioner Peterson seconded, to amend Resolution 09-XXXX to include TPAC and MTAC's recommendation on Greenhouse Gas and Climate Change Action Plan.

ACTION TAKEN: With all in favor, and one abstained (Adams), amendment #1 passed.

RTP Performance targets and application of RTP policies and targets in local plans and local, regional and state investment priorities

Ms. Ellis briefed the committee on the recommendations made by MTAC and TPAC pertaining to the RTP Performance Targets.

AMENDMENT #2: Councilor Burkholder moved, Commissioner Roy Rogers seconded, to amend Resolution No. 09-XXXX to include TPAC and MTAC's recommendation on RTP performance targets.

ACTION TAKEN: With all in favor, amendment #2 passed.

I-5/99W Connector Study Recommendations

Mr. Andy Cotugno of Metro briefed the committee on the recommendations made by Metro staff and TPAC pertaining to the I-5/99W Connector Study Area.

AMENDMENT #3: Commissioner Peterson moved, Commissioner Rogers seconded, to amend Resolution No. 09-XXXX to include TPAC's recommendation on the I-5/99W Connector Study.

ACTION TAKEN: Amendment #3 was tabled to the December 10th JPACT meeting.

AMENDMENT #4: Mayor Alice Norris moved, Commissioner Peterson seconded, to amend Resolution No. 09-XXXX to read, "Modify the description of the SW 124th extension to reflect a 2-3 lane project (Project #10736) from SW Tualatin-Sherwood road to the vicinity of SW Tonquin Road, then utilizing existing right-of-way east to SW Boones Ferry Road…"

ACTION TAKEN: With two in favor (Norris, Peterson) and 14 opposed, amendment #4 failed.

AMENDMENT #5: Commissioner Rogers moved, Mayor Craig Dirksen seconded, to amend Resolution No. 09-XXXX to read, "Include the conditions as part of the project description for the South Arterial with language that implementation will not proceed unless and until all the conditions are met~~, including conducting the I-5 South Corridor Refinement Plan, including Mobility Corridors 2, 3, and 20~~."

ACTION TAKEN: Commissioner Rogers withdrew amendment #5, as the I-5/99W Connector Study project would be discussed at the December 10th meeting.

Corridor Refinement Plan Priorities

Ms. Ellis briefed the committee on the recommendations made by the Metro Policy Advisory Committee (MPAC) and TPAC pertaining to the criteria and technical rankings for the RTP Corridor Refinement Plan prioritization process.

AMENDMENT #6: Commissioner Wheeler moved, Mayor Dirksen seconded, to approve the criteria and technical rankings for the RTP Corridor Refinement Plan prioritization process.

ACTION TAKEN: With all in favor, amendment #6 passed.

Exhibit G

Exhibit G contains Consent items for consideration as a package. Consent items may be raised for discussion at the December 10th JPACT, and the final Consent items package will be proposed for adoption at the December 10th JPACT as well.

Mr. Hansen withdrew items #66 and #67 from the list of Consent items for consideration.

Amendments proposed by JPACT and MPAC members

These amendments will be considered on December 10th as part of Exhibit G unless already identified as a Discussion item under Exhibit F. JPACT members may raise individual amendments for discussion on December 10th.

7. ADJOURN

Chair Collette adjourned the meeting at 9:02 a.m.

Respectfully submitted,

Tom Matney
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR NOVEMBER 12, 2009

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
	Schedule	11/12/09	Proposed order of business for adoption of the RTP Resolution by JPACT	111209j-01
6.1	Memo	11/10/09	RTP Climate Action Plan - Greenhouse Gas Emissions and House Bill 2001 Land use and Transportation Scenarios	111209j-02
6.1	Report	11/06/09	Consideration of Resolution No. 09-XXXX	111209j-03
6.1	Memo	11/05/09	RTP Amendments Proposed by JPACT and MPAC Members	111209j-04
6.1	Letter	10/05/09	RTP request - Washington County	111209j-05
6.1	Memo	11/05/09	RTP request - Clackamas County	111209j-06
6.1	Matrix	11/10/09	RTP Regional Corridor Refinement Prioritization Plan	111209j-07
6.1	Memo	11/09/09	RTP request - City of Hillsboro	111209j-08
6.1	Memo	11/09/09	RTP request, Project #10731	111209j-09

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ACCEPTING THE DRAFT 2035 REGIONAL TRANSPORTATION PLAN, WITH THE FOLLOWING ELEMENTS, FOR FINAL REVIEW AND ANALYSIS FOR AIR QUALITY CONFORMANCE: THE TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS ACTION PLAN; THE REGIONAL FREIGHT PLAN; THE HIGH CAPACITY TRANSIT SYSTEM PLAN; AND THE REGIONAL TRANSPORTATION FUNCTIONAL PLAN	))))))))	RESOLUTION NO. 09-XXXX Introduced by Chief Operating Office Michael Jordan with the Concurrence of Council President David Bragdon

WHEREAS, federal and state law require Metro to adopt a transportation plan for the region and to revise it at least every four years to keep it up to date; and

WHEREAS, the 2035 Regional Transportation Plan ("RTP") is a central tool for implementing the 2040 Growth Concept and is a component of the Regional Framework Plan; and

WHEREAS, Phase 1 of the RTP focused on development of the federally-recognized metropolitan plan for the Portland metropolitan region that serves as the threshold for all federal transportation funding in the region; and

WHEREAS, the Metro Council adopted the federal component of the 2035 RTP by Resolution No. 07-3831B (For the Purpose of Approving the Federal Component of the 2035 Regional Transportation Plan Update, Pending Air Quality Conformity Analysis) on December 13, 2007, deferring adoption of the state component (required by state law) in order to address outstanding issues identified during development of the federal component; and

WHEREAS, the Metro Council also deferred some technical analysis and policy development from its adoption of the federal component of the RTP; and

WHEREAS, the U.S. Department of Transportation approved the federal component of the 2035 RTP on March 5, 2008; and

WHEREAS, the Metro Council accepted elements of the Regional High Capacity Transit System Plan by Resolution No. 09-4052 (For the Purpose of Accepting the Regional High Capacity Transit System Tiers and Corridors, System Expansion Policy Framework and Policy Amendments) on July 9, 2009, for addition to the 2035 Regional Transportation Plan; and

WHEREAS, Phase 2 of the RTP focused on development of the state component of the 2035 RTP; and

WHEREAS, the state component of the 2035 RTP is intended to serve as the regional transportation system plan under statewide planning Goal 12 and the state Transportation Planning Rule ("TPR"), and must be consistent with those laws; and

WHEREAS, the 2035 RTP must be consistent with other statewide planning goals and the state transportation system plan as contained in the Oregon Transportation Plan and its several components; and

WHEREAS, OAR 660-012-0016 of the TPR directs coordination of the federally-required regional transportation plan in metropolitan areas with regional transportation system plans such that the state component of the 2035 RTP must be adopted within one year of the federal component or within a timeline and work program approved by the Land Conservation and Development Commission ("LCDC"); and

WHEREAS, on May 1, 2008, the LCDC accepted the RTP in the manner of periodic review and approved the work program and timeline for the state component of the RTP, which called for completing the RTP by December 2009, pending final review and analysis for air quality conformance; and

WHEREAS, central to the RTP is an overall emphasis on outcomes, system completeness and measurable performance to hold the region accountable for making progress toward the region's desired outcomes and state goals for reductions in vehicle miles traveled and corresponding greenhouse gas ("GHG") emissions; and

WHEREAS, preliminary results from the analysis of recommended projects and programs show the draft RTP does not meet state targets for reductions in GHG emissions, showing increases from 2005; and

WHEREAS, national studies have suggested that transportation investments alone will not achieve significant reductions in transportation-related GHG emissions, and that land use strategies and pricing techniques are critical components of any comprehensive strategy to reduce GHG emissions; and

WHEREAS, House Bill 2001, the comprehensive transportation package passed by the 2009 Oregon Legislature, requires Metro to develop two or more alternative land use and transportation scenarios designed to reduce GHG emissions from light-duty vehicles by January, 2012, and select one scenario for regional and local implementation that meets the state targets; and

WHEREAS, the required scenario planning includes further development of tools and policies in Oregon that were anticipated in the draft RTP, and significant work program and scoping activities are continuing to be developed to respond to HB 2001 requirements; and

WHEREAS, JPACT and MPAC have recognized more work is needed to develop land use, transportation and pricing policies to address climate change and state targets to reduce GHG emissions; and

WHEREAS, preliminary results from the analysis of recommended projects and programs show the draft RTP is not expected to meet alternative mobility standards adopted in Policy 1F, Highway Mobility Standards, of the Oregon Highway Plan; and

WHEREAS, JPACT and MPAC have recognized more work is needed to be consistent with Policy 1F**;** and

WHEREAS, a 30-day public comment period was held on the state and federal component**s** of the 2035 RTP from September 15 to October 15, 2009; and

WHEREAS, the Metro Council, JPACT, the Metro Policy Advisory Committee ("MPAC"), the Metro Technical Advisory Committee ("MTAC"), the Transportation Policy Advisory Committee ("TPAC"), the Regional Travel Options ("RTO") subcommittee of TPAC, the Intelligent Transportation

Systems ("ITS") Subcommittee of TPAC, the Regional Freight and Goods Movement Technical Advisory Committee, the Bi-State Coordination Committee, the Regional Freight and Goods Movement Task Force, the Federal Highway Administration and the Federal Transit Administration, and other elected officials, representatives of business, environmental and transportation organizations from the Portland-Vancouver metropolitan area assisted in the development of the state component of the RTP and provided comment on the RTP throughout the planning process; and

WHEREAS, JPACT and MPAC have recommended acceptance of the state and federal components of the 2035 RTP by the Metro Council for final review and air quality conformance analysis; now, therefore,

BE IT RESOLVED that the Metro Council:

1. Accepts the Draft 2035 Regional Transportation Plan ("RTP") (Exhibit A and Appendices to this resolution), with the following elements, for analysis of air quality conformance under federal law and for final review and public hearings:

   - The Transportation System Management and Operations Plan (Exhibit B to this resolution)
   - The Regional Freight Plan (Exhibit C to this resolution)
   - The High Capacity Transit System Plan (Exhibit D to this resolution)
   - The Regional Transportation Functional Plan (Exhibit E to this resolution).

2. Accepts the RTP project lists solely for the purpose of obtaining public comment and determining conformance of the federal priorities project list with the Clean Air Act.

3. Accepts the revisions to the federal component of the 2035 RTP to reflect additional technical analysis and policy development completed after adoption of Resolution No. 07-3831B.

4. Directs staff to consolidate the Draft 2035 RTP and the Summary of Public Comments received during the September 15 to October 15, 2009, comment period (Exhibits F and G to this resolution) into a single document by March 31, 2010**,** for final public review.

5. Directs staff to work with ODOT, TriMet and local governments to prepare amendments to Exhibit E to this resolution and the Urban Growth Management Functional Plan by March 31, 2010, to direct how local plans will implement the new RTP.

6. Directs staff to work with ODOT, TriMet and local governments in winter, 2010, to incorporate the new RTP policies and performance targets in the next policy update to the Metropolitan Transportation Improvement Program ("MTIP").

7. Commits the Council to policy discussions on tolling, parking management and other pricing strategies in 2010 to inform the land use and transportation scenarios work to be developed in 2011.

8. Directs staff to work with ODOT, TriMet and local governments to develop two or more alternative land use and transportation scenarios designed to reduce GHG emissions by January 1, 2012, as directed by the 2009 Legislature through House Bill 2001, and select one scenario for regional and local implementation that meets the state targets**.** Metro will forward recommendations from this effort to the next RTP update in 2014. Recommendations may include refinements to the RTP policies, performance targets and investment priorities.

9. Directs staff to work with the ODOT, TriMet and local governments to document the region's inability to meet current mobility standards as defined in Policy 1F of the Oregon Highway Plan and proposed actions to maintain state highway mobility "as much as feasible and to avoid further degradation" by March 31, 2010. This work may result in new alternative mobility standards and regional and local policies and actions needed to meet them.

10. Declares that Resolution No. 09-XXXX does not adopt the state component of the 2035 RTP, or any of its elements, and is not a land use decision. The resolution accepts the state and federal components of the 2035 RTP for final review and analysis, to be adopted by ordinance following public hearings in 2010 and submitted to LCDC in the manner of periodic review.

ADOPTED by the Metro Council this __ day of December, 2009

David Bragdon, Council President

Approved as to form:

Daniel B. Cooper, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 09-XXXX FOR THE PURPOSE OF ACCEPTING THE DRAFT 2035 REGIONAL TRANSPORTATION PLAN, WITH THE FOLLOWING ELEMENTS, FOR FINAL REVIEW AND ANALYSIS FOR AIR QUALITY CONFORMANCE: THE TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS ACTION PLAN; THE REGIONAL FREIGHT PLAN; THE HIGH CAPACITY TRANSIT SYSTEM PLAN; AND THE REGIONAL TRANSPORTATION FUNCTIONAL PLAN

Date: November 6, 2009 Prepared by: Kim Ellis, 503-797-1617

BACKGROUND

Metro is the regional government responsible for regional land use and transportation planning under state law and the federally-designated metropolitan planning organization (MPO) for the Portland metropolitan area. As the federally-designated MPO, Metro is responsible for updating the RTP every four years, which includes updating goals and policies to guide transportation investments, and compiling a financially constrained list of projects and programs to meet requirements for federal funding. Metro is also responsible for developing a regional transportation system plan (TSP), consistent with Oregon Transportation Planning Rule (TPR) requirements.

Metro's jurisdictional boundary encompasses the urban portions of Multnomah, Washington and Clackamas counties. Metro's planning partners include the 25 cities, three counties and affected special districts of the region, ODOT, Oregon Department of Environmental Quality (DEQ), Port of Portland, South Metro Area Rapid Transit (SMART), TriMet and other interested community, business and advocacy groups as well as state and federal regulatory agencies such as the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Metro also coordinates with the City of Vancouver, Clark County Washington, the Port of Vancouver, the Southwest Washington Regional Transportation Council (RTC), C-Tran, the Washington Department of Transportation, the Southwest Washington Air Pollution Control Authority and other Clark County governments on bi-state issues. The Southwest Washington Regional Transportation Council is the federally designated MPO for the Clark County portion of the Portland-Vancouver metropolitan region.

2035 REGIONAL TRANSPORTATION PLAN

The 2035 RTP represents the first significant update to the plan since 2000. The Metro Council initiated the 2035 RTP Update on September 22, 2005 with approval of Resolution No. 05-3610A (for the Purpose of Issuing a Request for Proposals to Develop a Work Scope for an Expanded 2005-08 Regional Transportation Plan Update that Incorporates the "Budgeting for Outcomes" Approach to Establishing Regional Transportation Priorities).

The update involved a new approach that included:

(1) A strong education component to increase community and stakeholder awareness of the issues facing the region, including a growing population, climate change and economic instability.

(2) An outcomes-based approach linked to public values to assess 2040 implementation and to evaluate and prioritize transportation investments. This approach more fully integrated land use, economic, environmental and transportation objectives in the decision-making process. Central to the RTP is an overall emphasis on outcomes, system completeness and measurable performance to hold the region accountable for making progress toward the region's desired outcomes and state goals for reductions in drive alone trips, vehicle miles traveled and corresponding GHG

emissions. The RTP includes specific performance targets and indicators that we will monitor over time, using this information to determine whether future adjustments to policies and strategies are needed.

(3) Collaboration with regional partners and key stakeholders to resolve the complex issues inherent in realizing the region's 2040 Growth Concept.

The 2035 RTP plan updates the policies, projects and strategies for implementing the 2040 Growth Concept and meeting the statewide greenhouse gas emissions reduction targets at the regional and local levels. By 2035, the metro region and surrounding counties are expected to have grown by more than 1 million people and added more than 500,000 jobs, doubling trips on the transportation system.

Through its policies, projects and strategies, the 2035 RTP aims to:

- support the region's vision to use land inside the UGB as efficiently as possible to reduce the need for costly new infrastructure and protect farm and forest lands
- attract jobs and housing to downtowns, main streets and employment areas
- increase safety for all transportation system users
- increase the use of public transit and reduce travel distances and the need to travel by car to help reduce air pollution and our carbon footprint
- complete gaps in existing roads, bridges, transit service, sidewalks and bike facilities
- improve interchanges and more capacity in the region's highway system
- build trails and other connections to make it safer and more convenient to walk and bike
- use technology to make travel safer, more efficient and reliable for cars, trucks and transit

All of these strategies and investments will help the region make the most out of what we have, comprehensively address growing congestion and make travel more convenient and affordable and reliable for everyone – including businesses and freight shippers. They will also provide real options for walking, biking and using transit and help the region's businesses and industry create and retain jobs and remain competitive

The following outcomes provided the framework for the updated policies, projects and strategies:

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.

SUMMARY OF DECISION-MAKING PROCESS

Metro's transportation planning activities are guided by a federally mandated decision-making framework, called the metropolitan transportation planning process. Metro leads this process in consultation and coordination with federal, state, regional and local governments, and engagement of other stakeholders with an interest in or who are affected by this planning effort. Metro facilitates this

consultation and coordination through four advisory committee bodies—the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC), the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

The 2035 RTP update process relied on this existing decision-making structure for development, review and adoption of the plan. MPAC, JPACT and the Metro Council made recommendations at key decision points based on input from TPAC, MTAC, the Council-appointed Regional Freight Plan Task Force and the public participation process.

Technical work groups were formed to advice Metro staff on the development of work products throughout the process. Metro technical staff also worked with the Regional Travel Options Subcommittee to TPAC, the Intelligent Transportation Systems (ITS) Subcommittee to TPAC and the Regional Trails Working Group throughout the update process. The Metro Committee for Citizen Involvement provided advice on public engagement activities.

THE 2035 RTP UPDATE PROCESS AND DECISION TIMETABLE

Metro began the 2035 Regional Transportation Plan update in fall 2005, with early scoping that involved regional partners, community organizations and other stakeholders. Work from fall 2006 through fall 2007 included considerable stakeholder and public involvement to determine needs and develop policies that provided a framework to guide updating the RTP. In December 2007, the Metro Council adopted the federal component of the 2035 RTP to meet planning requirements in the most recent transportation authorization act, the Safe, Accountable, Flexible, Efficient Transportation Equity Act—a Legacy for Users (SAFETEA-LU). The U.S. Department of Transportation approved the federal component of the 2035 RTP on March 5, 2008.

Following approval of the federal RTP, staff turned to completing a final RTP to meet regional and state land use goals and the Oregon Transportation Planning Rule. On May 1, 2008, the LCDC accepted the RTP in the manner of periodic review and approved the work program and timeline for the state component of the RTP, which called for completing the RTP by December 2009.

During 2008 and 2009, RTP work focused on framing and refining 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, and employment areas, consistent with the 2040 Growth Concept. This work included the evaluation of different land-use and transportation investment scenarios.

Metro also convened a bicycle work group to identify policy refinements to respond to public comments received during the federal component of the RTP update and to incorporate active transportation policy recommendations identified by the Blue Ribbon Committee for Trails. Metro will develop other policy refinements in the draft plan to further implement policy direction from the HCT, TSMO and Freight Plans and policy direction from JPACT and MPAC on performance targets.

At the same time, Metro and its regional partners continued to work on related planning efforts that will be included in the RTP: the Sunrise Corridor project, the I-5/99W connector study, the Sellwood Bridge study, the high-capacity transit (HCT) system plan, the regional freight plan and the Transportation System Management and Operations (TSMO) plan. Metro also worked with communities around the region to identify their local land use, transportation and public infrastructure-related aspirations for managing growth and the investments needed to support them.

The technical analysis and policy development guided further system development and refinement before soliciting projects and funding strategies from the region's 25 cities, three counties, TriMet, South Metro Area Rapid Transit (SMART), Port of Portland and the Oregon Department of Transportation (ODOT) – the region's transportation providers. On June 15, 2009, 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. The RTP goals, draft performance targets and refinement criteria provided policy direction for investment priorities to be brought forward for consideration in the final 2035 RTP.

JPACT-ENDORSED PERFORMANCE TARGETS

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.
Equity	**Compact urban form –** By 2035, increase floor area ratios in centers and corridors by XX percent compared to 2000.
	Affordability – By 2035, the share of the region's households that are cost-burdened declined by 20 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.

JPACT-ENDORSED REFINEMENT CRITERIA

- Make multi-modal travel safe and reliable
- Target investments to support local aspiration 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

Projects were solicited from county coordinating committees, the city of Portland, TriMet, SMART, the Port of Portland and ODOT. Each project sponsor was requested to identify investment priorities consistent with the draft RTP performance targets and criteria, and within the funding target established by JPACT. Projects and programs were requested to come from plans or studies that had been developed through a public process. The solicitation resulted in 1,058 proposed projects with a total estimated cost of $19.6 billion.

The draft RTP and projects, draft Regional Transportation System Management and Operations Plan (TSMO), draft Regional Freight Plan and draft High Capacity Transit System Plan summary report and complete list of projects were released for a 30-day public comment period that was held from September 15 to October 15, 2009. The RTP comment package was released as part of the Making the

Greatest Place effort and Metro's chief operating officer's recommendation titled "Strategies for a sustainable and prosperous region."

Attachment 1 to the staff report provides a more detailed summary of the stakeholder and public involvement conducted from Spring 2006 to Fall 2009, and specific comments received during the most recent public comment period held from September 15 to October 15, 2009. Public comment received will be considered by the Metro Policy Advisory Committee (MPAC), the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council prior to action on this resolution.

Following acceptance of the RTP, staff will conduct a final analysis and prepare findings, an updated draft document and the functional plan amendments needed to implement the new policies and strategies. The final draft RTP will then be released for 45 days of public comment beginning in April 2010, before MPAC, JPACT and the Metro Council consider approval by ordinance in June 2010.

ANALYSIS/INFORMATION

1. **Known Opposition**: There is no known opposition to the resolution. However, concerns have been raised about two projects and performance of the package of projects submitted by local governments, TriMet and ODOT relative to the plan's performance targets.

    - **I-5/99W study recommendations (Alternative 7) –** Metro received more than 60 comments on the arterial connections recommended from the study. Comments opposed to some or all of the I-5/OR 99W arterial connections came from mostly from residents concerned about a lack of public process surrounding the proposed Alternative 7, increased traffic, damage to property values, damage to the environment and damage to a community park that would be affected by the northern arterial. Staff recommend revisions to the timing and description of the recommendation to better describe the overall concept of the three arterial recommendation, conditions approved by the study's Project Steering Committee and the intent to spread the traffic demand across this network of arterials that are phased in to ensure no single arterial functions as the *defacto* through traffic "connector."
    - **Sunnybrook Road extension (Project # 10019) –** Metro receive nearly 30 comments on this project. Comments opposed to the Sunnybrook Boulevard extensions came from individuals and community organizations concerned about potential environmental damage to sensitive natural areas. The City of Milwaukie is also opposed to the connection due to impacts to adjacent neighborhoods. Comments in support came from local jurisdictions and area colleges wanting to improve local connectivity. Staff recommends retaining this project. The project is the last of a set of transportation improvements identified over 20 years ago in the Clackamas Regional Center (CRC) Plan. The project provides local connectivity and access to Harmony Community College, improving circulation for all modes of travel and reducing the need to widen existing roads. Throughout the EIS and subsequent processes a number of concerns raised and addressed regarding environmental impacts. Actions already taken to address concerns raised include realignment, reduced width, and completing a Carbon Analysis/Reduction Study (the first within the State of Oregon). The RTP recommends continuing to minimize impacts during future planning, design and construction phases through the application of a "practical design" approach and "green street" treatments.
    - **Greenhouse gas emissions –** The RTP has received criticism from organizations such as the Bicycle Transportation Alliance and the Coalition for a Livable Future, as well as elected officials, that the plan fails to meet the RTP's (and the state's) stated goals for reducing greenhouse gas emissions. Staff is not recommending significant changes to the project list or a delay in the adoption of the RTP. It will take more than changing transportation investments to affect climate change. More compact urban development and strategies such as parking management, tolling and congestion pricing that can influence the demand on our road network

must also be considered. Adopting the RTP now is essential to meet state deadlines and to move the discussion forward determining the best strategies and approaches to address climate change. An action plan will be developed to demonstrate Metro's leadership and commitment to address this issue in a timely and comprehensive manner.

2. **Legal Antecedents:** Several Federal, State and regional laws and actions relate to this action.

Federal regulations include:

- Clean Air Act, as amended [42 U.S. C. 7401 and 23 U.S.C. 109(j)], as amended].
- US EPA transportation conformity rules (40 CFR, parts 51 and 93).
- USDOT rules that require Metro to update RTPs on a four-year cycle [23 CFR 450.322(a)].

State regulations include:

- Statewide planning goals.
- Oregon Administrative Rules for Transportation Planning (OAR Chapter 660, Division 12).
- Oregon Transportation Plan and implementing modal plans, including the Oregon Highway Plan.
- 2009 Oregon Jobs and Transportation Act (House Bill 2001).
- Oregon Administrative Rules for Transportation Conformity, (OAR Chapter 340, Division 252).
- 2006 State Implementation Plan (SIP).
- 2006 Portland Area Carbon Monoxide Maintenance Plan and 2007 Portland Area Ozone Maintenance Plan.

Metro legislation includes:

- Resolution 05-3610A, "For the Purpose of Issuing a Request for Proposals to Develop a Work Scope for an Expanded 2005-08 Regional Transportation Plan Update that Incorporates the "Budgeting for Outcomes" Approach to Establishing Regional Transportation Priorities" adopted by the Metro Council on September 22, 2005.
- Resolution No. 06-3661, "For the Purpose of Approving A Work Program For the 2035 Regional Transportation Plan (RTP) Update and Authorizing the Chief Operating Officer to Amend Contract No. 926975)" adopted by the Metro Council on June 15, 2006.
- Resolution No. 07-3793, "For the Purpose of Accepting the Chapter 1 Regional Transportation Policy Framework as the Provisional Draft For the Purpose Of Completing Phase 3 of the 2035 Regional Transportation Plan (RTP) Update" adopted by the Metro Council on March 15, 2007.
- Resolution 07-3831B, "For the Purpose of Approving The Federal Component of the 2035 Regional Transportation Plan (RTP) Update, Pending Air Quality Conformity Analysis" adopted by the Metro Council on December 13, 2007.
- Resolution No. 08-3911, "For the Purpose of Approving the Air Quality Conformity Determination For the Federal Component of the 2035 Regional Transportation Plan and Reconforming the 2008-2011 Metropolitan Transportation Improvement Program" adopted by the Metro Council on February 28, 2008.
- Resolution No. 08-3940, "For the Purpose of Affirming a Definition of a "Successful Region" and Committing Metro to Work With Regional Partners to Identify Performance Indicators and Targets and to Develop a Decision-Making Process to Create Successful Communities" adopted by the Metro Council on June 26, 2008.

- Resolution No. 09-4052, "For the Purpose of Accepting the Regional High Capacity Transit System Tiers and Corridors, System Expansion Policy Framework and Policy Amendments" adopted by the Metro Council on July 9, 2009.

3. **Anticipated Effects:** With approval, staff will:

- Consolidate the Draft 2035 RTP and the Summary of Public Comments received during the September 15 to October 15, 2009, comment period (Exhibits F and G to this resolution) into a single document by March 31, 2010**,** for final public review.
- Proceed with final system analysis and the federally-required air quality conformity.
- Work with ODOT, TriMet and local governments to prepare amendments to Exhibit E to this resolution and the Urban Growth Management Functional Plan by March 31, 2010, to direct how local plans will implement the new RTP.
- Work with ODOT, TriMet and local governments in winter, 2010, to incorporate the new RTP policies and performance targets in the next policy update to the Metropolitan Transportation Improvement Program ("MTIP").
- Prepare materials for Council, JPACT and MPAC policy discussions on tolling, parking management and other pricing strategies in 2010.
- Work with the ODOT, TriMet and local governments to document mobility corridor strategies by March 31, 2010.
- Work with ODOT, TriMet and local governments to develop two or more alternative land use and transportation scenarios designed to reduce GHG emissions by January 1, 2012, as directed by the 2009 Legislature through House Bill 2001, and select one scenario for regional and local implementation that meets the state targets**.** Metro will forward recommendations from this effort to the next RTP update in 2014. Recommendations may include refinements to the RTP policies, performance targets and investment priorities.
- Work with the ODOT, TriMet and local governments to document the region's inability to meet current mobility standards as defined in Policy 1F of the Oregon Highway Plan and proposed actions to maintain state highway mobility "as much as feasible and to avoid further degradation" by March 31, 2010. This work may result in new alternative mobility standards and regional and local policies and actions needed to meet them.
- Hold final public hearings in Spring 2010 and submit final RTP and findings to LCDC in the manner of periodic review.
- Submit final RTP and air quality conformity determination to FHWA for approval.

4. **Budget Impacts:** There is no financial impact to approval of this resolution.

RECOMMENDED ACTION
Approve Resolution No. 09-XXXX.

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2035
REGIONAL TRANSPORTATION PLAN
Public comment report

October 2009

Metro | *Joint Policy Advisory Committee on Transportation*

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2035
REGIONAL TRANSPORTATION PLAN
Public review draft

September 15, 2009

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REGIONAL TRANSPORTATION
SYSTEM MANAGEMENT AND OPERATIONS

2010 – 2020

Draft plan

September 2009

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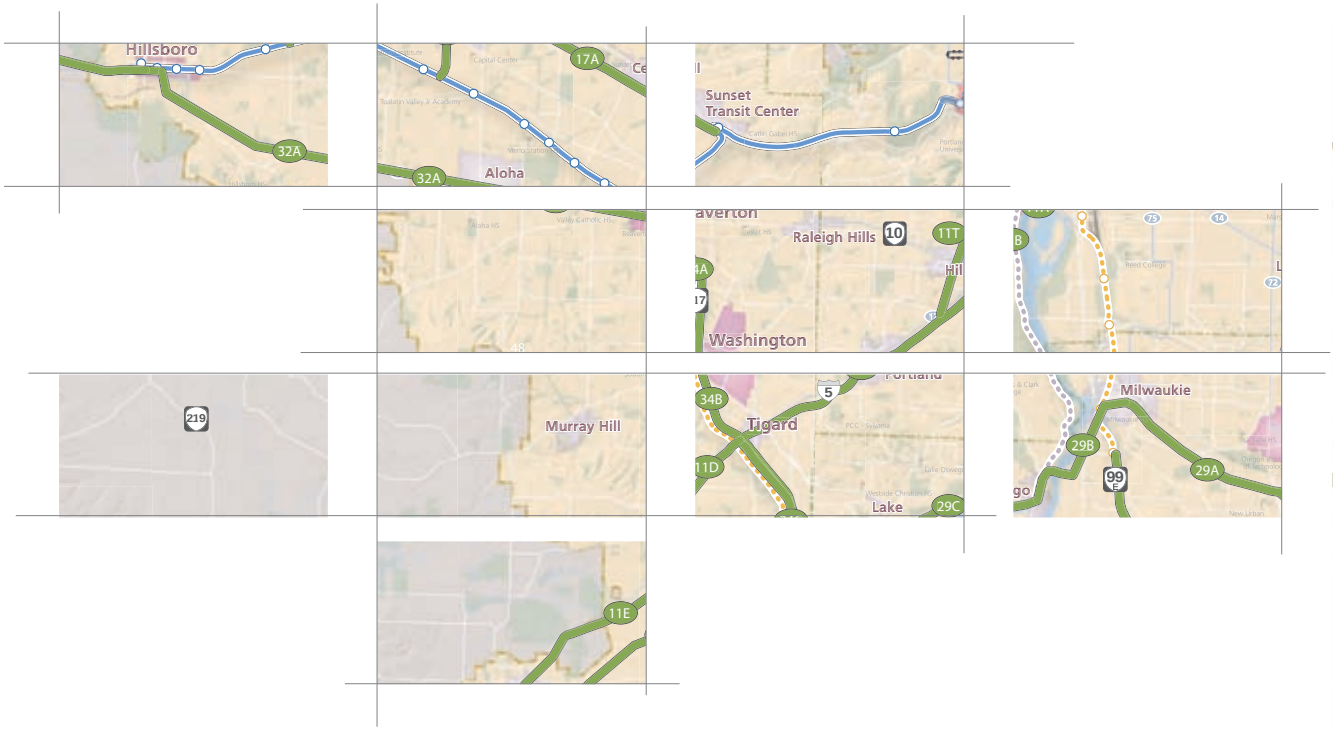

REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN

2035

Summary report

August 2009

Metro | *People places. Open spaces.*

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REGIONAL FREIGHT PLAN

2035

Draft plan

September 15, 2009

Metro | *Joint Policy Advisory Committee on Transportation*

CHAPTER 3.08

DRAFT REGIONAL TRANSPORTATION FUNCTIONAL PLAN

NOTE: This draft document codifies current regional transportation functional plan language. The draft document will serve as a starting point for identifying additional functional plan provisions to direct how city and county plans will implement new RTP policies and implementation actions.

SECTIONS TITLE

3.08.010 Purpose of Regional Transportation Functional Plan

TITLE 1: **DEVELOPMENT OF TRANSPORTATION SYSTEM PLANS**
3.08.110 Transportation Needs
3.08.120 Congestion Management

TITLE 2: **AMENDMENT OF TRANSPORTATION SYSTEM PLANS**
3.08.210 Amendments of City and County Transportation System Plans

TITLE 3: **REGIONAL STREET DESIGN**
3.08.310 Design Standards for Street Connectivity

TITLE 4: **TRANSPORTATION PROJECT DEVELOPMENT**
3.08.410 Addressing Projects in Transportation System Plans
3.08.420 Transportation Project Analysis

TITLE 5: **REGIONAL PARKING MANAGEMENT**
3.08.510 Intent
3.08.520 Performance Standards

TITLE 6: **COMPLIANCE PROCEDURES**
3.08.610 Metro Review of Amendments to Transportation System Plans
3.08.620 Extension of Compliance Deadline
3.08.630 Exception from Compliance

TITLE 7: **DEFINITIONS**
3.08.710 Definitions

DRAFT

CHAPTER 3.08

REGIONAL TRANSPORTATION FUNCTIONAL PLAN

SECTIONS TITLE

3.08.010 Purpose of Regional Transportation Functional Plan

The Regional Transportation Functional Plan (RTFP) implements those policies of the Regional Transportation Plan (RTP) that cities and counties of the region will carry out in their comprehensive plans, transportation system plans (TSPs) and other land use regulations. The RTFP is intended to be consistent with federal law that applies to Metro in its role as a designated metropolitan planning organization, the Oregon Transportation Plan, and Statewide Planning Goal 12 (Transportation) and its Transportation Planning Rule (TPR). City and county TSPs must be consistent with the RTP, including its population and employment forecast; its determination of regional transportation needs; its system maps for street design, motor vehicles, public transportation, bicycles, pedestrians and freight; motor vehicle performance measures; and regional non-SOV modal targets. If a TSP is consistent with this RTFP, Metro shall deem it consistent with the RTP.

TITLE 1: DEVELOPMENT OF TRANSPORTATION SYSTEM PLANS

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3.08.110 Transportation Needs

A. Each city and county shall determine its transportation needs, including needs for regional travel within the city or county, and consider modes, corridors and strategies to meet the needs.

B. If a city or county provides for transportation needs in an urban reserve, it shall ensure planned improvements in the reserve are contingent upon addition of the reserve to the UGB and link to transportation facilities within the UGB.

3.08.120 Congestion Management

A. Each city and county shall incorporate the appropriate motor vehicle level-of-service Deficiency Thresholds and Operating Standards in Table 3.16 of the RTP for regional facilities into its TSP for management of congestion on those facilities. A city or county may adopt alternative standards that do not exceed the minimums on Table 3.16 upon a demonstration that the alternative standards:

1. Will not result in motor vehicle capacity improvements that shift unacceptable levels of congestion into neighboring jurisdictions along shared regional facilities;

2. Will not result in motor vehicle capacity improvements to the principal arterial system as defined in Figure 3.16 that are not recommended in, or are inconsistent with, the RTP; or

3. Will not increase SOV travel to a measurable degree that affects local consistency with the modal targets in Table 3.17.

B. Each city and county shall conduct its congestion analysis using the following steps:

1. Analysis: a transportation need is identified if congestion exceeds the deficiency threshold in Table 3.16 of the RTP.

2. Accessibility: if a transportation need is identified, the city or county shall evaluate the effect of the congestion on regional accessibility using the best available quantitative and qualitative methods. If the city or county determines that the congestion will have a negative effect on regional accessibility, then the city or county shall follow the procedures set forth in subsection C of this section.

3. Consistency: If amendments to comprehensive plans or land use regulations would significantly affect the function or capacity of a road, the city or county shall take one of the actions set forth in Title 4, section 3.08.420A, to maintain consistency between planned land uses and existing or planned transportation facilities.

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C. If congestion occurs on the principal arterial system as defined in Figure 3.6 or on the regional freight system as defined in Figure 7.13, the city or county responsible for developing a TSP for the area of congestion shall identify any unmet transportation need associated with the congestion in its TSP and propose one of the following actions:

1. Identify a proposed project at the time of Metro review of its TSP, but incorporate the project into the RTP during the next RTP update; or

2. Propose an amendment to the RTP for more immediate unmet needs and projects.

D. Each city and county shall consider the following strategies for managing congestion:

1. Transportation demand management that refine or implement a regional strategy in the RTP;

2. Transportation system management, including intelligent transportation systems that refine or implement a regional strategy in the RTP;

3. Sub-area or local transit, bicycle and pedestrian system improvements;

4. Amendments to comprehensive plans and land use regulations to help achieve the city's or county's overall modal target;

5. Improvements to parallel arterials, collectors or local streets, consistent with the connectivity standards in Title 3, in order to provide alternative routes;

6. Traffic-calming techniques;

7. Change to the motor vehicle functional classification;

8. Capacity improvement only upon a demonstration that other strategies in this subsection cannot solve the congestion problem in a cost-effective manner.

E. Upon its conclusion that the strategies in subsection B would not be adequate or cost-effective to manage congestion, a city or county shall, in coordination with Metro, consider the following strategies:

1. Amend the 2040 Growth Concept design type for an area;

2. Take an exception to the relevant RTFP requirement under Title 6;

3. Amend the relevant policy in the RTP; and

4. Designate the area an Area of Special Concern under Table 3.16.

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3.08.130 Non-SOV Modal Targets

A. Each city and county shall establish, and include in its TSP, non-SOV modal targets for trips into, out of and within all 2040 Growth Concept land design types within its jurisdiction. The targets shall be no lower than the Regional Non-SOV Modal Targets in Table 3.17 of the RTP.

B. Each city and county, in coordination with TriMet and other regional agencies, identify actions in its TSP that will result in progress toward achievement of its non-SOV modal targets. Selection of actions shall be based initially upon consideration of:

1. Maximum parking ratios developed pursuant to Title 5;

2. Regional street design considerations in Title 3;

3. Transportation demand management strategies adopted pursuant to subsection 3.08.120D; and

4. The role of transit in the area.

TITLE 2: AMENDMENT OF TRANSPORTATION SYSTEM PLANS

3.08.210 Amendments of City and County Transportation System Plans

A. When a city or county proposes to amend its TSP, it shall consider the strategies for managing congestion set forth in subsection 3.08.120D.

TITLE 3: REGIONAL STREET DESIGN

3.08.310 Design Standards for Street Connectivity

A. To protect the integrity of the region's transportation system, particularly to preserve the capacity of the region's arterials for through trips, each city and county shall amend its TSP, if necessary, to comply with the mapping requirements and street design standards set forth in subsections B through E of this section.

B. To improve local access, each city and county shall incorporate into its TSP a conceptual new streets map of all contiguous areas of vacant and re-developable lots and parcels of five or more acres that are zoned to allow residential or mixed-use development. The map should identify street connections to adjacent areas in a manner that promotes a logical, direct and connected system of streets and should demonstrate opportunities to extend and connect new streets to existing streets, provide direct public right-of-way routes and limit closed-end designs.

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C. If proposed residential or mixed-use development involves construction of a new street, the city or county shall require the applicant to provide a site plan that:

1. Is consistent with the conceptual new streets map required by subsection B of this section;

2. Provides full street connections with spacing of no more than 530 feet between connections, except if prevented by barriers such as topography, rail lines, freeways or pre-existing development, or in leases, easements or covenants that existed prior to May 1, 1995;

3. If streets must cross water features identified pursuant to Title 3 of the Urban Growth Management Functional Plan ("UGMFP"), provides a crossing every 800 to 1,200 feet unless habitat quality or the length of the crossing prevents a full street connection;

4. If full street connection is prevented, provides bicycle and pedestrian accessways on public easements or rights-of-way spaced such that accessways are not more than 330 feet apart, unless not possible for the reasons set forth in paragraph 3 of this subsection;

5. Provides for bike and pedestrian accessways that cross water features identified pursuant to Title 3 of the UGMFP at an average of 530 feet between accessways unless habitat quality or the length of the crossing prevents a connection;

6. If full street connection over water features identified pursuant to Title 3 of the UGMFP cannot be constructed in Centers as defined in Title 6 of the UGMFP or Main Streets shown on the 2040 Growth Concept Map, or if spacing of full street connections exceeds 1,200 feet, provides bike and pedestrian crossings at an average of 530 feet between accessways unless habitat quality or the length of the crossing prevents a connection;

7. Limits cul-de-sac designs or other closed-end street designs to circumstances in which barriers prevent full street extensions and limits the length of such streets to 200 feet and the number of dwellings along the street to no more than 25; and

8. Provides street cross-sections showing dimensions of right-of-way improvements and posted or expected speed limits.

B. City and county street design regulations shall allow:

1. Local streets of no more than 46 feet of total right-of-way, including:

   a. Pavement widths of no more than 28 feet from curb-face to curb-face;

   b. Sidewalk widths of at least five feet; and

   c. Landscaped pedestrian buffer strips that include street trees.

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2. Traffic calming devices, such as woonerfs and chicanes, to discourage traffic infiltration and excessive speeds on local streets.

3. Short and direct right-of-way routes to connect residences with commercial services, parks, schools and other neighborhood facilities.

4. Opportunities to extend streets in an incremental fashion.

TITLE 4: **TRANSPORTATION PROJECT DEVELOPMENT**

3.08.410 Addressing Projects in Transportation System Plans

A. Each city or county developing or amending a TSP shall specify the general location of planned regional transportation facilities and improvements identified on the appropriate RTP map, subject to the project development requirements in this title. Except as otherwise provided in the TSP, the general location is as follows:

1. For new facilities, a corridor within 200 feet of the location depicted on the appropriate RTP map;

2. For interchanges, the general location of the crossing roadways, without specifying the general location of connecting ramps;

3. For existing facilities planned for improvements, a corridor within 50 feet of the existing right-of-way; and

4. For realignments of existing facilities, a corridor within 200 feet of the segment to be realigned as measured from the existing right-of-way depicted on the appropriate RTP map.

B. The city or county shall adopt findings that explain how the chosen location complies with the city's or county's comprehensive plan, the RTP and applicable statewide planning goals. The general location of a planned regional transportation facility or improvement in a city or county TSP is consistent with the RTP if it is within the general location depicted in the appropriate RTP map.

C. A city or county may refine or revise the general location of a planned facility as it prepares or revises its TSP. Such revisions may be appropriate to reduce the impacts or the facility or to comply with comprehensive plan or statewide planning goal requirements. If, in developing or amending its TSP, a city or county determines that the general location of a planned facility or improvement is inconsistent with its comprehensive plan or a statewide planning goal requirement, it shall:

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1. Propose a revision to the general location of the planned facility or improvement to achieve consistency and, if the revised location lies outside the general location depicted in the appropriate RTP map, seek an amendment to the RTP; or

2. Propose a revision to its comprehensive plan to authorize the planned facility or improvement at the revised location.

3.08.420 Transportation Project Analysis

A. If a city or county proposes a transportation project that is not included in the RTP, it shall consider the following in its Congestion Management System report as part of its project analysis:

1. Transportation system demand (such as access management, signal inter-ties and lane channelization) to address or preserve existing street capacity;

2. Street design guidelines adopted pursuant to Title 3 of the RTFP, standards set forth on Figure 3.17 of the RTP, the implementing guidelines in *Creating Livable Streets: Street Design Guidelines for 2040* (2nd Editions, 2002), or other similar resources consistent with regional street design policies.

3. The environmental design guidelines contained in *Green Streets: Innovative Solutions for Stormwater and Street Crossings* (2002) and *Trees for Green Streets: An Illustrated Guide* (2002) or other similar resources consistent with federal regulations for stream protection.

B. If the city or county decides not to build the project, it shall inform Metro so that Metro can amend the RTP to delete the project and address transportation need that gave rise to the project in an alternative way.

C. This section does not apply to city or county transportation projects that are financed locally and would be undertaken on local facilities.

TITLE 5: REGIONAL PARKING MANAGEMENT

3.08.510 Intent

A. The State's Transportation Planning Rule calls for reductions in vehicle miles traveled per capita and restrictions on construction of new parking spaces as a means of responding to transportation and land use impacts of growth. The Metro 2040 Growth Concept calls for more compact development as a means to encourage more efficient use of land, promote non-auto trips and protect air quality. In addition, the federally-mandated air quality plan adopted by the state relies on full achievement of the transportation objectives of the 2040 Growth Concept. Notably, the air quality plan relies upon reducing vehicle trips per capita and related parking spaces through minimum and maximum parking ratios. This title addresses these state and federal requirements and preserves the quality of life of the region.

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B. A compact urban form requires that each use of land is carefully considered and that more efficient forms are favored over less efficient ones. Parking, especially that provided in new developments, can result in less efficient land use and lower floor to area ratios. In areas where transit is provided or other non-auto modes (walking, biking) are convenient, less parking can be provided and still allow accessibility and mobility for all modes, including autos. Substitution of non-auto modes for auto trips can reduce congestion and increase air quality.

3.08.520 Performance Standards

A. Cities and counties shall amend their comprehensive plans and implementing regulations, if necessary, to meet or exceed the following minimum parking standards:

1. Cities and counties shall require no more parking than the minimum as shown on Table 3.08-2, Regional Parking Ratios.

2. Cities and counties shall establish parking maximums at ratios no greater than those listed in Table 3.08-2 and as illustrated in the Parking Maximum Map. The

designation of A and B zones on the Parking Maximum Map should be reviewed after the completion of the Regional Transportation Plan and every three years thereafter. If 20-minute peak hour transit service has become available to an area within a one quarter mile walking distance for bus transit or one-half mile walking distance for light rail transit, that area shall be added to Zone A. If 20-minute peak hour transit service is no longer available to an area within a one-quarter mile walking distance for bus transit or one-half mile walking distance for light rail transit, that area shall be removed from Zone A. Cities and counties should designate Zone A parking ratios in areas with good pedestrian access to commercial or employment areas (within 1/3 mile walk) from adjacent residential areas.

3. Cities and counties shall establish an administrative or public hearing process for considering ratios for individual or joint developments to allow a variance for parking when a development application is received which may result in approval of construction of parking spaces either in excess of the maximum parking ratios; or less than the minimum parking ratios. Cities and counties may grant a variance from any maximum parking ratios.

B. Free surface parking shall be subject to the regional parking maximums provided for Zones A and B. Parking spaces in parking structures, fleet parking, parking for vehicles that are for sale, lease, or rent, employee car pool parking spaces, dedicated valet parking spaces, spaces that are user paid, market rate parking or other high-efficiency parking management alternatives may be exempted from maximum parking standards by cities and counties. Reductions associated with redevelopment may be done in phases. Where mixed land uses are proposed, cities and counties shall provide for blended parking rates. Cities and counties should count adjacent on-street parking spaces, nearby public parking and shared parking toward required parking minimum standards.

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C. Cities and counties may use categories or measurement standards other than those in the Regional Parking Ratios Table but must demonstrate that the effect will be substantially the same as the application of the Regional Parking Ratios.

D. Cities and counties shall provide data to Metro on an annual basis that demonstrates compliance with the minimum and maximum parking standards, including the application of any variances to the regional standards in this title. Collection of other building data should be coordinated with Metro.

E. Cities and counties shall provide for the designation of residential parking districts in local comprehensive plans or implementing ordinances.

F. Cities and counties shall amend their comprehensive plans and implementing regulations to require that parking lots more than three acres in size provide street-like features along major driveways, including curbs, sidewalks, and street trees or planting strips. Major driveways in new residential and mixed use areas shall meet the connectivity standards

for full street connections as described in Section 6.4.5 of the 2000 Regional Transportation Plan.

TITLE 6: **COMPLIANCE PROCEDURES**

3.08.610 Metro Review of Amendments to Transportation System Plans

A. Cities and counties shall amend their TSPs to comply with the RTFP, or an amendment to it, within two years after its acknowledgement or after such later date specified in the ordinance that amends the RTFP. The COO shall notify cities and counties of the compliance date.

B. Cities and counties that amend their TSPs after acknowledgment of the RTFP or an amendment to it, but before two years following its acknowledgment, shall make the amendments in compliance with the RTFP or the amendment. The COO shall notify cities and counties of the date of acknowledgment.

C. One year following acknowledgment of the RTFP or an amendment to it, cities and counties whose TSPs do not yet comply with the RTFP or the amendment shall make land use decisions consistent with the RTFP or amendment. The COO, at least 120 days before the specified date, shall notify cities and counties of the date upon which RTFP requirements become applicable to land use decisions. The notice shall specify which requirements become applicable to land use decisions in each city and county.

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D. An amendment to a city or county TSP shall be deemed to comply with the RTFP if no appeal to the Land Use Board of Appeals is made within the 21-day period set forth in ORS 197.830(9), or if an appeal is made and the amendment is affirmed, upon the final decision on appeal. Once the amendment is deemed to comply with the RTFP, the RTFP shall no longer apply directly to city or county land use decisions.

E. An amendment to a city or county TSP shall be deemed to comply with the RTFP as provided in subsection D only if the city or county provided notice to the COO as required by subsection F.

F. At least 45 days prior to the first public hearing on a proposed amendment to a TSP, the city or county shall submit the proposed amendment to the COO. The COO may request, and if so the city or county shall submit, an analysis of compliance of the amendment with the RTFP. Within four weeks after receipt of the notice, the COO shall submit to the city or county a written analysis of compliance of the proposed amendment with the RTFP, including recommendations, if any, that would bring the amendment into compliance with the RTFP. The COO shall send a copy of its analysis to those persons who have requested a copy.

G. If the COO concludes that the proposed amendment does not comply with RTFP, the COO shall advise the city or county that it may:

1. Revise the proposed amendment as recommended in the COO's analysis;

2. Seek an extension of time, pursuant to section 3.08.620, to bring the proposed amendment into compliance;

3. Seek an exception to the requirement, pursuant to section 3.08.630; or

4. Seek review of the noncompliance by JPACT and the Metro Council, pursuant to subsections H and I of this section.

H. The city or county may postpone further consideration of the proposed amendment and seek review of the COO's analysis under subsection F of this section by JPACT within 21 days from the date it received the COO's analysis. JPACT shall schedule the matter for presentations by the city or county and the COO at the earliest available time. At the conclusion of the presentations, JPACT, by a majority of a quorum, shall decide whether it agrees or disagrees with the COO's analysis and shall provide a brief written explanation as soon as practicable.

I. The city or county may seek review of JPACT's decision by the Metro Council within 10 days from the date of JPACT's written explanation. The Council shall schedule the matter for presentations by the city or county and the COO at the earliest available time. At the conclusion of the presentations, the Council, by a majority of a quorum, shall decide whether it agrees or disagrees with JPACT's decision and shall provide a brief written explanation as soon as practicable.

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J. A city or county that adopts an amendment to its TSP shall send a copy of the ordinance making the amendment to the COO within 14 days after its adoption.

3.08.620 Extension of Compliance Deadline

A. A city or county may seek an extension of time for compliance with the RTFP by filing an application on a form provided for that purpose by the COO. Upon receipt of an application, the Council President shall set the matter for a public hearing before the Metro Council and shall notify the city or county, JPACT, the Department of Land Conservation and Development (DLCD) and those persons who request notification of applications for extensions.

B. The Metro Council shall hold a public hearing to consider the application. Any person may testify at the hearing. The Council may grant an extension if it finds that: (1) the city or county is making progress toward compliance with the RTFP; or (2) there is good cause for failure to meet the compliance deadline.

C. The Metro Council may establish terms and conditions for an extension in order to ensure that compliance is achieved in a timely and orderly fashion and that land use decisions made by the city or county during the extension do not undermine the ability of the city or county to achieve the purposes of the RTFP requirement. A term or condition must

relate to the requirement of the RTFP for which the Council grants the extension. The Council shall not grant more than two extensions of time, nor grant an extension of time for more than one year.

D. The Metro Council shall issue an order with its conclusion and analysis and send a copy to the city or county, JPACT, the DLCD and any person who participated in the proceeding. The city or county or a person who participated in the proceeding may seek review of the Council's order as a land use decision described in ORS 197.015(10)(a)(A).

3.08.630 Exception from Compliance

A. A city or county may seek an exception from compliance with a requirement of the RTFP by filing an application on a form provided for that purpose by the COO. Upon receipt of an application, the Council President shall set the matter for a public hearing before the Metro Council and shall notify JPACT, the DLCD and those persons who request notification of requests for exceptions.

B. Following the public hearing on the application, the Metro Council may grant an exception if it finds:

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1. It is not possible to achieve the requirement due to topographic or other physical constraints or an existing development pattern;

2. This exception and likely similar exceptions will not render the objective of the requirement unachievable region-wide;

3. The exception will not reduce the ability of another city or county to comply with the requirement; and

4. The city or county has adopted other measures more appropriate for the city or county to achieve the intended result of the requirement.

C. The Council may establish terms and conditions for the exception in order to ensure that it does not undermine the ability of the region to achieve the policies of the RTP. A term or condition must relate to the requirement of the RTFP to which the Council grants the exception.

D. The Council shall issue an order with its conclusion and analysis and send a copy to the city or county, JPACT, the DLCD and those persons who have requested a copy of the order. The city or county or a person who participated in the proceeding may seek review of the Council's order as a land use decision described in ORS 197.015(10)(a)(A).

TITLE 7: DEFINITIONS

3.08.710 Definitions

For the purpose of this functional plan, the following definitions shall apply:

A. "Accessibility" means the amount of time required to reach a given location or service by any mode of travel.

B. "Accessway" means right-of-way or easement designed for public access by bicycles and pedestrians, and may include emergency vehicle passage.

C. "Alternative modes" means alternative methods of travel to the automobile, including public transportation (light rail, bus and other forms of public transportation), bicycles and walking.

D. "Bikeway" means separated bike paths, striped bike lanes, or wide outside lanes that accommodate bicycles and motor vehicles.

E. "Boulevard design" means a design concept that emphasizes pedestrian travel, bicycling and the use of public transportation, and accommodates motor vehicle travel.

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F. "Capacity expansion" means constructed or operational improvements to the regional motor vehicle system that increase the capacity of the system.

G. “Chicane” means is a permanent barrier used to prevent cars from driving across a pedestrian or bicycle accessway.

H. "Connectivity" means the degree to which the local and regional street systems in a given area are interconnected.

I. “COO” means Metro’s Chief Operating Officer or the COO’s designee.

J. "DLCD” means the Oregon state agency under the direction of the Land Conservation and Development Commission.

K. "Design type" means the conceptual areas depicted on the Metro 2040 Growth Concept Map and described in the RFP including Central City, Regional Center, Town Center, Station Community, Corridor, Main Street, Inner Neighborhood, Outer Neighborhood, Regionally Significant Industrial Area, Industrial Area and Employment Area.

L. "Full street connection" means right-of-way designed for public access by motor vehicles, pedestrians and bicycles.

M. "Growth Concept Map" means the conceptual map depicting the 2040 Growth Concept design types described in the RFP.

N. "Improved pedestrian crossing" means a marked pedestrian crossing and may include signage, signalization, curb extensions and a pedestrian refuge such as a landscaped median.

O. “JPACT” means the Joint Policy Advisory Committee, composed of elected officials and agency representatives involved, that makes recommendations to the Metro Council on transportation planning and projects.

P. "Landscape strip" means the portion of public right-of-way located between the sidewalk and curb.

Q. "Land use decision" shall have the meaning of that term set forth in ORS 197.015(10).

R. "Land use regulation" means any local government zoning ordinance, land division ordinance adopted under ORS 92.044 or 92.046 or similar general ordinance establishing standards for implementing a comprehensive plan, as defined in ORS 197.015.

S. "Level-of-service (LOS)" means the ratio of the volume of motor vehicle demand to the capacity of the motor vehicle system during a specific increment of time.

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T. "Local trips” means trips that are five miles or shorter in length.

U. "Median" means the center portion of public right-of-way, located between opposing directions of motor vehicle travel lanes. A median is usually raised and may be landscaped, and usually incorporates left turn lanes for motor vehicles at intersections and major access points.

V. "Metro" means the regional government of the metropolitan area, the elected Metro Council as the policy-setting body of the government.

W. "Metro boundary" means the jurisdictional boundary of Metro, the elected regional government of the metropolitan area.

X. "Mixed-use development" includes areas of a mix of at least two of the following land uses and includes multiple tenants or ownerships: residential, retail and office. This definition excludes large, single-use land uses such as colleges, hospitals, and business campuses. Minor incidental land uses that are accessory to the primary land use should not result in a development being designated as "mixed-use development." The size and definition of minor incidental, accessory land uses allowed within large, single-use developments should be determined by cities and counties through their comprehensive plans and implementing ordinances.

Y. "Mobility" means the speed at which a given mode of travel operates in a specific location.

Z. "Mode-split target" means the individual percentage of public transportation, pedestrian, bicycle and shared-ride trips expressed as a share of total person-trips.

AA. "Motor vehicle" means automobiles, vans, public and private buses, trucks and semi-trucks, motorcycles and mopeds.

BB. “Motor vehicle level-of-service” means a measurement of congestion as a share of designed motor vehicle capacity of a road.

CC. "Multi-modal" means transportation facilities or programs designed to serve many or all methods of travel, including all forms of motor vehicles, public transportation, bicycles and walking.

DD. "Narrow street design" means streets with less than 46 feet of total right-of-way and no more than 28 feet of pavement width between curbs.

EE. “Non-SOV modal target” means a target for the percentage of total trips made in a defined area by means other than a private passenger vehicles carrying one occupant.

FF. Performance measure" means a measurement derived from technical analysis aimed at determining whether a planning policy is achieving the expected outcome or intent associated with the policy.

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GG. "Person-trips" means the total number of discrete trips by individuals using any mode of travel.

HH. "Regional vehicle trips" are trips that are greater than five miles in length.

II. "Residential Parking District" is a designation intended to protect residential areas from spillover parking generated by adjacent commercial, employment or mixed use areas, or other uses that generate a high demand for parking.

JJ. “RFP” means Metro’s Regional Framework Plan adopted pursuant to ORS chapter 268.

KK. "Routine repair and maintenance" means activities directed at preserving an existing allowed use or facility, without expanding the development footprint or site use.

LL. “RTFP” means this Regional Transportation Functional Plan.

MM. "Shared-ride" means private passenger vehicles carrying more than one occupant.

NN. "Significant increase in Single Occupancy Vehicle (SOV) capacity for multi-modal arterials." An increase in SOV capacity created by the construction of additional general purpose lanes totaling 1/2 lane miles or more in length. General purpose lanes are defined as through travel lanes or multiple turn lanes. This also includes the construction of a new general purpose highway facility on a new location. Lane tapers are not

included as part of the general purpose lane. Significant increases in SOV capacity should be assessed for individual facilities rather than for the planning area.

OO. "Significant increase in Single Occupancy Vehicle (SOV) capacity for regional through-route freeways." Any increase in SOV capacity created by the construction of additional general purpose lanes other than that resulting from a safety project or a project solely intended to eliminate a bottleneck. An increase in SOV capacity associated with the elimination of a bottleneck is considered significant only if such an increase provides a highway section SOV capacity greater than ten percent over that provided immediately upstream of the bottleneck. An increase in SOV capacity associated with a safety project is considered significant only if the safety deficiency is totally related to traffic congestion. Construction of a new general purpose highway facility on a new location also constitutes a significant increase in SOV capacity. Significant increase in SOV capacity should be assessed for individual facilities rather than for the planning area.

PP. "SOV" means a private passenger vehicle carrying one occupant (single-occupancy vehicle).

QQ. "Substantial compliance" means city and county comprehensive plans and implementing ordinances, on the whole, conform with the purposes of the performance standards in the functional plan and any failure to meet individual performance standard requirements is technical or minor in nature.

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RR. “Throughway” means limited-access facilities that serve longer-distance motor vehicle and freight trips and provide interstate, intrastate and cross-regional travel.

SS. “TPR” means the administrative rule entitles Transportation Planning Rule adopted by the Land Conservation and Development to implement statewide planning Goal 12, Transportation.

TT. "Traffic calming" means street design or operational features intended to maintain a given motor vehicle travel speed.

UU. “TriMet” means the regional service district that provide public mass transit to the region.

VV. “TSP” means a transportation system plan adopted by a city or county.

WW. "UGB" means an urban growth boundary adopted pursuant to ORS 268.390(3).

XX. “Woonerf” means a street or group of streets on which pedestrians and bicyclists have legal priority over motor vehicles.

Exhibit G to Resolution No. 09-XXXX

2035 Regional Transportation Plan (RTP)

Summary of Comments Received and Recommendations - CONSENT ITEMS FOR CONSIDERATION

(comments received September 15 through October 15, 2009)

The 2035 Regional Transportation Plan (RTP) Public Review Draft and regional plans for freight, transportation system management and operations and high capacity transit were released for public review from September 15 – October 15, 2009. This document summarizes recommended changes to respond to substantive comments received in writing, at Metro Council public hearings and during discussions of the Metro Council and Metro advisory committees as part of the formal 30-day public comment period. This section includes changes that are recommended for approval as a package of consent items without further discussion.The Metro Technical Advisory Committee (MTAC), the Metro Policy Advisory Committee (MPAC) and the Transportation Policy Advisory Committee (TPAC) recommended approval of the recommendations on November 4, November 18 and November 20, respectively.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
1	Corridor refinement plans	Prioritize completion of Phase 2 of the Powell/Foster Corridor study. In 2003 a Phase 1 Powell/Foster Corridor Transportation Plan was completed. By Resolution No. 03-3373, Metro approved the recommendations of the Plan, directed staff to prepare amendments to the Plan in accordance with the Phase 1 recommendations, and directed Metro staff to initiate Phase II of the Powell/Foster Corridor Plan. More specifically, with respect to 174th Avenue / Jenne Road, the Recommendations state: “As part of Phase II of the Powell / Foster Corridor Transportation Plan, complete a project development study of a new extension of SE 174th Avenue between Jenne and the future Giese Roads. The study may result in an amendment to planning documents to call for a new extension of SE 174th Avenue in lieu of widening Jenne Road to three lanes between Foster Road and Powell Boulevard.” The recommendations state that as next steps, “Metro, the City of Gresham and the City of Portland should consider amending the description of the Powell/Foster Corridor Refinement Plan in the RTP to include, in the short term, a Metro led study of the extension of SE 174th Avenue from Powell Boulevard to SE Giese Road.” The implementation of this Phase II work is of critical importance to 2040 implementation in Pleasant Valley, Damascus and the City of Gresham.	Gresham Transportation Committee, City of Gresham	10/1/09, 10/15/2009	Amend draft RTP to document the findings and recommendations from the Powell/Foster corridor study as part of documenting the mobility corridor strategy for this part of the region. The issues raised in the comment are recommended to be addressed through future project development activities.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
2	Corridor refinement plans	Update the corridor refinement plan description of Mobility Corridors 2, 3, and 20 including I-5 South, OR 99W, and OR 43 to be a combined description and to include the following text, "The combined corridor refinement plan allows consideration of a full range of options or solutions to address mobility and other identified needs in the corridor. These include completion of the local and regional/arterial transportation network as well as transit facilities and services, both local and regional (including HCT), and state, if commuter rail or intercity rail are also considered. The full range of highway solutions should be considered from I-405 to the Metro region boundary, including major operational improvements such as ramp improvements, auxiliary lanes and other weaving area improvements in the corridor, as well as truck climbing lanes, general purpose lanes, HOV lanes or priced lanes. Safety improvements that also improve mobility by reducing crashes could include geometric improvements such as improving curves, shoulders and other elements."	ODOT	10/15/09	No change recommended. The refinement plan descriptions will be further updated in partnership with local, regional and state agencies in Winter 2010, prior to final adoption of the plan in June 2010. The comment will be considered as part of that effort and reflect recommendations for the next priority corridor.
3	Corridor refinement plans	Revise Chaper 5, page 11, fourth bullet to remove reference to an interchange at Boeckman Road. ODOT does not believe an interchange at Boeckman Road would meet any ODOT or Metro policy or design needs. Improving the overcrossing may be something useful for Wilsonville local circulation. ODOT is also open to considering a new overcrossing or interchange modifications near the N. Wilsonville interchange to help serve the developing area between Tualatin and Wilsonville.	ODOT	10/15/09	Amend as requested.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
4	Corridor refinement plans	Include the following solutions for consideration as part of the future corridor refinement plan: I-5 Improvements – I-405 to North Tigard – Implement safety and modernization improvements defined by the I-5 South Corridor Refinement Plan. I-5 improvements - Metro UGB to North Tigard - Implement safety and modernization improvements defined by the I-5 South Corridor Refinement Plan - assumed to be from north of Barbur Interchange (OR 99W) to south of the Willamette River (Boone Bridge) – in phases totaling over $600 million. I-5/OR 217 Interchange Phase 2: SB OR-217/Kruse Way Exit - Complete interchange reconstruction: Braid SB OR 217 exit to I-5 with Kruse Way exit, approximately $50 million. I-5/OR-217 Interchange Phase 3: SB OR-217 to I-5 NB Flyover Ramp - Complete interchange reconstruction with new SB OR-217 to NB I-5 flyover ramp - $30 million	ODOT	10/15/09	Amend as requested. The mobility corridor strategy and updated refinement plan descriptions will be developed in partnership with local, regional and state agencies in Winter 2010, prior to final adoption of the plan in June 2010. The potential solutions will be documented in that effort.
5	Corridor refinement plans	Add the following to the corridor refinement plan description for Mobility Corridor #4 (including I-5 and I-405 in the downtown loop): Planning is underway in the I-84 to I-405 area (Rose Quarter) of the freeway loop system in conjunction with the Portland Plan.	ODOT	10/15/09	Amend as requested.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
6	Corridor refinement plans	Add the following to the corridor refinement plan description for Mobility Corridors 7, 8, and 9, including I-205: Adding general purpose lanes to I-205 should be considered to meet state and regional policies, to bring the freeway up to three through lanes in each direction in the southern section from Oregon City to I-5. Interchange improvements, auxiliary lanes and other major operational improvements such as ramp improvements and other weaving area improvements in the corridor should also be considered. Specific projects to be considered to meet identified transportation needs include: Southbound truck climbing Lanes from Willamette River to 10th St. interchange, over $20 million; Interchange improvements at locations including: Division/Powell, Airport Way, OR 213, OR 212/224, Sunrise, Johnson Creek Boulevard and others, totaling over $250 million; Auxiliary lanes, northbound and southbound in the following locations: Airport Way to Columbia Blvd., Columbia Blvd. to I-84, I-84 to Glisan, Glisan to Division/Powell, Division/Powell to Foster, Foster to Johnson Creek Boulevard, OR 212/224 to Gladstone, Gladstone to OR 99E, averaging $20 million each; totaling over $200 million; Widen to 6 lanes from Stafford Interchange to Willamette River, over $40 million; Widen Abernethy Bridge to 6 lanes plus auxiliary lanes, over $100 million; Improvements needed on OR 213 (82nd. Avenue) include bicycle/pedestrian and streetscape improvements, totaling over $30 million.	ODOT	10/15/09	Amend as requested. The mobility corridor strategy and updated refinement plan descriptions will be developed in partnership with local, regional and state agencies in Winter 2010, prior to final adoption of the plan in June 2010. The potential solutions will be documented in that effort.
7	Corridor refinement plans	Add the following potential solutions to be considered in the corridor refinement plan description for Mobility Corridor 15: All local street improvements, including locally needed connections to I-84 and US 26.	ODOT	10/15/09	Amend as requested. The mobility corridor strategy and updated refinement plan descriptions will be developed in partnership with local, regional and state agencies in Winter 2010, prior to final adoption of the plan in June 2010. The potential solutions will be documented in that effort.
8	Corridor refinement plans	Add the following potential solutions to be considered in the corridor refinement plan description for Mobility Corridor 24, including TV Highway: Transportation System Management – signal interconnects – from Beaverton to Aloha and Aloha to Hillsboro, over $4 million; transit service improvements to provide frequent bus service.	ODOT	10/15/09	Amend as requested. The mobility corridor strategy and updated refinement plan descriptions will be developed in partnership with local, regional and state agencies in Winter 2010, prior to final adoption of the plan in June 2010. The potential solutions will be documented in that effort.
9	Corridor refinement plans	Chapter 5, Figure 5-2 should be amended to show that Local/Regional Plan Updates may be required to implement non-refinement plan Mobility Corridor Strategies as well, in cases where the Mobility Corridor Strategy identifies needs for which no specific "solutions" or improvements have been identified.	ODOT	10/15/09	Amend as requested.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
10	Corridor refinement plans	Add the following to the corridor refinement plan description for Mobility Corridors 7, 8, and 9, including I-205: Consider widening to 8 lanes from OR 212/224 to I-84, with general purpose lanes, HOV lanes, tolled lanes or express lanes; costs and feasibility to be determined in the refinement plan.	ODOT	10/15/09	No change recommended. The refinement plan will need to demonstrate that a planned system of 3 lanes each direction, high capacity transit, frequent transit service and other parallel arterial, operational, system and demand management (which includes HOV, tolled lanes or express lanes) solutions do not adequately address transportation needs first, prior to considering widening to 8 lanes.
11	Refinement plans	Add the following problem statement to the description of the I-84/US 26 Connector/Mobility Corridor 15: "A regional corridor refinement plan is necessary to make informed transportation investment decisions that will facilitate the development of underutilized industrial lands and six regional and town centers to foster economic growth, and maintain and enhance the livability of East Metro communities. This planning will result in a long-term strategy that addresses regional transportation needs for the area between 181st/182nd Avenue and 257th/Kane Road. The refinement plan will consider a full range of transportation solutions that support planned land uses and recommend improvements for the connection of I-84 and US 26."	Multnomah County	10/15/09	Amend as requested.
12	Existing conditions	Add an RTP project to evaluate the risks to the transportation system associated with a seismic event or landslides that could hamper emergency response; develop a plan to address these issues.	Southwest Neighborhoods, Inc,	10/15/09	No change recommended. This work is already occuring through the Regional Emergency Management Group (REMG) as describedin Chapter 1 (pages 36 and 37) of the RTP.
13	Existing conditions	Change title of Table 1.2 (Draft RTP p. 14) as follows: "Oregon Shipments for Top-Tier Commodities, by Weight and Value for 2002 and 2035"	Metro Staff	10/15/09	Amend as requested.
14	Existing conditions	Chapter 1, p. 42, bullet 2: "Employer outreach programs to encourage transit use in their workforce." This should be more multi-modal, TDM programs that we run encourage all modes, not just transit.	City of Portland	10/13/09	Amend to replace "transit" with "multimodal travel choices."
15	Existing conditions	Chapter 1, p. 42, bullet 5: Refers to SmartTrips as TravelSmart, should be SmartTrips. Also says that many cities are doing this, in fact we are the only city running an individualized marketing project at the moment.	City of Portland	10/13/09	Amend as requested.
16	Existing conditions	Chapter 1: Safe Routes to School is a great program that Metro doesn't contribute to now. Should we expect Metro to support Safe Routes to School in the future if it's in this plan?	City of Portland	10/13/09	No change recommended at this time. Safe Routes to School is one of the many actions that the region, defined as the broad set of local and regional agencies included in the RTP, supports. The 2008-2013 RTO Strategic Plan lists the marketing and outreach to families including safe routes to school as a priority program area.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
17	Existing conditions	Chapter 1, p. 43: The blue box outlines "potential new strategies" for TDM such as HOV lanes, congestion pricing, HOT Lanes...etc. While all effective, these are all highway capacity projects which don't seem to fit the description of what they want to achieve: "a coordinated strategy that links land use and transportation decisions, provides targeted road and highway improvements along with high quality transit service, better transportation options, and system management..." I'd really like to see a better description of how TDM programs and policies can work with these investments in capacity to achieve the goals of the plan. The way it's written it seems like the only important decision is how we manage the freeway system with respect to capacity. This is especially important when considering that non-work travel accounts or as much 69% of PM peak hour traffic. For example, if the region decides to move forward on congestion pricing or managed lanes we need to offer the public an alternative to paying the tolls; this comes in the form of TDM programs. None of this will exist without funding.	City of Portland	10/13/09	Amend title of caption box to read "RTP scenarios results point to an integrated solution for managing congestion".
18	Existing conditions	Chapter 1, p. 48: By saying the plan is addressing the issue of non-work related PM peak traffic through the RTO program (page 48) is an inadequate answer; a large majority of the RTO program goes toward funding employer programs at TriMet and TMAs. The City has received funding for non-employer programs in the past, but the way this plan suggests the problem is solved by having an RTO program is an inadequate effort at addressing what seems to be a rather large issue.	City of Portland	10/13/09	Amend statement on p. 48 to read "The RTO program made a shift in its 2003 strategic plan to also target non-commute trips during rush hour and throughtout the day as a key strategy to congestion and air quaility issues.
19	Existing conditions	Chapter 1, p. 45: In reference to the TDM map, we can include all the Safe Routes schools if they'd like (there are 70). Also, the map does not include the most recent SmartTrips program that covered all of North and NW Portland.	City of Portland	10/13/09	Amend Figure 1.14 to include safe route to school locations and update Smart Trips individualized marketing areas.
20	Existing Conditions	Update data on bicycle-related industry growth, as Alta has released a 2008 report that updates its 2006 study.	Portland Bureau of Transportation	10/15/09	Amend as requested.
21	Existing Conditions	Update Figure 1.16 Bicycle traffic on Willamette River Bridges and Miles of Bikeways Constructed with more recent chart from Portland Bureau of Transportation website	Portland Bureau of Transportation	10/15/09	Amend as requested. Also, update footnote 52: "Bicylce Count Report, ~~2006~~ 2008"
22	Existing Conditions	Ch.1, p. 49: There is insufficient discussion and clarity of how the regional trails and greenways network fits into the RTP.	TriMet	10/15/09	Amend this section to add text to last paragraph on ch.1, p.49 describing that Figure 1.18 is included to provide context for the regional trails included in the Regional Bicycle and Pedestrian Network and to better link the RTP to regional parks and greenspaces implementation efforts.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
23	Existing conditions	Chapter 1, p. 41: While ITS is important, it is critical that we consider how to shift travel behavior using techniques outside of technology – like pricing parking	TriMet	10/15/09	Amend section to recognize the complement of transportation system management and operation solutions.
24	Existing conditions	Chapter 1, p. 44: Regional TSMO Plan Map only shows road solutions. It should be updated to represent all elements of the plan or it should be renamed to “road elements of the TSMO plan” and another map, table, or graphic introduced to cover the rest.	TriMet	10/15/09	Amend Figure 1.13 legend title to read "ITS Corridor Investments Existing System"
25	Existing conditions	Table 1.2 is very confusing, as the order of the goods being compared changes.	Washington County	10/15/09	No change recommended. Table 1.2 presents commodities shipped within Oregon, from Oregon and to Oregon, in terms of tons and value. The composition of those goods differs and is reflected in the table.
26	Existing conditions	Table 1.3 is not consistent with Figure 1.5, text describing the differences is warranted. The labels are confusing, for example what does "Air, Air and truck" mean? Why is "truck" listed in 3 rows?	Washington County	10/15/09	Agree in part. With respect to "discrepancy" between Table 1.3 and 1.5, note that Table 1.3 clearly states that the figures relate to Oregon shipments. Table 1.5 clearly states that it includes the Portland-Vancouver region. Second sentence on page 16 of draft RTP states, "Due to the inclusion of Vancouver, Washington in the [Table 1.5] analyses, the regional and state-level data are not directly comparable." However, agree there is need to clarify why "truck" is included in several mode categories. Recommend adding the following sentence on p. 14, as noted, after the sentence beginning "With regard to both weight and value, trucks are moving the bulk of Oregon shipments today and into the future. As reported on the federal websites, trucks are included as the highway modal link for air cargo, and for shipments combining rail and trucks, in addition to shipments that are truck-only."
27	Existing conditions	Table 1.4 is confusing, The labels are confusing, for example what does "Air, Air and truck" mean? Why is "truck" listed in 3 rows?	Washington County	10/15/09	Agree there is need to clarify why "truck" is included in several mode categories. Recommend adding the following sentence on p. 14, as noted, after the sentence beginning "With regard to both weight and value, trucks are moving the bulk of Oregon shipments today and into the future. As reported on the federal websites, in addition to truck-only shipments, trucks are included as the highway modal link for air cargo, and for shipments combining rail and trucks."
28	Existing conditions	Data on pass-through traffic hasn't been presented, yet the text on p. 17 states that it's a "significant trend"	Washington County	10/15/09	Amend as follows, add the following sentence at the end of the first paragraph on page 17 of Draft RTP: "For example, though 90 percent of total regional truck trips begin and/or end within our region, as much as 52 percent of the total truck traffic entering the region via the interstate system is through traffic, according to 4,159 roadside intercept surveys (Portland Freight Data Collection Phase II, Final Summary Report, March 2007) This data is consistent with interstate truck shipments as a share of all Oregon-originating truck shipments in the Commodity Flow Survey database (Table 21, Freight in America, 2006.)"

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
29	Existing conditions	Chapter 1, Page 19 Last sentence of first paragraph says that congestion affects rail traffic.... is this roadway congestion or rail congestion? If roadway congestion, where and how is vehicle congestion affecting the trains? If other congestion, please clarify.	Washington County	10/15/09	Agree. Change last two sentences as follows: "Vehicle ~~C~~congestion during peak hours adversely impacts these truck movements. Intermittent rail congestion ~~also impacts the~~ from movements required as Class 1 and shortline railroads ~~that provide connections to~~ access the marine ports adds to both local freight and passenger congestion in the port intermodal areas."
30	Existing conditions	Chapter 1, Page 19 The "Industrial sanctuaries" term indicates a specific type of industrial land, the text might be referring to all types of industrial lands rather than a limited set of sanctuaries but it is not clear.	Washington County	10/15/09	Recommend revising the first sentence under "Industrial land supply" on page 19 as follows: "In the context of support for preserving and expanding, as appropriate, all industrial land in the region, i~~I~~ndustrial sanctuaries should continue to be considered a unique and protected land use."
31	Existing conditions	Figure 1.5 text on page 16 says "450 million tons" but figure adds up to 296.3 million tons, where are the other 153.7 million tons? If Oregon statewide Water shipments weigh 12.3 million tons (table 1.3), how can the Portland Metro area Barge + Ocean commodities weigh 43.5 million tons (figure 1.5)?	Washington County	10/15/09	Agreed there is need for clarification and some technical corrections. Commodity flow databases are notoriously difficult to understand, and they vary in their composition, data sources, methodology, geographic and modal comprehensiveness and reporting/forecasting periods. The first sentence of the second paragraph on DRAFT RTP page 16 is incorrect: the 450 million tons of commodities should have been 435 million tons, and that number was for the entire state of Oregon, not the Portland-Vancouver area. However, even with those corrections, the 1997 data is not useful in this context, and confuses matters. Recommend deleting the entire sentence as follows: "~~The 1997 Commodity Flow Forecast for the Portland-Vancouver region estimated that 450 million tons of commodities passed through the region over roads, rails, pipelines reference to data from the Freight in America report, which was national in scope, and not focused on the Portland metro region."~~
32	Existing Conditions	Expand Chapter 1 of the draft RTP to include a discussion of energy uncertainy, "peak oil" and price instability as part of the security discussion.	Washington County Commissioner Dick Scouten	10/15/09	Amend as requested.
33	Finance	RTP process should more fully analyze maintenance and operations needs to ensure the region's decision-makers have a complete picture when making investment decisions. This information will allow the region to place much greater emphasis on maintaining our assets and living within fiscal means.	BTA, Coalition for a Livable Future	10/15/09, 10/15/09	Amend Chapter 3 to expand maintenance and operations discussion with the recognition that the region does not have a comprehensive inventory of maintenance needs in order to fully address the intent of this comment. Metro tried to compile this data as part of the federal component of the RTP update with limited success. To do a more in depth analysis, more data is needed from cities and counties throughout the region; many of which are limited in their ability to provide the data needed. Metro will continue to work with local governments to improve data collection and monitoring for operations, maintenance and preservation needs to better account for this in future plan updates.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
34	Finance	Expand funding sources discussion to more clearlyshow the sources of funding assumed for each coordinating committee target.	City of Milwaukie	10/14/09	Amend as requested.
35	Finance	Raising all system development charges to a regional average may not be legal.	City of Milwaukie	10/14/09	No change recommended. The funding strategies and revenue assumptions were intended to tbe the equivalent of what is described in the RTP and reflected a desire to have more equity in local revenue raising strategies throughout the region.
36	Finance	Page 20 in Chapter 3, 4th bullet - should text be 2 percent (not 0.02 percent).	City of Milwaukie	10/14/09	No change recommended. This is accurate.
37	Finance	Please update the RTP Revenue Targets, Table 3.3 to reflect the Small Starts revenue assumed for streetcar projects as part of the State RTP investment priorities.	City of Portland	10/15/09	Amend as requested.
38	Finance	Chapter 3 - Expand financial analysis in Chapter 3 to analyze the shortfall between the financially constrained revenue assumptions and the state RTP financial targets. The analysis should discuss providers' existing funding mechanisms and the ability of these and possible new mechanisms to fund planned transportation facilities and services documented in the RTP. The chapter should not just show the Federal and State RTP Investment Strategy by mode, investment track, but also by category of provider (e.g. ODOT, Trimet, and each of the three Counties and Cities within the Counties).	ODOT	10/15/09	Amend as requested.
39	Finance	Add bicycle license and registration fees as part of the funding discussion so users pay more.	Terry Parker	10/15/09	No change recommended. Most bicyclists are also drivers, and thus pay auto-related fees and taxes. Bicycling registration is likely to be costly to administer in comparison to the revenue generated, and has the potential to discourage bicycling. Past efforts to require bicycle registration and the experience of other communities have - demonstrated that the net proceeds, after deducting the administrative costs, of bicycle registration programs are minimal. Discussions of these proposals during prior legislative sessions have demonstrated that bicycle registration is not a viable method for funding transportation facilities. Most other states and communities with registration programs have discontinued them for this reason. Bicycling provides a clean, healthy and sustainable alternative mode of transportation. The costs of providing facilities to accommodate and encourage bicycling are minimal in comparison to the value derived by reducing the impacts of our present reliance on motor vehicles for transportation.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
40	Finance	Increase transit fares to address transit funding needs so users pay more.	Terry Parker	10/15/09	No change recommended. The draft RTP includes assumptions about increases in fares and the payroll tax and identifies the need to find additional sources of revenue to pay for needed transit investments. Transit is provided with public subsidy because there are are many direct and non-direct benefits to society beyond transit riders, including less air pollution, improved efficiency of the existing transportation system, and public health benefits to users who walk or bike to transit.
41	Finance	"Today the federal government is investing less in infrastructure than ever before" (Chap. 3, p. 1) - Do we have data to back this up? What infrastructure? Investing proportionally less in transportation? Since what date? 1990? 1960? 1920?	Washington County	10/15/09	Amend to provide citation for this statement.
42	Finance	Chapter 3 page 7- Figure 3.2 is useful and interesting. We believe it would also be useful and interesting to show how Tri-Met taxes and fees stack up against other Metro areas.	Washington County	10/15/09	No change recommended at this time. Comparing transit district revenues is much more difficult because of the variety of different funding sources involved. Not all transit agencies have a payroll tax for example. Figure 3.2 compares just gast taxes and vehicle registration fees that are more common fees amongst all states.
43	Finance	Chapter 3, Page 9, What is the difference between "transportation SDC levied on new development", and "Traffic Impact Fees on commercial properties", and "developer contributions"?	Washington County	10/15/09	No change recommended. The definition for all three terms will be added to clarify what each means.
44	Finance	Chapter 3, Page 9, remove "on assessed properties" for a variety of reasons (redundancy, legal implications, validity of the statement)	Washington County	10/15/09	Amend as requested.
45	Finance	Property taxes (Chap. 3, p. 9) - MSTIP (as assumed in the financially constrained) is part of General Fund and no longer requires a public vote.	Washington County	10/15/09	Amend as requested.
46	Finance	Chapter 3 page 9 – Development-Based Sources – What are “Traffic impact fees (TIFs) on commercial properties. “? Also, in this section, it would be worth pointing out “in kind improvements by developers” – while these aren’t technically a source of revenue, a significant amount of the system gets constructed based on conditions of development.	Washington County	10/15/09	Amend to include a definition for all three terms to clarify what each means. Developer contributions listed on page 9 of Chapter 3 refer to the "in kind improvements by developers."
47	Finance	Page 10 Add Hillsboro to the list of Cities that have adopted street utilities fees.	Washington County	10/15/09	Amend as requested.
48	Finance	Wash. Co. URMD is $0.25/$1000 not $0.50/$1000 as stated (Chap. 3, p. 10)	Washington County	10/15/09	Amend as requested.
49	Finance	Figure 3.3 through 3.14 the actual numbers, in addition to the percents provided, would be useful.	Washington County	10/15/09	Amend as requested. Language and tables will be inserted to reflect the total revenue for each category reflected in the Figures 3.3 - 3.14.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
50	Finance	Figure 3.3 through 3.14 For all these tables the roads and bridges have been given a different "mode". While the intent of the project may be automobile, these improvements normally contain significant expenditures towards bike-lanes, sidewalks, and even transit improvements. In many cases, the percent costs of the projects that supports alternative modes is often greater than 50%. This results in a significant understatement of the investment in the non-auto modes. Maybe call the category "multi-modal roads and bridges".	Washington County	10/15/09	Amend as requested. Language will be inserted that clearly defines the types of projects that are associated with each project category.
51	Finance	Chapter 3, Section 3.4 and 3.5 -- Figures 3.4-3.14 --- Clarify in all of these pie charts what distinguishes projects of different types from each other. What causes Throughways to not be in Roads/Bridges? Are some Bike/Ped in Roads/Bridges (e.g., bikelanes) and some not (off-street)? How about Freight? Seems to us that most of this would be in Roads/Bridges in some fashion.	Washington County	10/15/09	Amend as requested. Language will be inserted to clarify the different categories.
52	Finance	Fig. 3.4-3.8 - If lack of funding is such a critical issue then why don't these charts also look at modal percentages based on cost? It might help reinforce the point that most of the financial need is for motor vehicle related categories	Washington County	10/15/09	No change recommended. Figure 3.5 depicts the RTP federal priorities by mode as a percentage share of total cost.
53	Finance	Fig. 3-4, 3-5, 3-7 and 3-8 - These categorizations by mode are somewhat artificial and discount the importance of the motor vehicle mode. For example, Roads/Bridges, Freight, TSMO and to some extent Throughways all relate to the motor vehicle mode. When looked at together, this shows a more dramatic preponderance of motor vehicle needs.	Washington County	10/15/09	No change recommended. Figures 3.4 - 3.8 are not intended to show needs, but to show the breakdown of invesmtments of the RTP federal priorities by mode. Projects are not directly representative of needs. The summary of needs for each mobility corridor will be included in the mobility corridor strategies as well as the congestion management process.
54	Finance	Chapter 3, Page 16 Numbers in Figure 3.5 do not match the numbers in the paragraph describing it.	Washington County	10/15/09	Amend as requested. The paragraph under Figure 3.5 on page 16 will reflect that road and bridge projects comprise more than fifty percent of all the projects, but just under fifty percent of the total project costs. Transit projects account for 8% of the projects, but 32% of the total cost.
55	Finance	"Road and bridge projects in this category focused on completing new street connections in…No arterial or highway capacity projects were included in this category" (Chap. 3, p. 19). We would bet that many of these street connections were intended to augment capacity on nearby highways and arterials, so why not say that they are also providing road capacity benefits?	Washington County	10/15/09	No change recommended. The intent of Figures 3.4 - 3.8 are to show the breakdown of investments by mode of the RTP federal priorities. They are not intended to depict either needs or the benefits of the different types of investments.
56	Finance	Table 3.3 - Washington Co./Cities Modernization Funding Pool was $3,995.41million not $4,126.82 million	Washington County	10/15/09	Amend as requested.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
57	Finance	Fig. 3.10 - Show percentages based upon costs as well as number of projects	Washington County	10/15/09	No change recommended. Figure 3.11 depicts the State RTP investment priorities by mode as a percentage share of total cost.
58	Finance	Chapter 3, Page 22: "Twenty percent of the projects focus on the bicycle and pedestrian system," We are not sure this is a true statement. In figure 3.0 Bike/ped is 20%, regional train is another 5% plus a significant proportion of the roads and bridges investment will be for bike-lanes and sidewalks. We would assume that regional trail, and Bike/Ped are in fact the same mode	Washington County	10/15/09	Amend as requested. The language will be changed to reflect that 20% of the projects are focused solely on the bicycle and pedestrian system. The regional trail system is a separate RTP system, different than the RTP bicycle and pedestrian systems.
59	Finance	Fig. 3.15 - Revenue forecasts exceed costs beginning in 2030. What's the significance of this and is it worth mentioning?	Washington County	10/15/09	No change recommended. Although the trend line for the revenue forecasts begins to exceed costs in 2030, cumulatively there is still an overall funding shortfall for OM&P from 2008 - 2035.
60	Finance	Fig. 3.16 - Given the lack of data on OM&P from local jurisdictions discussed on page 27 how valid is this chart?	Washington County	10/15/09	No change recommended. Federal law requires that the RTP include a discussion of the OM&P for the regional system. The information included is not comprehensive as mentioned on Page 27 of Chapter 3. Figure 3.16 is included as a baseline to reflect what information is currently available. Chapter 3, page 27 calls for a post-RTP task of collecting better information about the asset conditions on regional transportation facilities.
61	Finance	Chapter 3, Page 30: First paragraph last sentence "State and local government purchasing power has steadily declined." While we do not disagree whatsoever, this statement has not been supported previously in chapter 3. Suggest adding a section that clearly describes how much purchasing power has declined, and how much it is expected to continue to decline by 2035.	Washington County	10/15/09	Amend as requested and add citation.
62	Finance	Chapter 3, Page 30: Second paragraph last sentence: as far as we know, all traffic impact fees in the region function as system development charges.	Washington County	10/15/09	No change recommended.
63	Finance	Chapter 3, Page 30: Third paragraph "Diminished available resources". We're not sure the resources are diminished, rather their purchasing power has diminished.	Washington County	10/15/09	No change recommended.
64	Finance	3.6 Moving Forward to Fund our Region's Priorities - This section sings the same old gloom and doom song of not having enough money without fully acknowledging the $300 million to be raised through HB2001 or the doubling of Wash. Co. TIF fees. While everybody could still use additional funding, these are encouraging signs that should be mentioned.	Washington County	10/15/09	No change recommended. HB 2001's funding package raises needed revenue for transportation for the Portland metro region. However, it raises revenue only up to what is already previously assumed in the RTP revenue assumptions out to 2035. By bonding the revenue that is raised it is not providing any additional modernization revenue on top of what is already assumed over the life of the financially constrained RTP. Also, the doubling of the Washington County TIF fee brings the County just above the regional average.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
65	Finance	Developing a state RTP investment strategy around a revenue target leaves many needs unaddressed and goes beyond what is required in state requirements for a finance plan.	Washington County Coordinating Committee	10/7/09	This comment will be addressed as part of the mobility corridor strategy documentation work that will be conducted in Winter 2010 in partnership with local, regional and state agencies, prior to final adoption of the plan in June 2010. JPACT directed this approach so the RTP would be more financially responsible and attainable than past plans in recognition of current fiscal realities. The region cannot afford to address all of the needs identified within the plan period of the RTP. The Transportation Planning Rule requires the RTP to define local, regional and state needs, which will be more thoroughly documented in a new chapter of the RTP for each of the region's 24 mobility corridors. While the RTP must identify all needs, it is possible the RTP does not include projects for all identified needs. The documentation will serve as the basis for defining a system of planned transportation facilities, services, and major improvements adequate to meet planned land uses and address documented needs. The strategy willl include planning cost estimates when possible to demonstrate the cost of addressing needs to support a discussion of the existing funding mechanisms and the ability of these and possible new mechanims to fund identified solutions. The strategy may result in changes to system map designations in Chapter 2 of the plan. The project list will represent the region's priorities for implementing the planned system, given fiscal constraints.
~~66~~	~~Freight Plan~~	~~Encourage New Models of Integrated Industrial Land Uses: Today's industrial uses are not the coal-fired, polluting industrial uses of the past. We support finding ways to protect land for industrial uses. At the same time, we must collectively urge regional, local, and private sector decision makers to consider how to integrate mixed land uses, including office, retail and sometimes even housing, into today's industrial areas. TriMet is limited in our ability to provide extensive transit to industrial areas due to the limited uses and low densities of persons per acre, which constrain transit demand and often make fixed-route transit service cost inefficient. A greater mix of uses and higher densities of people could increase TriMet's ability to provide transit service within industrial areas.~~	~~TriMet~~	~~10/15/09~~	TriMet withdrew this comment from further consideration at JPACT on November 12, 2009.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
~~67~~	~~Freight Plan~~	~~Buffering Industrial Land Uses: In addition to the changing nature of industrial uses noted above, newer patterns of residential and mixed-use development are emerging. These Transit Oriented Developments are different in kind from the single family residential model and arguably should not require the type of spatial separation from industrial uses suggested in the report. Such higher density residential and commercial development will naturally compete for space along truck routes and adjacent to rail corridors and so we should encourage design guidelines to facilitate this in a positive way, rather than prohibit it.~~	~~TriMet~~	~~10/15/09~~	TriMet withdrew this comment from further consideration at JPACT on November 12, 2009.
68	Freight Plan	Pg. 28 "New residential development along truck and rail corridors and adjacent to industrial sanctuary areas should be discouraged" Change to "Appropriate models of residential and commercial development should be planned for truck and rail corridors and areas adjacent to industrial sanctuaries to preserve the effectiveness of truck and rail corridors for industrial and freight use."	TriMet	10/15/09	Amend as requested.
69	Freight Plan	Pg. 33: Section 8.2 Modify the first and fo[u]rth bullets in this list to reflect wording, above.	TriMet	10/15/09	Amend as follows, replace the second sentence of fourth bullet under section 8.2 with the following: "Appropriate models of residential and commercial development should be planned for truck and rail corridors and areas adjacent to industrial sanctuaries to preserve the effectiveness of truck and rail corridors for industrial and freight use."
70	Freight Plan	Pg 45 Boxed Table: One point calls forth need to support affordable housing with access to employment and industrial centers. Another point calls for "new strategies to buffer residential and commercial land uses near industrial land and along major truck routes." In light of point one, modify point two compatible with the wording, above.	TriMet	10/15/09	Agree. Replace last bullet under "Design and projects" heading with the following: "Appropriate models of residential and commercial development should be planned for truck and rail corridors and areas adjacent to industrial sanctuaries to preserve the effectiveness of truck and rail corridors for industrial and freight use."
71	Freight Plan	Streetscape Design and Commercial Deliveries: The Last Mile: Street design that facilitates both truck and transit movements is desirable and developing these protocols is an area of potential freight and transit stakeholder cooperation. Point E3 in the Freight Action Plan (Pg. 54-55) calls for providing a freight perspective to revision of the livable street design guide. Amend last sentence of first paragraph to read: "…integrate finer grained land use and transit stop issues into the regional framework."	TriMet	10/15/09	Amend as requested.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
72	Freight Plan - Implementation	Sun agrees with continuing the Task Force relating to freight and goods movement. The business community needs to have a voice, as the Freight plan is meant to serve their needs. Good recommendation. The Freight plan includes data collection and reporting - yes! Develop a set of business oriented performance goals and start tracking data.	Pete Lehmann, Sun Microsystems Director of Site Operations, Hillsboro, OR	10/15/09	No change required. Staff will be in contact with Mr. Lehmann to participate in a regional freight and economic development bench, per items A1 and C4 in Chapter 10 of the Freight Plan. Items A3-5 also support the commenter's goals.
73	Freight Plan - Implementation	It is essential that we continue to participate and contribute as part of a larger and ongoing partnership between Metro and the freight and business communities. Now that a direction has been set to invest within the existing regional footprint, we want to work with Metro to guide that investment to the areas, modes and projects where the businesses and communities will see the greatest return. As a first step in that large effort, we ask that Metro staff engage with us to develop a work program from the ideas included in the RFP Chapter 10 action plan elements, such as improvement of our analytic tools to support more rigorous investment and impact analysis, reducing the environmental footprint of freight in our region, development of regional strategies for freight rail and industrial development, and public/private investment guidance to identify infrastructure partnership models that would benefit all.	Regional Freight and Goods Movement Task Force	10/15/09	No change required. Staff will be developing a database for an expanded partnership between Metro and regional business, freight and economic development stakeholders (see item A 1 on page 48 and C4 on page 53 of the Regional Freight Plan.) Staff will also be calling on those stakeholders, along with agency partners, to help develop a near-term work plan based on other concepts and actions presented in preliminary form in Chapter 10 of the Regional Freight Plan. See especially D1-4, F2, F6, F7.
74	Freight Plan - Policy	Sun Microsystems is $11.5 B company that manufactures its goods in Oregon for shipping out of state. Specifically, the two problems for Portland's ability to support an exporting company are 1) lack of international flights that support large freight and 2) our location on the west coast, since many large customers are East-coast based. The company can't help the second problem, but can work on the first. Need to keep direct international flights from Portland International Airport. (Portland is one of only 12 US cities with this connectivity.)	Pete Lehmann, Sun Microsystems Director of Site Operations, Hillsboro, OR	10/15/09	No change needed. The region intends to implement the Regional Freight Plan in such a way as to retain companies like Sun Microsystems.
75	Freight Plan - Policy	Sun Microsystems and Regional Freight Plan goals are in alignment--fund and sustain investment in our multimodal system and create first-rate networks. Result will be reduced delay, better travel time reliability and lower costs.	Pete Lehmann, Sun Microsystems Director of Site Operations, Hillsboro, OR	10/15/09	No change required.
76	Freight Plan - Policy	Sun Microsystems supports focus areas of Freight Plan--reducing core bottlenecks	Pete Lehmann, Sun Microsystems Director of Site Operations, Hillsboro, OR	10/15/09	No change required.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
77	Freight Plan - Policy	Regional Freight Task Force recommends exploring what a "sustainable economy" means, and note implications for freight investments as identified in the Regional Freight Plan. To buck the trend of manufacturing and industrial decline, we need regional investments that will support a durable recovery that creates goods jobs, as part of an overall framework that lays out a more balanced approach to global and regional economic growth.	Regional Freight and Goods Movement Task Force	10/15/09	No change required. Staff will be developing a work plan based on recommended action items in Chapter 10 of the Regional Freight Plan.
78	Freight Plan - Policy	The Task Force supports the recently introduced concept of Mobility Corridor Strategy planning if it helps integrate freight considerations early, and in a comprehensive manner. This will help avoid costly fixes later. And because the Task Force carefully evaluated what, why, where and when the freight problems occur (noting, for example, that they do not always coincide with the commute peaks), it recommends that appropriate and required planning efforts proceed to enable good projects to advance to implementation as quickly as possible. Because there are such limited resources for roadway improvements, and because freight movement is and will continue to be dependent on roads for two-thirds of that volume, freight needs must be a primary consideration in selecting the next corridor for refinement planning.	Regional Freight and Goods Movement Task Force	10/15/09	No change required. Staff is working with regional partners to prioritize the remaining five corridor refinement plans, and begin the plans early 2010.
79	Freight Plan - Policy	Demand Management is Critical to Goods Movement: The majority of freight is moved by truck, requiring good road facilities and reliable traffic flows. With this in mind, we support and encourage managing the demand for these truck intensive facilities, through various demand management strategies, including aggressive incentive and regulatory programs to encourage people to drive less.	TriMet	10/15/09	No change needed. Support for employee commute reduction programs is a policy of the freight plan.
80	Freight Plan - Projects	Goal F is the most critical to successfully supporting companies shipping product - strategic investment in transportation. The areas of focus that appeared most beneficial were the addressing the core throughway system bottlenecks: I-5, I-5/I-405 loop, US26 and I-5 South to Wilsonville. For Sun Microsystems, shipping international freight through PDX would be a huge advantage. Ultimately, Metro should to steer more of the budget to transportation. The region needs jobs to sustain a high quality of life, and jobs won't survive without transportation infrastructure. Capital projects will need funding to make a noticeable difference.	Pete Lehmann, Sun Microsystems Director of Site Operations, Hillsboro, OR	10/15/09	No change required. Implementation of the Regional Freight Plan anticipates making a strong case for projects that help the freight and business communities, and that maintain and grow good jobs.

CONSENT ITEMS FOR CONSIDERATION

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81	Freight Plan - Projects	Attachment 1 to Regional Freight Task Force comment letter (10/15/09) provided list of key regional freight priorities, and notes that some are not on the financially constrained draft 2035 (state) RTP project list. The list also notes recommendations for rail projects that would be financed privately or via funding outside of RTP sources, and request adding those projects to the financially constrained list in order to facilitate eventual funding and construction by demonstrating regional consensus.	Regional Freight and Goods Movement Task Force	10/15/09	No action required on non-rail projects. Recommend adding identified rail projects to financially constrained RTP project list.
82	Freight Plan - Technical Correction	Revise fourth bullet on page 41 as follows: "improving arterial connections to current and emerging industrial areas. Examples include Sunrise Corridor phased improvements ~~recommended by the Sunrise Project Policy Committee~~ and last mile local industry connectors,..."	Clackamas County	10/9/09	Amend as requested.
83	Freight Plan - Technical Correction	Revise first full bullet at top of page 56 as follows: "improving arterial connections to current and emerging industrial areas. Examples include Sunrise Corridor phased improvements ~~recommended by the Sunrise Project Policy Committee~~ and last mile local industry connectors,..."	Clackamas County	10/9/09	Amend as requested.
84	Freight Plan - Technical Correction	Is the reference to "Sunset Corridor" on page 22 of the Freight Plan intentional? Or was "Sunrise" intended?	Clackamas County	10/9/09	No change required. Sunset Corridor was intended in this case.
85	Freight Plan-Technical Correction	Freight Plan: Page 1. Jobs. In 2008, 14,80 - this seems to be a typo.	John Drew, Far West Fibers (Freight Task Force)	10/5/09	Correct number in text box to read 14,800.
86	Freight Plan-Technical Correction	Freight Plan: Page 5. . impacts- How about "environmental and other impacts"	John Drew, Far West Fibers (Freight Task Force)	10/5/09	Amend as requested. Replace last bullet on page 5 as follows: "environmental and other impacts -- managing adverse…"
87	Freight Plan-Technical Correction	Freight Plan: Page 6. Top. Please look at the type set for Portland "Metro".	John Drew, Far West Fibers (Freight Task Force)	10/5/09	Amend as requested. Correct typeface for the word "metro" in first sentence on page 6.
88	Freight Plan-Technical Correction	Freight Plan: Page 6. Footnote 3. "Population forecasts of 58% …" Does this mean that the population in 2005 was 2,070,000 and shouldn't this number be stated?	John Drew, Far West Fibers (Freight Task Force)	10/5/09	Amend as requested. Replace footnote 3 on page 6 as follows: "*Draft 2035 Regional Transportation Plan* (September 2009, Table 1.6: Forecasted Population Growth by County) shows a population increase for the four-county metro area from 1,961,104 in 2005 to 3,097,402 in 2035--a 58% increase. Counties include Multnomah, Clackamas, Washington and Clark County in Washington State."
89	Freight Plan-Technical Correction	Freight Plan: Page 10. Second line from the top: " Another to 8 to 10…" Too many to. Should read " Another 8 to 10…"	John Drew, Far West Fibers (Freight Task Force)	10/5/09	Amend as requested. Correct second sentence on page 10 as follows: "Another ~~to~~ 8 to 10 million…"

CONSENT ITEMS FOR CONSIDERATION

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90	Freight Plan-Technical Correction	Page 10. Go down to the second arrow. " The 2002 commodity flow survey projects on overall doubling of freight tonnage moved in the region by 2030." Please see Page 23. 5.1 Highway. Second sentence. "West coast truck traffic is expected to increase 200 percent by 2035." See footnote 8. I am confused by the apparent conflicts in dates due to quoting different documents.	John Drew, Far West Fibers (Freight Task Force)	10/5/09	No change recommended. Commodity flow data includes all modes (truck, rail, air, marine) while the truck traffic obviously refers only to truck volumes. Additionally, the doubling of overall freight volumes over 20-25 years is an estimate that does vary somewhat depending on the source and the date of the study.
91	Freight Plan-Technical Correction	Freight Plan Page 10. Last sentence. " The region is forecast to have an additional 1.13 million residents…" See Page 6. First sentence. "With nearly 1.2 million…" Which number is correct for 2035?	John Drew, Far West Fibers (Freight Task Force)	10/5/09	The precise number for forecasted population growth is and additional 1.13 million residents. Given that this is an estimate, staff could have said "more than 1.1 million" or "nearly 1.2 million" on page 6 staff chose the latter, given that 1.13 is 94.2% of 1.2 million.
92	Freight Plan-Technical Correction	Freight Plan: Page 22. 4.2 Port activities. Third sentence. " Another to 8 to 10…" Too many to. Should read " Another 8 to 10…"	John Drew, Far West Fibers (Freight Task Force)	10/5/09	Agreed. Correct second sentence on page 22 as follows: "Another ~~to~~ 8 to 10 million…"
93	Freight Plan-Technical Correction	Freight Plan: Page 23. 5.1 Highway. Second sentence. Already mentioned on Page 10 correction above.	John Drew, Far West Fibers (Freight Task Force)	10/5/09	Comment noted, but no change recommended. Commodity flow data includes all modes (truck, rail, air, marine) while the truck traffic obviously refers only to truck volumes. Additionally, the doubling of overall freight volumes over 20-25 years is an estimate that does vary somewhat depending on the source and the date of the study.
94	Freight Plan-Technical Correction	Page 23-remove the word "origin" at the end of the third sentence under 5.1 Highway.	Metro Staff	10/15/09	Amend as requested.
95	Freight Plan-Technical Correction	page 15 - change title at top of text box as follows: "Regional Freight and Goods Movement Task Force Membership: Engaging stakeholders to develop a regional freight plan	Metro Staff	10/15/09	Amend as requested.
96	Freight Plan-Technical Correction	Add heading to Table of Contents: include corrected heading on page 15 - change title at top of text box as follows: "Engaging stakeholders to develop a regional freight plan" as a Table of Contents	Metro Staff	10/15/09	Amend as requested.
97	Functional plan	The Regional Transportation Functional Plan (RTFP) and/or Chapter 5 if the RTP should include provisions for how each of these concepts, polices, and functional system maps apply to and are to be implemented in local TSPs and land use plans, in refinement plans, and in project development.	ODOT	10/15/09	No change recommended at this time. This will be determined through follow-on functional plan amendments to be developed in Winter/Spring 2010. All of this work will be conducted in partnership with local, regional and state agencies, prior to final adoption of the plan in June 2010.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
98	HCT plan	P. 78, Greenhouse Gas Emissions. Consider adding some of the following to improve the section. Using the most recent data from the National Transit Database (2007): • TriMet MAX emits less carbon: 0.213 pounds CO2 per passenger mile compared to national average of 0.41. This is better than many high ridership heavy rail systems such as DC Metro (0.336), Boston "T" (0.336), Atlanta MARTA (0.265) and the national average for heavy rail systems (0.239) • TriMet MAX is efficient in energy use: 0.0979 KWH per seat mile compared to national average of 0.1274 for light rail. It is even slightly better than the national average for heavy rail systems (0.109); • TriMet bus service system wide emits less carbon: 0.584 pounds CO2 per passenger mile, compared to national average of 0.65. • TriMet bus service system wide is efficient in energy use: 0.126 pounds CO2 per seat mile, compared to national average of 0.154.	TriMet	10/15/09	Amend as requested.
99	HCT plan	Page 8 - look at cost of median auto trip if average includes car purchase price.	City of Milwaukie	10/14/09	Amend as requested to more clearly describe trip costs.
100	HCT plan	Page 28 - Assess corridor against system expansion targets - what does the definition add or mean?	City of Milwaukie	10/14/09	This is intended to describe how corridors will be rated using the System Expansion Policy. The corridor assessment will be an evaluation of the corridor.
101	HCT plan	Figure 3.11 - include similar data if available for Portland to Miwaukie LRT and Vancouver LRT.	City of Milwaukie	10/14/09	Amend as requested. Milwaukie LRT and Vancouver LRT data will be added
102	HCT plan	Page 40 - Clarify whether Figure 3.7 includes operation cost only.	City of Milwaukie	10/14/09	Amend as requested.
103	HCT plan	Page 41 - Label X axis to clarify whether it is SOV miles, miles driven or vehicle miles.	City of Milwaukie	10/14/09	Amend as requested.
104	HCT plan	Page 44 - Figure 3.11 - include similar data if available for Portland to Miwaukie LRT and Vancouver LRT.	City of Milwaukie	10/14/09	Amend as requested.
105	HCT plan	Page 52 - Add clarification of whether this effect is driven by scarcity of parking and income.	City of Milwaukie	10/14/09	Amend as requested.
106	HCT plan	Page 70-72 - Add more clarification in the mobility and acquisition sections to describe the significance of this.	City of Milwaukie	10/14/09	Amend as requested.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
107	HCT - RTP	Chapter 2, page 46: It is unclear from the text in Chapter 2 what the actual System Expansion Policy is, and how it relates to the planned transit facility or service" for purposes of the RTP. Is the SEP primarily a tool for the region to prioritize which corridor(s) will be the next one to advance to Alternatives Analysis, i.e. project development, or is it a tool for local jurisdictions to influence the reassessment of where a specific HCT corridor falls in the four priority tiers during the next RTP update, or both? There is uncertainty about the relationship, if any, between corridor refinement plan prioritization and HCT corridor prioritization under the SEP.	ODOT	10/15/09	TPAC discussed this item on November 2 and recommended adding the following clarifying language: In some cases the System Expansion Policy (SEP) and corridor refinement plan prioritization factors may overlap, however, application of the SEP and Corridor Refinement Plan prioritization factors will occur through separate processes. The system expansion policy framework is designed to provide a transparent process agreed to by Metro and local jurisdictions to advance high capacity transit projects through the tiers. The framework is based on a set of targets designed to measure corridor readiness to support a high capacity transit project. The system expansion policy framework: 1. Identifies which near-term regional priority corridor(s) should move into the federal project development process toward implementation; and 2. Delineates a process by which potential HCT corridors can move closer to implementation, advancing from one tier to the next through a set of coordinated Metro and local jurisdiction actions. Based on the tiered category, regional actions would be aligned with work in each corridor while local actions would focus on meeting HCT system expansion targets. In near-term corridors, formal corridor working groups would be established. Other corridors would coordinate work through existing processes.
108	HCT plan	· "High Capacity Transit System Development" section has a broad range of information that reads like an unsorted collection of information and ideas. Unless this is simply meant as a technical appendix, it requires more explanation and stronger organization. Is this a catch-all set of information? Is it simply answering questions that happened to come up during public outreach? Organizing themes, headings, or other communication aids would help.	TriMet	10/15/09	No change recommended.
109	HCT plan	P. 59-60, Figures 4.4 and 4.5, 4.6, 4.7, colors for walk area and bike area are reversed.	TriMet	10/15/09	Amend as requested.
110	HCT plan	· Values in Figure 3.9 (density required for each transit mode) need additional scrutiny and in some cases (especially frequent bus) are too low. Text or a note should be added that these should not be taken as rules or requirements, but as an illustration of the impact greater density has on demand for transit (and therefore the appropriate mode and capacity to meet the demand).	TriMet	10/15/09	Amend as requested.
111	Implementation	Metro should ensure that all local governments adopt project plans that reflect new RTP policy goals.	BTA	10/15/09	The Regional Transportation Functional Plan will direct how local transportation system plans must respond to the RTP. Amendments to the functional plan will be developed prior to final adoption of the RTP in 2010.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
112	Implementation	"This RTP is moving away from a single measure of success…" (Chap. 5, p. 1) - When did the RTP ever rely upon a single measure of success? The existing RTP has pages and pages of goals and objectives. This statement is an exaggeration.	Washington County	10/15/09	No change is recommended. The primary performance measure for the RTP has been v/c based. The 2000 plan did include the modal targets for the centers. However, the primary performance measure for the RTP was still centered on v/c, and past local plans have relied on that measure to define needs and solutions. The 2035 RTP provides an outcomes-based framework with a larger set of performance targets to measure our success at meeting the goals and objectives laid out in the plan.
113	Implementation	Chapter 5: Page 3, fourth paragraph refers to an "investment matrix" twice. This is first time the term is used in the plan (not in the finance chapter whatsoever). This term is confusing and unclear as to the meaning or where the matrix can be found.	Washington County	10/15/09	No change recommended. The Investment Matrix was created by Metro as result of the Local Aspirations work the has been underway over the last year. The Matrix has been shared with the RTP Work Group, TPAC, MTAC, MPAC, JPACT and Metro Council on a few different occasions as part of preparing the pieces of the Making the Greatest Place recommendations. It is available on Metro's website under the COO MGP recommendation.
114	Implementation	"The goal of the CMP is to develop a systematic approach…through the use of demand reduction and operational management strategies" (Chap. 5, p. 17) - According to US DOT, a CMP is not limited to demand and operational management strategies, and can include capacity expansion.	Washington County	10/15/09	No change recommended. The second paragraph on page 17 already reflects this.
115	Implementation	Chapter 5, page 9, blue box: if the language is being updated then further review of pages 9-16 is premature.	Washington County	10/15/09	No change recommended. The language of Chapter 5, pages 9-16 was excerpted from the 2004 RTP and included as a starting point for the discussion of the corridor refinement plans that will take place this fall.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
116	Implementation	Chapter 5, page 16 – The second paragraph states that "Once corridors have established mode, function, general location, and identified potential solutions (typically through the corridor refinement plan) project development is needed to clearly define a set of projects". This sentence is extremely troubling. First off, "mode, function, and general location" apply to projects in mobility corridors. We certainly can organize projects by mobility corridor and seek to define whether a project is "needed" within the context of a mobility corridor, but once the project is in the plan, it is read to move into project development. The TPR is very clear (OAR 660-012-0050) that during project development, projects authorized in an acknowledged TSP shall not be subject to further justification with regard to their need, mode, function or general location. Project development addresses how a transportation facility or improvement authorized in a TSP is designed and constructed. It seems like the draft RTP may be proposing a new requirement for developing phasing plans for projects in a mobility corridor and using the TPR's "project development" as the rationale. We recommend that the draft RTP completely eliminate any reference to a Metro role or process for locally funded projects where need, mode, function and general location have already been identified. We may have misinterpreted the intent of the words "…the region must also determine what planning activities are required in the mobility corridors where refinement plans have already been completed…" For locally funded projects in Washington County, we believe no planning activities, beyond traditional project development, are needed.	Washington County	10/15/09	Amend this section to remove redundant language. No additional project development process was intended. The intent of this section was to more clearly distinguish between refinement planning activities and project development activities as defined in the transportation planning rule. The intent of the section is adequately covered by the remaining language with this change.
117	Implementation	Chapter 5, page 17, second to last paragraph, last sentence, strike: "~~Where more motor vehicle capacity is appropriate~~" and "~~and get the most value from the investment~~"	Washington County	10/15/09	Amend as follows, "Where more motor vehicle capacity is appropriate, the CMP will include additional system and demand management strategies to ensure the capacity investment is effectively managed ~~supplemental strategies to reduce travel demand~~ to get the most value from the investment.
118	Implementation	Section 5.6.1, first paragraph, first sentence: change "chapter 3" to "section 2.2"	Washington County	10/15/09	Amend as requested.
119	Implementation	Chapter 5, page 18, second to last paragraph, change "chapter 5" to "chapter 3" and change "chapter 6" to "appendix 1"	Washington County	10/15/09	Amend as requested.
120	Implementation	Section 5.6.3, page 19, change all "benchmarks shall" to "benchmarks may"	Washington County	10/15/09	Amend to state "benchmarks will…"

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
121	Implementation	"This draft plan does not address several issues,…" The word "several" implies only a few issues remain unaddressed by the plan, however, there are many issues that remain unaddressed (Chap. 5, p. 20).	Washington County	10/15/09	Amend as requested.
122	Mobility corridors	Previous RTPs and the City of Milwaukie TSP call for additional planning for Mobility Corridors #10 and #11. The City is concerned that not including those corridors as future refinement plan corridors will leave the onus on local governments to reconcile potential conflicts between planned land uses and ODOT's declared function for OR 224.	City of Milwaukie	10/14/09	No change recommended. The need, mode, function and general location of solutions have been adequately determined through the City's TSP and RTP. The next step is to document that through the mobility corridor strategy. All 24 mobility corridors will have a corridor strategy included as part of the final RTP. The mobility corridor strategies will outline the next steps for near-term, medium term and long term investments and can include recommendations for addressing the issues raised in the comment through future project development activities (See Page 16 of Chapter 5). The mobility corridor strategy will be developed in partnership with local, regional and state agencies in Winter 2010, prior to final adoption of the RTP.
123	Mobility corridors	In section 5.3, the mobility corridor strategy is introduced. The text should be more clear about how and when the region will consider HCT corridors that are not mapped on the existing mobility corridors, such as 99E between Milwaukie and Oregon City.	City of Milwaukie	10/14/09	This comment will be addressed as part of the mobility corridor strategy documentation work that will be conducted in Winter 2010. Chapter 2 of the draft RTP includes a map of potential HCT corridors to be evaluated in the future. The system expansion policy provides guidance on what triggers should be in place to move a corridor forward to more detailed analysis and evaluation.
124	Mobility corridors	Too much process for corridor refinement plans as described in Section 5.4.	City of Portland	10/15/09	No change recommended. The MOU or IGA from a corridor refinement plan is intended to provide more accountability and to formalize agreements across implementing jurisdictions on moving forward to implement the corridor refinement plan recommendations. This is particularly important in corridors with multiple jurisdictions.
125	Mobility corridors	Add a description of the Sunrise Phasing Plan to the Appendix 3, Sunrise Preferred Alternative. Include a brief description of the policy direction for selecting the projects, the short term and long term project lists and the triggers for constructing the next projects.	Clackamas County	10/15/09	Amend draft RTP to document the findings and recommendations from the Sunrise Preferred Alternative, including the phasing plan, as part of documenting the mobility corridor strategy for this part of the region.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
126	Mobility corridors	Document a mobility corridor investment strategy and planned system for each of the 24 mobility corridors identified in the RTP. This documentation should identify needs and the system of planned facilities for each corridor based on the RTP "system completeness concept" as defined by the Regional System Concepts and Policies of Chapter 2 - including a description of the type or functional classification of planned facilities and services, their planned capacities and/or levels of service (for all modes), the general location or corridor, facility parameters such as minimum and maximum ROW width and number and size of lanes, and identification of the provider; and performance standards including proposed alternative mobility standards for OTC consideration. For refinement plan mobility corridors, the RTP must identify needs and may defer specific determination of mode, function and solutions or improvements to the refinement plan process for that corridor.	ODOT	10/15/09	Amend as requested. A new chapter of the RTP will be created to include this information. The documentation will include needs, planned facilities and solutions from previously adopted corridor refinement plans such as the OR 217 Study, Powell/Foster Corridor Study and the US 26 Corridor Plan. The documentation will be developed in partnership with local, regional and state agencies in Winter 2010, prior to final adoption of the plan in June 2010.
127	Mobility corridors	Revise Chapter 5, page 10, second bullet; to call the interchange "N. Wilsonville" interchange to avoid confusion with Stafford Road Interchange on I-205.	ODOT	10/15/09	Amend as requested.
128	Mobility corridors	The RTP should recognize emergency service locations throughout the region and include strategies to prevent congestion around them. In 2008, three Providence hospitals responded to nearly 189,000 emergency room visits and more than 80 percent of these patients came to the hospital by private vehicle. These locations are vulnerable to traffic congestion and delays. Providen supports a balanced approach to addressing congestion, including encouraging employees to travel to work by walking, bicycling, and transit.	Providence Health and Services	10/14/09	Amend Chapter 1 of the RTP to include a map of emergency service locations (hopsitals, emergency rooms and immediate care locations) in the region and consider access needs of these locations as part of the mobility corridor strategy documentation work to be conducted in Winter 2010.
129	Mobility corridors	Chapter 5, page 4/5: Figure 5.1 shows mobility corridor #2 being from Central City to Tualatin. Table 5.1 shows mobility corridor #2 as "Portland Central City to Tigard"	Washington County	10/15/09	Amend as requested to reflect that MC #2 should be from Portland Central City to Tigard. The Mobility Atlas lists the title of the MC as to Tualatin, but all of the corresponding analysis is to Tigard, which is a logical functional segment.
130	Mobility corridors	Fig. 5-1 Mobility Corridors in the Portland Metropolitan Region - In our view, this schematic is not very informative because it gives no indication as to which roads are contained within the corridors. Furthermore, the reference to Portland metropolitan region in the figure title is misleading because some of the corridors (e.g., Forest Grove to North Plains) are outside the Portland metropolitan area.	Washington County	10/15/09	No change recommended.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
131	Mobility corridors	Chapter 5, pages 6 and 7 - We are concerned about the notion of entering in MOU's or IGA's for projects that are identified in the RTP that are ready for Project Development. We see absolutely no value in this task, especially for projects that require no federal funding. If a mobility corridor does not need a corridor refinement plan, then all of the projects in the corridor should be "good to go" and can proceed into project development at the discretion of the facility owner/operator.	Washington County	10/15/09	The following revised language was recommended by TPAC on Nov. 2 and MTAC on Nov. 4. Amend page 7, Chapter 5 to add the following language, "Individual project and program solutions identified in the RTP may move forward to project development at the discretion of the facility owner/operator. The MOU or IGA from a corridor refinement plan is intended to provide more accountability and to formalize agreements across implementing jurisdictions on moving forward to implement the corridor refinement plan recommendations. This is particularly important in corridors with multiple jurisdictions." In addition, revise the text box on page 6 as follows, "MOU or IGA to implement ~~mobility corridor strategy or~~ refinement plan recommendation or HCT system expansion targets…(in advance of project development)." The specifics behind the mobility corridor strategies and how they relate to both corridor refinements, the HCT system expansion policy, and state, regional and local levels in advance of project development will be further developed by the RTP Work Group, TPAC, MTAC, MPAC, JPACT and the Metro Council in Winter 2010 and prior to the adoption of the RTP by ordinance in 2010. It is not implied that mobility corridors not needing refinement plans would be precluded from beginning project development.
132	Mobility corridors	Figure 5.2 is very confusing. It does not show the steps to complete the mobility corridor strategy. It seems to show how project development might proceed, but not a complete project development framework.	Washington County	10/15/09	No change recommended. The specifics behind the mobility corridor strategies and how they relate to both corridor refinements, the HCT system expansion policy, and state, regional and local levels in advance of project development will be further developed by the RTP Work Group, TPAC, MTAC, MPAC, JPACT and the Metro Council in Winter 2010 and prior to the adoption of the RTP by ordinance in 2010. It is not implied that mobility corridors not needing refinement plans would be precluded from beginning project development.
133	Mobility corridors	Chapter 5: Needs a section to describe the generalized steps each mobility corridor strategy development process would take.	Washington County	10/15/09	No change recommended.
134	Mobility corridors	Table 5.2 show the status of each mobility corridor - which step the corridor is at in the development of the mobility corridor strategy (some corridors might be complete)	Washington County	10/15/09	No change recommended. The specifics behind the mobility corridor strategies and how they relate to both corridor refinements, the HCT system expansion policy, and state, regional and local levels in advance of project development will be further explored by the RTP Work Group, TPAC, MTAC, MPAC, JPACT and the Metro Council in Winter 2010 and prior to the adoption of the RTP by ordinance in 2010.
135	Mobility corridors	Table 5.2 - Corridor #20 Tigard to Sherwood seems to be missing from this list	Washington County	10/15/09	Amend as requested. Mobility Corridor #20 was added by TPAC to the Portland Central City to Wilsonville mobility corridor in need of a refinement plan after the Draft RTP went to print. Table 5.2 will updated to reflect this change.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
136	Mobility corridors	Chapter 5: What is the status of the corridors not recommended for future refinement plans?	Washington County	10/15/09	All 24 mobility corridors will have a corridor strategy included as part of a new chapter in the final RTP. The mobility corridor strategies will outline the next steps for near-term, medium term and long term investments. The mobility corridor strategy will be developed in partnership with local, regional and state agencies in Winter 2010, prior to final adoption of the plan in June 2010. The needs and potential solutions will be documented in that effort.
137	Mobility corridors	5.4.1 Documentation of mobility corridor strategy in RTP - This seems to heap a bunch of new regional prerequisites that could hamper local jurisdiction's abilities to make improvements on their regional roads. The details of this need to be discussed further before we buy into anything. How does it affect roads that have already been funded but have not yet begun project development?	Washington County	10/15/09	No change recommended. The mobility corridor strategy and updated refinement plan descriptions will be developed in partnership with local, regional and state agencies in Winter 2010, prior to final adoption of the plan in June 2010. The needs and potential solutions will be documented in that effort as part of a new chapter in the final RTP. Solutions with funding would be able to move forward into project development. This is not intended to be a "regional prerequisite," it is intended to document the region's strategy for addressing needs in each of these corridors and to show how agencies have prioritized investments within each corridor in a more comprehensive and integrated manner.
138	Mobility standards	Chapter 5, page 22, final paragraph: again add to improve State Highway performance as much as feasible and to avoid further degradation of State Highway performance" after "… all feasible actions".	ODOT	10/15/09	No change recommended. This section will go away upon completion of this unresolved issue, prior to final adoption of the RTP in June 2010.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
139	Mobility standards	Amend the RTP and Regional Transportation Functional Plan to include actions regional and local juridictions will take in TSPs and land use plans to meet requirements of the TPR and Oregon Highway Plan Actions 1F3 and 1F5. This work needs to be completed prior to Oregon Transportation Commission consideration of alternative mobility standards for the Metro region. Metro must demonstrate that taken together, the RTP and regional and local implementing actions are "doing the best they can "to improve State Highway performance as much as feasible and to avoid further degradation of State Highway performance". That includes TSPs addressing gaps and deficiencies (= needs) identified in the Mobility Corridor Strategies for which no solution or improvement has yet been identified in the Federal or State project lists, such as vehicle, bike, ped, and transit improvements to parallel arterials and completion of the local and arterial circulation system for short trips, in order to maintain Throughway mobility for long-distance and freight trips. That may also include local adoption of transit- and pedestrian-supportive land use designations, prohibition of auto-dependent land uses, as well as more aggressive parking management in 2040 Regional Centers, Town Centers, Main Streets, and Station Communities if the new alternative mobility standards are proposed to be lower inside those 2040 Concept Areas than on the rest of the State Highway system.	ODOT	10/15/09	Amend as requested. The actions will be developed in partnership with local, regional and state agencies in Winter 2010, prior to final adoption of the plan in June 2010. Actions to be considered include all of the elements included in the comment.
140	Mobility standards	Chapter 2, Need to clarify the applicability of the "Interim Regional Mobility Policy". Does it apply only to State Highways? To the Regional Arterial and Throughway Network? The third paragraph in the blue text box should be amended to clarify that "The RTP and RTFP must include all feasible actions to improve State Highway performance as much as feasible and to avoid further degradation of State Highway performance.	ODOT	10/15/09	No change recommended at this time. This will be determined through the alternative mobility standards work called out in Discussion item #3 in Winter 2010. As applied in the current RTP, the policy applied to the Throughway and Arterial network. Changes to the text will be identified as part of that effort.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
141	Mobility standards	Chapter 2, page 15 - 16 and Table 2.4: Areas of Special Concern should be deleted from this RTP. Specific alternative mobility standards and actions to improve and/or avoid further degradation of State Highway performance should be established as part of the applicable Mobility Corridor Strategy or as part of the applicable Mobility Corridor Refinement Plan. Appendix 2 does not in fact include adopted performance measures, as stated in the text of Table 2.4 and in Figures 2.2 through 2.6. The OHP Table 7 does include an adopted standard of V/C 1.0 for the first peak hour in Beaverton Regional Center, and V/C .95 on Highway 99W from I-5 to Tualatin Road, but not for the other Areas of Special Concern. Since the previous RTP was adopted, a corridor refinement plan has been conducted for the I-5 to 99W corridor area including Tualatin Town Center, and a Corridor Improvement and Management Plan has been completed for the Highway 99W area in Tigard, which are not reflected in Figures 2.5 and 2.6 and Appendix 2.	ODOT	10/15/09	No change recommended at this time. This will be determined through the alternative mobility standards work called out in Discussion item #3 and documentation of each mobility corridor strategy in Winter 2010. All of this work will be conducted in partnership with local, regional and state agencies, prior to final adoption of the plan in June 2010. Changes to the areas of special concern designations will be identified as part of that effort.
142	MTIP	Ensure funding allocation for freight in future regional flexible funds allocation processes, consistent with other modes. Implement an economic impact analysis for project evaluation. Allocate future MTIP flexible funds based on an economic filter, considering return on investment and require accounting of project performance from recipients for all funding allocations using metrics such as project cost, implementation deadlines and actual demonstrated benefit.	Port of Portland, Portland Business Alliance	10/15/09	These comments have been forwarded to the MTIP policy update that occurs prior to the next Regional Flexible Fund allocation proces for consideration. The RTP covers all investments in the regional transportation system - local, regional and state. Regional flexible funds are only a small portion of the funds programmed in the Metropolitan Transportation Improvement Program (MTIP) or of total transportation investments made in the region. Currently the RTP does not provide specific direction for how regional flexible funds are to be allocated to projects. Metro is considering how an RTP policy framework could more specifically direct the MTIP process and the investment policies of the various funding programs, including regional flexible funds, that are consolidated and programmed in the MTIP. Traditionally these comments would be appropriate for consideration during the MTIP policy update that occurs prior to the next Regional Flexible Fund allocation process. Comments on the MTIP were solicited in the recent MTIP "retrospective" process and would have been an appropriate venue for these comments as well. In past regional flexible fund allocations, categories included eligibility for funding freight projects, however funding for each project category has never been guaranteed. Economic considerations have been broadly evaluated in each cycle, but have only been one of several criterion used for evaluating and selecting projects. Performance targets are proposed for adoption in the draft RTP and therefore will be considered as part of the MTIP policy update during the 2012-15 MTIP process.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
143	Performance	The region should completely cease using roadway mobility standards. Level of congestion is a poor measure (and negative performance target) compared to other proactive performance targets recommended in the draft plan. These standards are not attainable. A new measure or index needs to be developed to measure the total and relative performance of the system.	BTA	10/15/09	This comment will be addressed through the alternative mobility standards work that will be conducted in Winter 2010. See Discussion item #3.
144	Performance	Preliminary modeling results show the RTP No Build scenario performs better than the RTP federal priorities and RTP Investment strategy for greenhouse gas emissions reductions. As a result, the draft plan does not adequately address or respond to climate change. This should be addressed prior to moving forward.	BTA, City of Portland	10/15/09	See Discussion item #1. The 2009 Legislature required Metro to "develop two or more alternative land use and transportation scenarios" designed to reduce GHG emissions from light-duty vehicles by January 2012 through HB 2001 (Sections 37 and 38). It also requires Metro to adopt one scenario that meets the state targets after public review and comment. Finally, local governments are required to adopt comprehensive plan and land use regulations consistent with the adopted scenario. Transportation infrastructure, transportation pricing, technology and land use are part of the solutions recommended by the draft RTP. The effect of more aggressive application of each these strategies will be tested as part of the HB 2001 land use and transportation scenarios in 2010.
145	Performance	More discussion is needed on why the "build" scenarios show minor system-level changes when compared to the "no-build" scenario and how to reconcile RTP projects.	City of Beaverton, City of Portland	10/15/09, 10/15/09	Amend Chapter 4 of the RTP to include more subarea and district-level of analysis of the results - where more dramatic differences can be identified.
146	Performance	Better explain dramatic reduction in air pollutants.	City of Milwaukie	10/14/09	Amend as requested.
147	Performance measures	Chapter 4: How Far do we Go Toward Achieving our Vision - Does this mean "how far have we gone toward achieving our vision" or "how far should we go toward achieving our vision"?	Washington County	38639	No change recommended at this time. Chapter 4 lays out performance measures and system analysis findings to show the extent to which the RTP investment strategy moves measures in a direction that is consistent with the region's vision and goals for its transportation system.
148	Performance measures	Chapter 4, p. 4: Recommend evaluating VHD on the entire system, not just the freight system.	Washington County	10/15/09	No change recommended at this time. The work group developing the RTP performance measures evaluated the broad application of vehicle hours of delay and determined that its specific application to the freight network provided the best measure progress in meeting RTP Goal 2 - Sustain Economic Competitiveness and Prosperity. However, vehicle hours of delay is a standard output of Metro's travel forecast model and is available to jurisdictions for analysis.The RTP performance target also includes a measure of motor vehicle hours of delay per traveler.
149	Performance measures	Chapter 4, Table 4.2: Recommend adding VHD. Consider removing either VMT or average trip length, as these are reporting similar information.	Washington County	10/15/09	Amend table 4.2 to add a measure for hours of congestion. Metro will work with its regional partners to develop this measure.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
150	Performance measures	Chapter 4, Table 4.2. Recommend adding a description of how these will be measured to the chapter.	Washington County	10/15/09	Amend section 4.2.2 to describe the process for developing the performance monitoring measures.
151	Performance measures	Chapter 4, Table 4.2: Add percent of motor vehicle lane miles completed.	Washington County	10/15/09	No change recommended.
152	Performance measures	Chapter 4: 2. Total delay and cost of delay on the regional freight network - Add note to table describing delay and cost assumptions used to calculate results.	Washington County	10/15/09	Amend section 4.3.2 to include assumptions.
153	Performance measures	Chapter 4: 3. Motor Vehicle and transit travel time between key origin-destinations - The important thing here is the change in travel times, which is not calculated. Add columns of change in minutes and % change and reorder O-D pairs to show greatest % change pairs first.	Washington County	10/15/09	Amend as requested.
154	Performance measures	Chapter 4, p. 9: Central City to Vancouver should not be n/a.	Washington County	10/15/09	Amend table to create a single Central City to Vancouver transit travel time measure.
155	Performance measures	Chapter 4, p. 11: Clarify the number being reported. Is this an all day or peak period number? Does it include trips to/within/from the location or some subset of those?	Washington County	10/15/09	Amend 4.3.5 to include description of time period and origin/destination. Non-drive alone mode share is calculated as all weekday (AWD).The percentages reported represent an average of from, to and within the geographic area.
156	Performance measures	Chapter 4, p. 13: Number 9 - Tons of transportation related air pollutants drops significantly in all categories; Number 10 -- tons of greenhouse gas goes up significantly. Add an explanation.	Washington County	10/15/09	Amend section 4.3 to include a summary of findings for each performance measure.
157	Performance targets	Chapter 2, page 16, Interim Regional Modal Targets: these non-drive alone modal targets were approved by LCDC as an alternative to the TPR's VMT per capita reduction targets. Any change in these modal targets would have to be approved by LCDC.	ODOT	10/15/09	Amend to remove the word "interim" from Table 2.5 and section heading. These targets will continue to serve as an alternative to the TPR's VMT/capita reduction targets. A VMT/capita reduction target is also proposed in Table 2.3.
158	Performance targets	Add performance targets for mobility and reliability to Table 2.3 in Chapter 2.	ODOT	10/15/09	No change recommended. A system reliability target is recommended to be developed as part of the Regional mobility program prior to the next RTP update. The targets for safety, congestion, active transportation, travel and access to daily needs are intended to serve as a proxy for integrated mobility in the region. Other mobility and reliability measures are recommended in Chapter 4 for system analysis and monitoring between plan updates.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
159	Performance targets	The RTP performance targets should be adopted formally by the region with robust monitoring and feedback loops to inform future RTP, TSP and land use efforts.	TriMet	10/15/09	No change needed. See Discussion item #2.
160	Performance targets	Chapter 2 points out that more work is needed to refine performance targets (page 13), Interim regional mobility policy (pages 14-15) and interim regional modal targets (page 16). More description is needed of what this work will entail.	Washington County	10/15/09	No change recommended. This is described in Section 5.7 of the draft RTP and in Discussion items 1-3 of the comment log.
161	Performance targets	The RTP performance targets seem optimistic and ungrounded. If Metro and local governments are to be held to the targets, we should understand them to be aggressive but achievable - not as challenges with no sense of whether the region can meet them.	Washington County	10/15/09	See Discussion items 1 and 2. The targets are not arbitrary, and have been drawn from federal and state legislation as described in Discussion items 1 and 2 of the comment log. JPACT endorsed the targets on the basis that it is important to improve accountability of investment decisions and to provide a policy mechanism to ensure that investment priorities are helping the region make progress toward the desired outcomes and goals of the plan. The region will evaluate what it will take to achieve the targets as part of the climate change scenarios work that will follow the RTP update. Refinements to the targets could be identified at that time.
162	Policy	Define employment and industrial lands shown on Figure 2.20	City of Milwaukie	10/14/09	No change recommended. These are 2040 land use designations as defined in the 2040 Growth Concept.
163	Policy	More clearly distinguish between bicycle parkways and other plan elements.	City of Milwaukie	10/14/09	Amend as requested.
164	Policy	Add new policy that states "promote walking as the mode of choice for short trips." to section 2.5.6	City of Portland	10/15/09	Amend as requested.
165	Policy	Page 66, paragraph 2, replace "marked street crossings" with "enhanced street crossings" to recognize more than marking streets is needed to make crossings safer.	City of Portland	10/15/09	Amend as requested.
166	Policy	Section 2.5.6 - blue box, replace "an" with "a" in policy	City of Portland	10/15/09	Amend as requested.
167	Policy	Include the six outcomes, goals, objectives, targets, policies and system evaluation measures (Chapter 4) in one place (in document or appendix) and develop a graphic that shows their	City of Portland	10/15/09	Amend as requested.
168	Policy	Clarify whether the policy areas are in fact policies, as implied and revise accordingly.	City of Portland	10/15/09	Amend as requested. These are policies.
169	Policy	Add more description of what Figure 2.16 is describing.	City of Portland	10/15/09	Amend as requested.
170	Policy	More clearly define what the system expansion policy is and next steps for using it.	City of Portland	10/15/09	Amend as requested.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
171	Policy	Take into account low-income households as part of future planning for transporation in East Multnomah County	Human Solutions - the Mid and East Multnomah County Community Development Corporation	10/15/09	No change needed. The RTP includes policies and performance targets that direct future planning and investment decisions to take into account low-income and minority households to ensure the benefits and burdens are equitably distributed throughout the region. Targets have also been recommended to reduce the number/share of households spending more the 50 percent of their income on housing and transportation combined.
172	Policy	Taking the MAX with my bike downtown from the west side is difficult due to the train crowding. There is not sufficient room for many bikes.	Jeff Hollister	9/11/09	No change recommended. TriMet has recognized this issue and has developed a bicycle facilities plan. Due to constraints in increasing the capacity for bikes on buses/trains, TriMet is focused mainly on increasing bicycle parking at transit stations. TriMet, with input from regional stakeholders, has developed Bicycle Parking Guidelines. The guidelines consider station context and regional travel patterns and will help TriMet and local jurisdictions determine the appropriate location, size and design of large-scale bike-parking facilities, including Bike-Transit Facilities designated in the RTP (Figure 2.22). Between the downtown Portland and the Westside there are Bike-Transit facilities currently proposed for PGE Park MAX, Goose Hollow MAX, Sunset TC, Beaverton TC, Beaverton Creek MAX, Orenco MAX, Tigard TC, Tualatin WES, Barbur TC. This comment has been forwarded to TriMet for consideration.
173	Policy	Implement congestion pricing on the entire urban highway network and reinvest revenue raised in maintenance and expansion of the highway system.	John Charles	10/15/09	No change recommended pending completion of the Metro area congestion pricing pilot project study and climate change scenarios that were directed by the 2009 Legislature. The RTP includes this strategy, recognizing that additional work is needed to determine where and when this strategy is appropriate. The Pilot Project study represents an opportunity to look at this more comprehensively and with consideration of other outcomes the region is trying to achieve.
174	Policy	Revise Chapter 2, • Page 8, Objective 1.2: parking management as follows, " “Minimize the amount and promote the efficient use of land dedicated to vehicle parking”.	ODOT	10/15/09	Amend as requested.
175	Policy	Chapter 2, page 27, Table 2.6: the text under typical number of travel lanes" for the 3 Throughway Design classifications should be amended to add "plus auxiliary lanes," ", similar to the description of the typical number of travel lanes on Arterial Streets as “4 through lanes with turn lanes”.	ODOT	10/15/09	Amend as requested.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
176	Policy	Chapter 2, page 32, Throughways: the text should clarify that Principal Arterials are the Vehicular Functional Classification that is implemented through the Throughway Design Classification, and that there are three types of Principal Arterials/Throughways, i.e. Freeways, Highways, and Parkways. These should be defined in the Arterial and Throughway Network by reference to the Throughway Design Classifications and in the Glossary. In addition, the second sentence should be amended to read Throughways are planned to consist of 6 through lanes plus auxiliary lanes, with grade-separated interchanges or intersections".	ODOT	10/15/09	Amend as requested.
177	Policy	Chapter 2, page 34, Arterial Streets: similarly, the text should be amended to clarify that there are 3 kinds of Arterial Streets: Major, Minor, and Rural, and that they are implemented through the Street and Boulevard Design Classifications.	ODOT	10/15/09	Amend as requested.
178	Policy	Chapter 2, page 35, first paragraph, second sentence states that (Collector and local streets) are not part of the regional transportation system. This appears to be inconsistent with the definition of the regional system on page 20, which says that transportation facilities within designated 2040 centers, corridors, industrial areas, employment areas, main streets and station communities" are part of the regional system". Reconcile these two statements.	ODOT	10/15/09	Amend as requested.
179	Policy	Chapter 2, p. 13: The goal for active transportation says, "By 2035, triple walking, biking and transit trips compared to 2005." Is the intent to triple the number of trips for each, or to triple the mode share of each? There is a big difference when you consider population growth.	City of Portland	10/13/09	Amend as requested per Discussion item #2. This revised language was recommended by TPAC on Nov. 2 and MTAC on Nov. 4.
180	Policy	Chapter 2, p. 13: The goal for travel says, "By 2035, reduce vehicle miles traveled per person by 10 percent compared to 2005." This puts us at 17.5 miles/person/day…down from 18.3 today….not particularly ambitious. In contrast, our climate action plan calls for a 30% reduction in VMT. Also, the performance measures in section 4 at 14.23 miles/capita in 2005, that is much different than the numbers Metro produces each year which have us around 20 miles/capita…what is the difference? Modeled vs. actual?	City of Portland	10/13/09	No change recommended at this time. The target calls for a 10% reduction of vehicle miles traveled within the urban growth boundary. In 2005 VMT per person was 14.23 miles. The target shoots for an average of 12.8 miles traveled per person by 2035. The city of Portland's VMT goal is tied to a smaller, more urbanized area of the region. The 10% target applies to trips that occur within the urban growth boundary and takes into account developing areas.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
181	Policy	Chapter 2, p. 71: Under the four policy areas Goal 4, "Implement incentives and programs to increase awareness of travel options." Add "AND incent behavior change." It needs to be more than awareness of options, people need to use the information and change behavior.	City of Portland	10/13/09	Amend section 2.5.7 to include the Regional TSMO Plan vision, goals and principles, and redefine the four policy areas as investment areas. Amend as requested.
182	Policy	Chapter 2, p. 72: The table with TDM examples needs amendment, the examples provided don't give the reader any feeling that they should invest in TDM. This section should recognize the work that other jurisdictions are doing (TriMet's employer program, Youth bus passes, car-sharing programs, the work TMAs are doing..etc) and have some stronger metrics like the TSM section has. In general the TSMO framework section highlights a lot more TSM than TDM.	City of Portland	10/13/09	Amend as requested.
183	Policy	Chapter 2, p. 72: This section is another example of a place that should highlight the link between building things and encouraging people to use them.	City of Portland	10/13/09	Amend section to highlight role of education and marketing in capital infrastructure investment.
184	Policy	Much of the RTP seems oriented to achieving regional goals through emphasis on non-SOV modes of travel, but there is no statement that explicitly states this. Add a statement along the lines of: "The intent of this plan is to achieve its objectives and goals principally through emphasizing non-automotive modes of personal travel."	City of Portland	10/15/09	No change recommended. The intent of the RTP is to achieve its goals and objectives through emphasizing a variety of strategies that include walking, biking and use of transit. Other strategies to be emphasized include transportation system management and operations (TSMO) and land use.
185	Policy	Ch.2 p.59 First policy area focuses an interconnected network of bicycle facilities between jurisdictions. Bicycling is primarily local in nature. Inter-juriscdictional travel, while it should be provided for, is going account for only a small proportion of trips because of the distances involved. The principal policy in this regard should be to focus on creating integrated, dense and low-stress bikeways in a 3-mile radius from the Central City, all Town & Regional Centers, and along Main Streets and Corridors.	City of Portland	10/15/09	Agree in part. Amend text to read "Build an interconnected network of bicycle facilities that provides seamless ~~travel between jurisdictions~~ access to 2040 target areas"
186	Policy	Amend language in the "Vibrant Communities" desired outcome (Ch.2 p.2) to state the "People live and work in vibrant communities where they can choose to walk and bike for pleasure and to meet their everyday needs."	City of Portland	10/15/09	No change recommended. The desired outcomes were developed as part of the broader Making the Greatest Place effort and adopted by Resolution No. 08-3940 expressing the intent of Metro and its regional partners to use a performance-based approach to guide policy and investment decisions in the region. The term walk was used not as a mode, but as a way to illustrate the type of place -- walkable. This comment has been forwarded to staff for consideration as part of legislation to be approved in 2010 to implement Making the Greatest Place recommendations.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
187	Policy	Introduction to Ch.2 includes the protection of farm land as an aim of the region's transportation vision. Why isn't it included in the 6 desired outcomes (ch.2 p.2)	City of Portland	10/15/09	No change recommended. The desired outcomes were developed as part of the broader Making the Greatest Place effort and adopted by Resolution No. 08-3940 expressing the intent of Metro and its regional partners to use a performance-based approach to guide policy and investment decisions in the region. The term walk was used not as a mode, but as a way to illustrate the type of place -- walkable. This comment has been forwarded to staff for consideration as part of legislation to be approved in 2010 to implement Making the Greatest Place recommendations.
188	Policy	Amend Objective 3.2 of Goal 3 to read: "Reduce ~~vehicle~~ auto miles traveled per capita". Bicycles are vehicles too.	City of Portland	10/15/09	Amend as follows, "Reduce average daily auto vehicle miles traveled per capita." This more accurately reflects what is being measured.
189	Policy	Include discussion about the need to emphasize comfort and safety in bikeway design.	City of Portland	10/15/09	No change recommended. P.63 of 2.5.5 Regional Bicycle Network Vision includes text: "…attributes such as slower speeds and less noise, exhaust and interaction with vehicles, including trucks and buses, make them more *comfortable* and appealing to many cyclists." p.64 includes text describing the key experiential aspects that bike parkways embody: "Comfort and safety provided by protection from motorized traffic."
190	Policy	Ch.2, p.63 Amend text to acknowledge that low-volume streets not only complement arterial bike routes, but often supplant them.	City of Portland	10/15/09	Amend as follows: "Low-volume streets often provide access to 2040 Target Areas as well as residential neighborhoods, complementing and sometimes supplanting bicycle facilities located on arterial streets."
191	Policy	Why aren't the Regional Bicycle Parkways on the Regional Bicycle Network map (Fig. 2.22).	City of Portland	10/15/09	No change recommended. The Regional Bicycle Parkway concept emerged late in the policy development phase of the RTP. As stated in footnote on p.62, Regional Bicycle Parkways are not currently shown on figure 2.22. A future Regional Action Plan following the RTP update is recommended to further develop the bicycle parkway concept, including desired parkway spacing, designation of routes, and prioritization for implementation.
192	Policy	Ch.2 Pg. 66: The pedestrian network section is insufficient compared to other modal sections of the RTP. As a region, walking should be the first mode of transportation people consider and plans, policies, and actions should lead to this. The language of this section should not frame walking primarily as a supporting mode. It is a vital segment of the larger collection of modes.	TriMet	10/15/09	No change recommended. Ch.5 (Unresolved Issues) calls for further attention to this issues and describes the need for an Active Transportation Action Plan (Section 5.8.9). The development of this plan would provide an opportunity to bolster regional pedestrian policies, which did not receive as much attention as other policies in the 2035 RTP update.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
193	Policy	Ch.2, P. 68: In the improve pedestrian access to transit section, the RTP suggests that transit/mixed use corridors should be designed to promote pedestrian travel with street crossings at least every 530 ft. While this is an acceptable and common minimum, ideal spacing is in the range of 200 to 400 feet, and the shorter within that range the better. The language should clearly indicate a preferred in addition to a minimal acceptable value.	TriMet	10/15/09	The following revised language was recommended by TPAC on Oct. 30 and MTAC on Nov. 4.: "…at a minimum of ~~least every~~ 530 ft - though an ideal spacing ~~in the range of~~ is 200 to 400 feet where possible~~is preferred~~..." The language does not amend current regional connectivity standards, but does highlight that more frequent intersection spacing is ideal to support walking, bicycling and access to transit.
194	Policy	Ch.2, P. 70: (Third paragraph, second sentence). "A complete pedestrian system provides a basic building block for economic vitality in centers and other commercially-oriented areas, but when incomplete fails to maximize the connection between transportation and land use that helps contribute to vibrant communities." Sidewalks should be promoted on all streets except on expressways, not just in centers and other commercially-oriented streets.	TriMet	10/15/09	Amend as follows: Add sentence at end of 3rd paragraph: "It is important for local jurisdictions to pursue sidewalks on every street (except expressways), even if if they are not defined as part of the regional pedestrian network (transit mixed-use corridors, mixed-use centers, station communities and regional trails,)"
195	Policy	Chapter 2, p. 9: Objective 4.4 Demand Management –*"implement services, incentives and supportive infrastructure to increase awareness of travel options,"*– should go beyond increasing awareness. It should be to significantly increase walking, biking and taking transit.	TriMet	10/15/09	Amend Objective 4.4 to read ...increase awareness and use of travel options.
196	Policy	Chapter 2, p. 71: Under the four policy areas the first policy needs to be more explicit. It should say, "Use advanced technologies, pricing strategies, and other tools to actively manage the demand for the road system and increase walking, biking, and taking transit." Likewise, the fourth policy area should say, "Implement incentives and programs to increase awareness of travel options and decrease driving."	TriMet	10/15/09	Amend section 2.5.7 to include the Regional TSMO Plan vision, goals and principles, and redefine the four policy areas as investment areas.
197	Policy	Chapter 2, p. 73: The plan states that parking management strategies aim to use parking resources more efficiently. This is only part of the story. Parking management and pricing are some of the most effective tools for encouraging changes in travel behavior. Metro should investigate a regional-scale parking pricing strategy in the appropriate land use types that aims to change regional travel behavior and reinforces the land uses patterns in the 2040 vision.	TriMet	10/15/09	Amend to incorporated RTO subcommittee and TransPort recommendation to add an action to develop a regional parking management strategy.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
198	Policy	Chapter 3 page 2: The two paragraphs in 3.2 note that "the fundamental state requirement for the RTP is to develop a plan that is adequate to serve planned land uses." And goes on to say that "the region must have a financing strategy that supports implementation of the plan." And goes on to say that since the revenues identified to comply with federal requirements do not provide financial capacity to meet the state requirement identified in the Plan, the Region it is necessary to identify "more sources of revenue for the RTP to satisfy state requirements." As we have argued, this means that the State requires a system adequate to serve travel needs. It does not mean we should limit our definition of need due to financial constraint.	Washington County	10/15/09	This comment will be addressed as part of the mobility corridor strategy documentation work that will be conducted in Winter 2010. All 24 mobility corridors will have a corridor strategy included as part of a new chapter in the final RTP. The mobility corridor strategies will outline the next steps for near-term, medium term and long term investments. The mobility corridor strategy will be developed in partnership with local, regional and state agencies in Winter 2010, prior to final adoption of the plan in June 2010. The needs and potential solutions will be documented in that effort. The RTP is not limiting the definition of need to what the region can afford.
199	Policy	Revise chapter 2 to more clearly describe the relationships between targets, objectives, goals and outcomes.	Washington County	10/15/09	No change recommended. This is described in Section 2.1.
200	Policy	Washington County (and other jurisdictions) should allow development to make interim improvements to support walking and bicycling on collectors and arterials that are planned to have full street improvements, but funding is not available or development is not required to bring the faciliity to urban standards. The current "all or nothing" approach is not sufficient. Planning guidelines should be developed and more funding directed to facilities that are not eligible for MSTIP funding or that will not be addressed through future development projects.	Washington County CPO-1 Connecting Neighborhoods Subcommittee	10/15/09	This comment has been forwarded to cities and counties for consideration as part of future updates to local transportation system plans. Metro will also work with local governments to update the livable streets handbooks after the current RTP update. This is another opportunity to bring more attention to this issue and to develop guidelines for addressing interim solutions that could be implemented to address shorter-term needs. Finally, work will continue in 2010 to identify new sources of revenue to fund existing and future infrastructure needs in the region. Completing gaps in sidewalks and bicycle facilities have repeatedly been identified by the public as important investments to make to improve the safety of the transportation system.
201	Policy	The regional pedestrian network definition (section 2.5.6) should be broadened to include all streets (excluding only limited access highways and potentially some topographically challenged locations). The RTP should at least recognize every arterial street and transit route that is formally a part of the regional system as a pedestrian facility. A more comprehensive map based on the 2001 regional sidewalk inventory should be included as a supplement or replacement for Figure 1.19 in Chapter 1.	Willamette Pedestrian Coalition	10/12/09	No change recommended; this is the intent of the regional pedestrian system map (Figure 1.19) which designates all centers, station communities, arterials and transit routes as part of the regional pedestrian system. In addition, Chapter 2 includes a comprehensive map of gaps based on the 2001 regional sidewalk inventory. Ch.5 (Unresolved Issues) describes the need for an Active Transportation Action Plan (Section 5.8.9). The development of this plan would provide an opportunity to bolster regional pedestrian policies, which did not receive as much attention as other policies in the 2035 RTP update.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
202	Project	Support retaining Project #11116 (Garden Home Road) in the federal priorities project list to improve safety, but do not support major road widening or the addition of turn lanes.	Ashcreek Neighborhood Association	10/14/09	TPAC discussed this item on November 20 and recommended updating the project description and cost as follows, "SW Garden Home Road: Pedestrian and bicycle safety improvements, including drainage designed for constrained right-of-way. ($1,795,000) This amendment is within the funding target established for the City if Portland. ~~No change recommended. These comments have been forwarded to the city of Portland for consideration as part of finalizing recommended changes to the draft RTP as well as future TSP and design work the City of Portland will do as a follow-on to the RTP.~~
203	Project	Add Project #10284 (Taylors Ferry Road) to the Federal priorities project list.	Ashcreek Neighborhood Association	10/14/09	TPAC discussed this item on November 20 and recommended adding Project #10284 to the Federal Priorities list with the following updated project description and cost , "SW Taylor's Ferry Road: Provide bicycle lanes, including shoulder widening and drainage, and construct sidewalks for access to transit. ($4,209,000)" This amendment is within the funding target established for the City if Portland. ~~No change recommended. The comment has been forwarded to the city of Portland for consideration as part of finalizing recommended changes to the draft RTP as well as future TSP work the City of Portland will do as a follow-on to the RTP.~~
204	Project	Add SW 45th/SW 48th and SW 62nd/61st/Pomona/64th and Multnomah Boulevard to the RTP.	Ashcreek Neighborhood Association	10/14/09	TPAC discussed this item on November 20 and recommended adding this project to the State RTP list with the following description and cost, "SW Multnomah Boulevard (Barbur Boulevard to 45th Avenue): Reconstruct street to urban standards, including curbs, sidewalks, storm sewers and upgraded street lights. ($4,225,000)" This amendment is within the funding target established for the City if Portland. ~~No change recommended. These comments have been forwarded to the city of Portland for consideration as part of finalizing recommended changes to the draft RTP as well as future TSP work the City of Portland will do as a follow-on to the RTP.~~
205	Project	RTP process should provide much more rigorous screening criteria by which projects must pass to be included in the RTP project list.	BTA, Coalition for a Livable Future, Stephan Lashbrook	10/15/09	This comment will be considered as part of developing the work program and process to be conducted for the next update to the RTP.
206	Project	Adoption of the Beaverton TSP did not occur in time to allow projects to be forwarded to the RTP. Clarify how the city's new TSP and final RTP will fit together during the interim period when the new TSP projects will be different from the RTP projects.	City of Beaverton	10/15/09	Amend as requested.
207	Project	Amend project desciption (11049) to read: "Pleasant View Dr., Powell Loop to Highland Dr." Amend Project End Location from Binford Parkway to "Highland Dr". This would extend the project limits very slightly to the south.	City of Gresham	10/15/09	Amend as requested.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
208	Project	Metro RTP Project #11103, which includes all corridor refinement plans, as well as other Metro sponsored regional program line items such as TOD, RTO, Regional ITS/TSMO, Regional Trail Planning, and Active Transportation were inadvertently omitted from the public comment project list.	City of Gresham, Metro staff	10/15/09	Amend as requested.
209	Project	Add #10844 (Construct Cornelius Pass Road as 5 lane facility from TV Highway to Rosa Road) into RTP for $45 million.	City of Hillsboro	10/15/09	Amend as requested if this fits within the JPACT revenue target.
210	Project	Add #10814 (Widen Evergreen Parkway from 25th to Sewell to five lanes) into the RTP for $4 million	City of Hillsboro	10/15/09	Amend as requested if this fits within the JPACT revenue target.
211	Project	Update #10819 (Construct 3 lane Century Boulevard from Baseline to Cornell) into the RTP for $6.8 million	City of Hillsboro	10/15/09	Amend as requested.
212	Project	Add #10575 (Construct West union Road as five-lane arterial from Cornelius Pass Road to 185th) to the RTP for $26.2 million	City of Hillsboro	10/15/09	Amend as requested if this fits within the JPACT revenue target.
213	Project	Update #11285 to widen Farmington Road to five lanes	City of Hillsboro	10/15/09	Amend as requested.
214	Project	Text on page 15 in Chapter 3 does not acknowledge regional investments directly support bike and pedestrian travel.	City of Milwaukie	10/14/09	Amend as requested. In addition, this section will be significantly updated to better describe all modal elements and the breakdown of the project list by additional categories, such as reconstruction to urban standards, boulevard retrofits, widening, street connectivity, etc.
215	Project	Reconcile discrepancies between Figure 3.4, 3.7 and 3.8 for regional trails.	City of Milwaukie	10/14/09	Amend as requested.
216	Project	Park-and-ride lots should be classified as mobility investments.	City of Milwaukie	10/14/09	Amend as requested.
217	Project	For project #10164, please change the project costs into 2007 dollars in the amount of $41.478 million. Also, please update the overall City of Portland total revenue table to reflect this change.	City of Portland	10/15/09	Amend as requested.
218	Project	For project #10176, please change the project costs into 2007 dollars in the amount of $121.335 million. Also, please update the overall City of Portland total revenue table to reflect this change.	City of Portland	10/15/09	Amend as requested.
219	Project	Chapter 3, page 1 - changing the name of the lists is confusing.	City of Portland	10/15/09	No change recommended. The name of the project lists will be refined as the RTP is finalized in 2010 to more clearly communicate the intent of the lists.
220	Project	Figure 3.1 - it is unclear how this figure relates to the project list.	City of Portland	10/15/09	No change recommended. The project lists have been broken up into these two categories for purposes of analysis. The categories are intended to reflect the complementary role of community bulding investments and mobility investments as defined in the policy chapter and this section of the plan.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
221	Project	Add Project #10747 (OR 217 overcrossing - Cascade Plaza) to the Federal priorities and state RTP project lists.	City of Tigard	10/15/09	Amend as requested. This project was inadvertently left off the project list despite being part of the Washington County submittal on behalf of the cities of Washington County. This project fits within the JPACT endorsed revenue targets.
222	Project	Additional information on how each of the projects support the RTP goals should be required. Information submitted by jurisdictions is inadequate to truly asses the projects. Juridictions should be provided sufficient time and tools to assess how their project lists reflect the new RTP framework.	Coalition for a Livable Future	10/15/09	Agree in part. Metro required more detailed information as part of the project solicitation process conducted in 2007 as part of the federal component of the RTP update. This had mixed success for a variety of reasons. The RTP timeline required us to further simplify the project solicitation process for this component of the process. Metro will work with the juridictions to improve project descriptions and expand the Chapter 3 investment strategy analysis in Winter 2010. In addition, the project list will be updated to include information on whether projects are located on regional freight routes and designated Goal 5 resources. Local TSP work that will follow the RTP will more comprehensively reflect the new RTP framework. Future RTP updates will also require more thorough project descriptions to address these concerns, and allow more time for project list updates.
223	Project	Evaluate the projects based on the RTP goals, using evaluations to prioritize funding as was done to evaluate the Regional Flexible Fund projects in the MTIP.	Coalition for a Livable Future	10/15/09	No change recommended. It is not possible to conduct a project level evaluation for the more than 1,000 projects included in the RTP within the staff resources allocated for RTP updates. However, future RTP updates will consider other geographies (such as subarea or county level) to assess how well the system of projects performs and meets the goals of the RTP. Staff will work on a project assessment methodology that could be considered. The evaluation process will be developed in partnership with cities, counties, ODOT, SMART and TriMet - with policy direction from JPACT, MPAC and the Metro Council.
224	Project	Metro should analyze how proposed transportation investments will impact land use in the UGB and proposed urban and rural reserves.	Coalition for a Livable Future	10/15/09	Amend as requested. A MetroScope analysis will be conducted as part of finalizing the Urban Growth Report in 2010. Findings from this analysis will be documented in Chapter 4 of the final RTP. This issue will be further addressed as part of the climate change scenarios work and future RTP updates.
225	Project	Public comment opportunity should be provided on the system analysis and time provided to jurisdictions to revise their project lists to address issues that arise.	Coalition for a Livable Future	10/15/09	No change recommended. A final public comment opportunity will be provided in Spring 2010 prior to final adoption of the RTP. This will include the results of the system analysis. Local TSPs and the climate change scenarios work will be directed to address any issues that arise through the final analysis. The local TSP updates and climate change scenarios work will likely result in amendments to the RTP as part of the next update.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
226	Project	Washington County and Hillsboro submitted three 7-lane arterial projects (#10596, #10835, #10846) and grade-separation of arterials (#11045, #10552, #10556 and #10557), inconsistent with the system development concepts in the plan which call for 4-lane arterials with turn pockets at Together, these projects total $100 million.	Coalition for a Livable Future	10/15/09	Amend project descriptions for these projects to direct local TSPs and the Tualatin Valley Highway Corridor refinement plan to re-evaluate the need for these projects based on the final RTP and provide sufficient documentation that all other solutions have been exhausted in these corridors, including system management and operations strategies, increased transit service, changes to land use, etc. consistent with the congestion management process. The projects were identified to meet current mobility standards that may be revised as part of the alternative mobility standards work that will be conducted in Winter 2010.
227	Project	Several arterial widenings are located near the edge of the urban growth boundary and may have unintended consequences for urban and rural reserves being considered at this time.	Coalition for a Livable Future	10/15/09	No change recommended. The projects are all located within the UGB. A preliminary review of these projects noted that the arterial projects were located primarily near areas proposed to be urban reserves and some proposed undesginated areas. Projects reviewed include: #10026, #10029, #10047, #10078, #11342, #10157, #10430, #10396, #10550, #10555, #10560, #10564, #10565, #10574, #10596, #10597, #10602, #10820 and #10836. A more thorough review of these projects will be conducted in coordination with the reserves designations process. Policy issues will be raised for consideration at that time.
228	Project	The US 26 tunnel entering downtown Portland and branching off to I-405 both north and south has traffic issues that need to be addressed - frequent lane changes causes safety concerns, causes backups all the way to OR 217. This area needs a long term solution plan which will be very costly (redesigning the tunnel into separate tunnels eventually with more lanes. This critical route is being ignored; short term, less costly experiments should be implemented to improve the flow.	Jeff Hollister	9/11/09	No change recommended. As part of the 2035 RTP, the Regional Transportation System Management and Operations (TSMO) plan recommends ways to better manage the existing transportation system. This plan proposes investing in freeway management in the I-405 Loop and US 26 tunnel to improve traveler information and better address safety concerns. The RTP proposed corridor refinement plans for both the I-405 Loop and I-5 south corridors that would look at potential long range improvements to the US 26 tunnel.
229	Project	Expand frequent transit service throughout the region.	Jim Howell	10/15/09	No change recommended. Transit service is proposed to be expanded throughout the region where potential ridership and land use aspirations support increased levels of service within the financial capabilities of TriMet and SMART. This comment has been forwarded to transit agencies to further consider when developing Transit Investment Plans.
230	Project	Eliminate Columbia River Crossing project from the RTP.	Jim Howell, David Osborn	10/15/2009, 10/15/09	No change recommended. This comment has been forwarded to the CRC project sponsor's council for consideration.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
231	Project	Halt all planned expansion of rail transit in the region because it diverts resources away from road-related modes of travel - cars, trucks, emergency vehicles, pedestrians, buses and bicylists.	John Charles	10/15/09	No change recommended. Most funding for transit comes from sources that cannot be spent on road-related projects. Expansion of high capacity transit is part of the region's strategy to provide a balanced transportation system that also expands choices for travel and leverages planned economic development and growth in 2040 centers. This form of transit will also help the region address reductions in greenhouse gas emissions.
232	Project	Transportation equity depends on not just mobility - ability to move around, but also access - one's ability to be mobile. Expanding roads and highways in the Metro region is notthe way to improve our transportation system. The projects must also allocate funding a space for those without cars or who choose to not use them. The current road emphasis of the RTP projects will not make us more mobile, address climate change, or make this the "greatest place."	Katelyn Hale	10/15/09	This comment has been forwarded to ODOT, cities and counties for consideration as part of developing project list refinements in the current RTP update and for consideration as part of future updates to local transportation system plans. See also Discussion item #1.
233	Project	Support for Saltzman Rd. extension.	Matt Wellner	9/21/09	No change recommended.
234	Project	For project #10164, please add the following language to the project description, "Extend Moody/Bond couplet to SW Hamilton St. Realign SW Hood to connect to SW Macadam/SW Hamilton intersection." This change is based on the North Macadam Transportation Development Strategy released in April 2009 by the City of Portland.	City of Portland	10/15/09	Amend as requested.
235	Project	For project #10165, please change the project description to the following, "Convert SW Moody to two lanes southbound only. Extend SW Bond Ave. from SW Gibbs St. to SW River Parkway as two lanes northbound only." This change is based on the North Macadam Transportation Development Strategy released in April 2009 by the City of Portland.	City of Portland	10/15/09	Amend as requested.
236	Project	For project #10165, please change the project name to, "Moody/Bond Ave. Couplet - SW Bond Extension (River Parkway to Gibbs)" This change is based on the North Macadam Transportation Development Strategy released in April 2009 by the City of Portland.	City of Portland	10/15/09	Amend as requested.
237	Project	Delete #10574 (Farmington Road) for $17.3 million as this is a duplicate of #11285	Metro staff	10/15/09	Amend as requested
238	Project	Support for #11116 (Garden Home improvements)	Michael Kisor	10/15/09	No change needed.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
239	Project	Reduce the scope of the Columbia River Crossing project; travel demand projects will not be as high as forecasted due to fuel costs and availability. Focus instead on replacing the railroad bridge and seismic retrofits.	Nellie Korn,	10/15/09	No change recommended. This comment has been forwarded to the CRC project sponsor's council for consideration.
240	Project	Add a statement to RTP that all improvements on ODOT facilities are subject to ODOT approval and must be consistent with ODOT standards (including mobility, design, access, signal warrants, traffic manual standards).	ODOT	10/15/09	Amend as requested,with an added clarification as follows, "Local governments may request design exceptions from ODOT on a case-by-case basis.
241	Project	Include Project 10139 (I-205 Climbing lanes) in the Mobility Corridor Strategy to be developed	ODOT	10/15/09	Amend as requested.
242	Project	Project 11286 (OR 43 Terwilliger/Tryon Creek Bridge) ODOT recently improved the culvert here, it is unclear whether the bridge still needs to be replaced.	ODOT	10/15/09	Amend as requested.
243	Project	Project #10127 (OR 43 Improvements) - update description to reflect city-adopted conceptual design plan	ODOT	10/15/09	Amend as requested.
244	Project	Project 11284 (Farmington Road) - update to list as an ODOT facility and reconcile with project #10574 which appears redundant.	ODOT	10/15/09	Amend as requested.
245	Project	Reconcile the following overlapping or redundant projects: #10219 (Argyle on the Hill) and #10874 (Deltal Park Phase 2), #10141 (I-205/OR 213 interchange Phase 1) and #11180 (OR 213/Washington St); #10155 (Wilsonville Road/I-5 ramps) and #11071; #10734 (I-205SB to I-5 SB) duplicates #10872; and #10600 (US 26/Shute Road Interchange) and #11178 (US 26/Shute)	ODOT	10/15/09	Amend as requested.
246	Project	Remove ODOT as co-nominator on the following projects: #10248 (S. Waterfront), #10286 (Ped. Overpass),#10316 (Halsey Bridge), and #10335 (42nd Avenue Bridge).	ODOT	10/15/09	Amend as requested.
247	Project	Remove ODOT as co-nominator and list ODOT as facility owner on the following projects: #10259 (Powell Multi-Modal improvements), #10228 (82nd/Columbia), #10173 (Macadam ITS), #10175 (Yeon ITS), #10182 (St. Johns Ped District), #10235 (South Portland), #10255 (Macadam/Curry intersection), #10282 (Barbur/Capitol/Huber/Taylors Ferry), #10283 (Barbur Multi-Modal), #10285 (Barbur Multi-Modal), #10291 (82nd Avenue), #10309 (Macadam Multi-modal) and #10332 (Lombard ITS).	ODOT	10/15/09	Amend as requested.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
248	Project	Remove ODOT as owner/operator from the following projects: #10114 (Sunrise parkway), #10852 (95th/Boones Ferry), #10383 (I-84/Us 26 connections), #10160 (Lloyd district access), #10163 (I-5/Gibbs), #11342 (I-5/99W southern arterial interface)	ODOT	10/15/09	Amend as requested.
249	Project	List ODOT as the facility owner/operator on the following projects: #10545 (OR 10/Oleson), #10018 (82nd Avenue), #10138 (OR 212), #11172 (OR 43 Bike connection), #10098 (OR 99E), #11198 (Portland-Milwaukie Active transportation Project), #10245 (Steel Bridge), #10287 (West Portland) with City, #10299 (Lombard), #11324 (Barbur Bridges), #11826 (82nd/Columbia) with city, #10803 (TV Highway Signal), #10780 (OR 47 intersection), #11136 (TV Highway/209th), #11137 (TV Highway/Century) with City, #11279 (US 26/185th) with county, #11220 (Hall), #11223 (Hall/Hunziker/Scoffins) with City, #10723 (OR 99W), #10732 (Boones Ferry), #10743 (OR 99W), and #10595 (Hall).	ODOT	10/15/09	Amend as requested.
250	Project	Update cost estimates for the following projects to be more accurate with ODOT's most recent estimates: #10014 (82nd) should be $13.6 million, #11242 (I-205/10th St.), #10545 (OR 10/Oleson) should be $40 million)	ODOT	10/15/09	Amend as requested.
251	Project	Revise project description for Project # 10343– West Hayden Island Crossing as follows, "Provide primary access to Port's Marine Development and secondary access to existing development of Hayden Island, if it is determined through the West Hayden Island planning process that development of this portion of the island is an appropriate location for a bridge."	Portland Bureau of Transportation	10/15/09	Amend as requested.
252	Project	Save taxpayer money - don't replace the I-5 bridges; build a third bridge downstream near the BNSF railroad bridge to connect SW Washington to Washington County.	Ron Swaren	10/13/09	No change recommended. This comment has been forwarded to the CRC project sponsor's council for consideration.
253	Project	More transit is needed between Clackamas County and Washington County via I-205. There is no transit connection between the Green Line at Clackamas town center station and the WES commuter rail station. Many thousands of commuters drive from homes in Claclkamas County to jobs in Washington County.	Stephan Lashbrook	10/15/09	No change recommended. TriMet has submitted a project (11332) that will build (in-lane) BRT along I-205 from Clackamas to Tualatin.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
254	Project	Change the action under the heading Park&Ride Traveler Information (page 21 of draft plan) to read "Add Park&Ride feature to a future TriMet multi-modal trip planning tool. The project will focus on Park&Ride lots that are at capacity in order to direct users to the next best Park&Ride. The tool might be based on estimates or real-time parking space availability (e.g., models and/or sensors) depending on project needs and investment decisions."	TransPort and RTO Subcommittee	10/8/09	Amend as requested.
255	Project	Add a new action under transportation demand management that says "Parking management – This action serves as a placeholder for developing a larger-scale parking management action aimed at reducing peak-period congestion while promoting access to areas served by non-auto transportation options (transit, bike, walk and rideshare). The action will include public education, resources for enforcement of existing parking management strategies and increasing technology for variable pricing at existing parking meters, and opportunities for suburban jurisdictions to advance parking management strategies. The action must begin to take into account possible negative effects such as business impacts, spillover into adjacent neighborhoods and socio-economic impacts."	TransPort and RTO Subcommittee	10/8/09	Amend as requested.
256	Project	Add a statement to Arterial Corridor Management project description for each mobility corridor that addresses the addition or upgrade of traffic signage.	TransPort and RTO Subcommittee	10/8/09	Amend as requested.
257	Project	"Project lists were created using the six desired outcomes for a successful region and the JPACT-endorsed draft performance targets" (Chap. 3, p. 14). In our case, project selection was more based upon local needs, priorities and funding targets rather than outcomes, refinement criteria and performance targets.	Washington County	10/15/09	No change recommended. Local jurisdictions used the six desired outcomes for a successful region and the JPACT-endorsed draft performance targets as a framework for bringing forward projects. The idea was that the prioritization of local needs based on the funding targets would use the outcomes and targets to guide decision-making.
258	Project	Chapter 3, Page 15 "Less than twenty percent of the projects focus on the bicycle and pedestrian system." We are not sure this is a true statement. In figure 3.4, Bike/Ped is 18%, Regional Trail is another 7%, plus a significant proportion of the roads and bridges investment will be for bike-lanes and sidewalks. We would assume that regional trail, and Bike/Ped are in fact the same mode.	Washington County	10/15/09	The following revised language was recommended by TPAC on Nov. 2 and MTAC on Nov. 4. Amend as requested. The language will be changed to reflect that ~~18%~~ 25% of the projects are focused solely on the bicycle and/or pedestrian systesm. ~~The regional trail system is a separate RTP system, different than the RTP bicycle and pedestrian systems.~~
259	Project	Project #10555 has been completed. Delete from the project list.	Washington County	10/15/09	Amend as requested.
260	Project	For project #10569 no cost is shown. Insert a project cost of $17,611,000.	Washington County	10/15/09	Amend as requested.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
261	Project	Project #10579 has the incorrect project limits (119th Ave. doesn't exist). Replace 119th with 117th.	Washington County	10/15/09	Amend as requested.
262	Project	Project #10598 has the incorrect time period. Change it to 2008-2017.	Washington County	10/15/09	Amend as requested.
263	Project	For project #10610 the Regional Center land use is incorrect. Replace it with Town Center.	Washington County	10/15/09	Amend as requested.
264	Project	For project #10613, 119th Ave. doesn't exist, so replace it with 117th.	Washington County	10/15/09	Amend as requested.
265	Project	For project #11093 no cost is shown, but project is already funded with $650,000 in ARRA funds. Reflect this in the project cost.	Washington County	10/15/09	Amend as requested.
266	Project	For project #11233 no cost is shown. Insert a project cost for $13,576,000.	Washington County	10/15/09	Amend as requested.
267	Project	For project #11234 no cost is shown. Insert a project cost for $19,096,000.	Washington County	10/15/09	Amend as requested.
268	Project	For project #11235 no cost is shown. Insert a project cost for $25,673,000.	Washington County	10/15/09	Amend as requested.
269	Project	Project #10575 should reflect West Union to Cornelius Pass Improvements, Cornelius Pass to 185th, Arterial, Provide congestion relief, Widen from 2 to 5 lanes with bike lanes and sidewalks, $26,192,000, 2026-2035, Neighborhood not shown. Insert project as described with no federal priority.	Washington County	10/15/09	Amend as requested.
270	Project	Project #10594 should reflect Greenburg Rd. Improvements, Gomartin Ln. to Washington Square Dr., Arterial, Provide congestion relief, Widen to five lanes with bike lanes and sidewalks, $15,547,000, 2026-2035, Regional Center. Insert project as described with no federal priority.	Washington County	10/15/09	Amend as requested.
271	Project	For project #10598, 2018-2025 time period is incorrect. Replace with 2008-2017.	Washington County	10/15/09	Amend as requested.
272	Project	Project #10687 should reflect Sherwood, Sherwood, South Loop Rd., 99W to 99W, Local, Provide congestion relief, Construction of 2 lane frontage road, $3,410,000, 2018-2025, Employment area not shown. Insert project as described with no federal priority.	Washington County	10/15/09	Amend as requested.
273	Project	Project #10697 should reflect Sherwood, Sherwood, 2040 Corridor Pedestrian Improvements, Completes gap in pedestrian system, Sherwood Blvd., Edy Rd., Oregon St. pedestrian upgrades, $3,026,000, 2018-2025, 2040 corridor. Insert project as described with no federal priority.	Washington County	10/15/09	Amend as requested.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
274	Project	No cost was provided by Tualatin or shown on sheet for project #10734. Please obtain and show a project cost.	Washington County	10/15/09	Amend as requested.
275	Project	Project #10728 has a cost of $78,000 and is less than $1 million minimum put forth for projects as part of the RTP. Should this be bundled with other projects to reach a minimum threshold?	Washington County	10/15/09	Amend as requested.
276	Project	Project #10711 has a cost of $307,000 and is less than $1 million minimum put forth for projects as part of the RTP. Should this be bundled with other projects to reach a minimum threshold?	Washington County	10/15/09	Amend as requested.
277	Project	Project #10777 is the same as #10795. Delete project.	Washington County	10/15/09	Amend as requested.
278	Project	Project #10780 was submitted with $8,300,000 in Financially Constrained funds and another $3,000,000 in State RTP funds. If total $11,600,000 cannot be accommodated under Federal Priority cap then shown remaining $3 million under State RTP cap.	Washington County	10/15/09	Amend as requested.
279	Project	Project #10783 was submitted under Financially Constrained cap and project list should reflect it as a federal priority.	Washington County	10/15/09	Amend as requested. Metro staff will work with Washington County staff to bundle projects.
280	Project	Project #10802 has a cost below $1 million minimum. Could it be bundled with Project #10803?	Washington County	10/15/09	Amend as requested. Metro staff will work with Washington County staff to bundle projects.
281	Project	Project #10803 has a cost below $1 million minimum. Could it be bundled with Project #10802?	Washington County	10/15/09	Amend as requested. Metro staff will work with Washington County staff to bundle projects.
282	Project	Project #10804 has a cost below $1 million minimum. Could it be bundled with another project?	Washington County	10/15/09	Amend as requested. Metro staff will work with Washington County staff to bundle projects.
283	Project	Project #10807 has a cost below $1 million minimum. Could it be bundled with Project #10808?	Washington County	10/15/09	Amend as requested. Metro staff will work with Washington County staff to bundle projects.
284	Project	Project #10808 has a cost below $1 million minimum. Could it be bundled with Project #10807?	Washington County	10/15/09	Amend as requested. Metro staff will work with Washington County staff to bundle projects.
285	Project	Project #11245 has a cost below $1 million minimum. It needs to be bundled with a similar project and shown as a federal priority.	Washington County	10/15/09	Amend as requested. Metro staff will work with Washington County staff to bundle projects.
286	Project	Project #11246 has a cost below $1 million minimum. Bundle Projects #11246-#11250 together as pedestrian infill and show as federal priority.	Washington County	10/15/09	Amend as requested. Metro staff will work with Washington County staff to bundle projects.
287	Project	Project #11247 has a cost below $1 million minimum. Bundle Projects #11246-#11250 together as pedestrian infill and show as federal priority.	Washington County	10/15/09	Amend as requested. Metro staff will work with Washington County staff to bundle projects.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
288	Project	Project #11248 has a cost below $1 million minimum. Bundle Projects #11246-#11250 together as pedestrian infill and show as federal priority.	Washington County	10/15/09	Amend as requested. Metro staff will work with Washington County staff to bundle projects.
289	Project	Project #11249 has a cost below $1 million minimum. Bundle Projects #11246-#11250 together as pedestrian infill and show as federal priority.	Washington County	10/15/09	Amend as requested. Metro staff will work with Washington County staff to bundle projects.
290	Project	Project #11250 has a cost below $1 million minimum. Bundle Projects #11246-#11250 together as pedestrian infill and show as federal priority.	Washington County	10/15/09	Amend as requested. Metro staff will work with Washington County staff to bundle projects.
291	Project	Project #11251 has a cost below $1 million minimum. It needs to be bundled with a similar project and shown as a federal priority.	Washington County	10/15/09	Amend as requested. Metro staff will work with Washington County staff to bundle projects.
292	Project	For project #10812, 2008-2010 time period not consistent with instructions. Replace with 2008-2017.	Washington County	10/15/09	Amend as requested.
293	Project	For project #10813, 2009-2014 time period not consistent with instructions. Replace with 2008-2017.	Washington County	10/15/09	Amend as requested.
294	Project	For project #11134, 2011-2013 time period not consistent with instructions. Replace with 2008-2017.	Washington County	10/15/09	Amend as requested.
~~295~~	~~Project~~	~~Add a six-lane OR 217 project to the state RTP strategy for $600 million and corresponding revenue assumptions to cover this new project. This is a planned project that came from the OR 217 corridor study and past RTPs and current local plans have assumed this project to be planned for the purposes of future land use decisions. The project is consistent with throughway concept in draft RTP.~~	~~Washington County Coordinating Committee~~	~~10/7/09~~	This comment and recommendation was moved to be discussion item #20 in Exhibit F. ~~No change to RTP project list recommended. This comment will be addressed as part of the mobility corridor strategy documentation work that will be conducted in Winter 2010. All 24 mobility corridors will have a corridor strategy included as part of a new chapter in the final RTP. The mobility corridor strategies will define needs and outline the next steps for near-term, medium term and long term investments. The mobility corridor strategy will be developed in partnership with local, regional and state agencies in Winter 2010, prior to final adoption of the plan in June 2010. The potential solutions and costs will be documented in that effort - including the planned system recommended by the OR 217 corridor study.~~

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
296	Project	Add the following projects to the Federal Priority List: 10283 Barbur Blvd, SW (3rd - Terwilliger): Multi-modal Improvements - Construct Improvements for transit, bikes and pedestrians. Transit improvements include preferential signals, pullouts, shelters, left turn lanes and sidewalks. 10285 Barbur Blvd, SW (Terwilliger - City Limits): Multi-modal Improvements - Complete boulevard design improvements including sidewalks and street trees, safe pedestrian crossings, enhance transit access and stop locations, traffic signal at Barbur/30th, and bike lanes (Bertha - City Limits). 11324 Barbur Bridges - For seismic upgrades, reconstruction and bike and ped. facilities. - separate this project into two projects so that completing bike and pedestrian gaps south of Naito Parkway can be completed) Split project #10227 (Stephenson/Boones Ferry Road) into two projects so the intersection improvement can be included in the Federal priorities list. Add the following Portland TSP projects into the State RTP: SW Multnomah Boulevard, SW Boones Ferry Road, SW Huber, SW 19th, SW 19th and SW Spring Garden Road.	web survey, Southwest Neighborhoods, Inc, Kay Durtschi	10/15/09	TPAC discussed this item on November 20 and recommended the following amendments: (1)Split project #10227 (Stephenson/Boones Ferry Road) into two projects and retain both in federal priorities list as follows: #10227 SW STephenson/Boones Ferry Intersection: Improve and signalize the intersection at SW Stephenson and SW Boones Ferry Road ($1,438,592); (2) Add new Project SW Stepheneson Multimodal improvements (Boones Ferry Road to 35th Avenue): Install bikeway and pedestrian facilities ($2,374,408;) (3) Add SW Multnahman Boulevard (Barbur to 45th Avenue to the State RTP list asdescribed in recommendation #204; and (4) Add new project Boones Ferry Road BIkeway (terwilliger to City limits): Retrofit bike lanes to existing street ($9,967,000) ~~No change recommended.~~ Given limited money, ODOT investment priorities focused on maintaing mobility in the region's freeways and freight routes. ODOT encouraged local governments to bring projects forward for state-owned facilities. The city of Portland submitted an Active Transportation Demonstration Project for SW Barbur Blvd. to Metro for consideration. PBOT decided to wait for the outcome of this process before adding these projects to the Federal Priority list. The projects could be amended to the Federal Priority List is this grant is funded. The Barbur Bridges project (#11324) is a new project for the State list. All of the Barbur Projects were a priority for the SWNI and were included in the State list of RTP projects. The I-5/SW Barbur Blvd./OR 99W corridor is recommended for future refinement planning to determine the general location of HCT proposed for this corridor as well as a long-term solution to address identified needs for all modes of travel. Additional analysis in this area may indicate additional needs and could modify projects and investment priorities for this corridor. There are a number of projects in SW Portland on the Federal Priority Project List. These include: three projects on Capitol Highway, plus Garden Home Road, city-wide sidewalk infill, and SW sidewalk infill. ~~These comments have been forwarded to the city of Portland and ODOT for consideration as part of finalizing recommended changes to the draft RTP as well as future TSP work the City of Portland will do as a follow-on to the RTP.~~ The transit comments have been forwarded to TriMet for consideration as part of
297	Project	Add #10845 (Construct Evergreen Parkway as 3 lane facility from Glencoe to Hornecker Road) into RTP for $12.5 million.	City of Hillsboro	10/15/09	Amend as requested.
298	Project	Project # 10343 - West Hayden Island bridge - This project was recently reaffirmed by the City Portland contingent upon the West Hayden Island planning process. Until that process is completed, it is premature to include in the RTP, displacing many other important projects.	Coalition for a Livable Future	10/15/09	No change recommended. These comments have been forwarded to the city of Portland and Port of Portland for consideration as part of finalizing recommended changes to the draft RTP as well as future TSP work the City of Portland will do as a follow-on to the RTP.
299	Project	There is a need to reopen discussion of the westside bypass connecting I-5 to US 26 in western Washington County. This will become increasingly important as the urban reserves process moves forward.	Greg Miller, James Sullivan	9/21/09	No change recommended. The 2035 RTP identifies the need for addressing rural arterials that operate outside of the UGB. It is an outstanding issue that will be addressed as the urban and rural reserves process is resolved at the end of 2010.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
~~300~~	~~Projects~~	~~Supports Sunnybrook extension project (#10019) . This road will help alleviate traffic problemms at Sunnyrside and Harmony roads. Currently OIT's only access point (Harmony Rd) is crowded and dangerous. The Sunnybrook extension would provide another access point. This project will be a major contributing factor in OIT's decision about its ability to expand class offerings in the east metro region and make future investments at the Harmony Campus location.~~	~~City of Happy Valley City Council, Oregon Institute of Technology, Clackamas County Community College~~	~~10/1/09, 10/12/2009 and 10/13/09~~	No change recommended. TPAC recommended this item be moved to Exhibit F for JPACT discussion.
301	Projects	Amend the RTP project list with updated cost estimates and project descriptions for multiple projects within Clackamas County.	Clackamas County	10/6/09	Amend as requested.
302	Projects	Add Springwater Trail (Rugg Rd to Boring) to financially constrained project list as it has already received TE funding, but construction has not been obligated.	Clackamas County	10/6/09	Amend as requested.
303	Projects	Add three new Sunrise-related projects to the financially constrained project list: Sunrise Multi-use trail, OR 212/224 and Milwaukie Expressway	Clackamas County	10/6/09	Amend as requested with other project list refinements to keep within the federal priorities funding target for Clackamas County.
304	Projects	It is difficult to bike from the west side into downtown Portland. It would be great if long term we had a bike route that ran from Sylvan to either Goose Hollow or Portland State area. I clearly would double or triple the amount of times I ride my bike to downtown Portland.	Jeff Hollister	9/11/09	No change recommended. This connection is part of the long-term regional vision for the bicycle system. The Regional Bicycle Network map (Fig 2.22) shows a future regional trail paralleling US 26 which would connect Sylvan to Goose Hollow. No RTP project has been identified to build this connection. The City of Portland has included this connection in their Bicycle Master Plan as a future "Major City Bikeway," but has not yet identified a construction project. This comment has been forwarded to the City of Portland for consideration.
305	Projects	Add Trolley Trail (already funded project) to RTP Financially Constrained list, since its final phase of construction has not yet been obligated. Document in our financial accounting that we're carrying forward old $ ($4.5 million).	Metro Staff	10/14/09	Amend as requested.
306	Projects	Amend the financially constrained RTP project list to include a list of rail projects and amend the City of Portland/Port of Portland revenue tables to reflect an additional $71.954 million dollars in Port/private funds.	Port of Portland	9/28/09	Amend as requested.
307	Projects	Add six identified rail projects to the Fiscally Constrained RTP project list	Port of Portland	10/15/09	Amend as requested. These have been reviewed by the Freight Task Force and were also submitted by the Task Force as recommended changes.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
~~308~~	~~Projects~~	~~Several comments requesting that Metro remove the Sunnybrook extension project (#10019) from the RTP because of environmental and traffic impacts of the road; 3 creeks natural and rare native old growth White Oak trees (300-500 years old) are in the project area, which provide needed canopy and drainage control.~~	~~Steve Berliner, Friends of Kellogg & Mt. Scott Creeks Watershed; Pat Russell, North Clackamas Citizens Association; Catherine Blosser & Terrence Dolan, Susan Shawn, Urban Green, Friends of North Clackamas Parks, North Clackamas Urban Watersheds Council; Dolly Macken-Hambright, Linwood Neighborhood Association, The Grove Homeowner's Association; Richard Till; Dick Shook; Christopher Swain, David Aschenbrenner; Patricia Holloway, Southgate Planning Association; Lynne Gibbons; Greg Ciannella; Lewis Miller; Walker Leiser; Matt Krueger; Jan Esler-Rowe; Michele Eccleston; Daniel Platter; Donald Wiley; Jeremy Person; Alex Bigazzi; Sean Sweeney; Genevieve Layman; Debbie Reynolds; Kathleen Mcfarlane; Matt Krueger, Grey to Green Tree Canopy Program - City of Portland Environmental Services; Chris Runyard; City of Milwaukie~~	~~9/15 - 10/15/09~~	No change recommended. On Nov. 4 and Nov. 18, MTAC and MPAC recommended approval of this recommendation as part of approving Exhibit G as a package. On November 20, TPAC recommended this comment be moved to Exhibit F for JPACT discussion.
309	RTP System Maps	Revise map on page 33 of Chapter 2 to show Allen Boulevard west of Hall Boulevard as a minor arterial.	City of Beaverton	10/15/09	Amend as requested.
310	RTP System Maps	Revise Figure 2.15 to designate SE Harrison/SE Main as a major bus stop, not a transit center	City of Milwaukie	10/14/09	Amend as requested.
311	RTP System Maps	Revise Figure 2.15 to Lake Road/21st as a planned LRT station	City of Milwaukie	10/14/09	Amend as requested.
312	RTP System Maps	Amend Figure 2.12 Arterials & Throughways system map text box in East Multnomah County to read: "A proposed I-84/US 26 corridor refinement plan will define the long-term mobility strategy for the East Multnomah County area, including an analysis of 181st/182nd, 223rd/Fairview Parkway, 242nd/Hogan, and 257th/Kane, in accordance with the 2007 MOU."	East Multnomah County Transportation Committee	10/5/09	Amend as requested.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
313	RTP System Maps	Amend Figure 2.12 Arterials & Throughways system map text box arrow in East Multnomah County so that it does not point directly to the 242nd ROW. Add arrows pointing to all four facilities (181st, 223rd, 242, 257th), or just include arrows pointing toward the outer boundaries of study area - 181st and 257th.	East Multnomah County Transportation Committee	10/5/09	Amend as requested.
314	RTP System Maps	Change functional class of 242nd/Hogan Rd from Principal arterial to major arterial to be consistent with other North/South arterials in the area & remove bias from future corridor refinement plan. Include dashed line showing proposed connection to US 26 at southern end of rd should be included on all maps that show the dashed line connection to I-84 at the northern end.	East Multnomah County Transportation Committee and Multnomah County	10/5/09, 10/15/09	Amend as requested.
315	RTP System Maps	Amend transit system map (Fig 2.15) to include Frequent Bus service on Mcloughlin on Mcloughlin (south of Milwaukie) and Barbur (downtown Portland to Sherwood).	Metro Staff	10/14/09	Amend as requested.
316	RTP System Maps	Chapter 2, Figure 2.12, Consolidate rural arterials designated on Figure 2.10 into a single "rural arterial" designation to acknowledge the role of this network in carrying urban to urban trips and moving goods produced in the rural areas to their market.	Metro staff	10/12/09	Amend as requested. In addition, update unresolved issue on this topic to defer a broader policy discussion on rural arterials to follow the urban and rural reserves designation process. Parts of the rural arterial network will be critical providing the base transportation infrastructure for areas that are designated as urban reserves.
317	RTP System Maps	Update throughway and arterial network map (Figure 2.12) as follows, designate state facilities located outside the UGB and that connect to neighboring communities as principal arterials (e.g., OR 213, OR 224, US 26, OR 99W); remove Damascus parkway designation and designate OR 212 from Sunrise Project to US 26 as principal arterial, but retain text box describing refinement planning that is underway through the OR 212 study and Damascus TSP; and consolidate all principal arterial designations into a single designation rather than reflecting different design types which will be identified in Figure 2.10.	Metro staff	10/15/09	Amend as requested.
318	RTP System Maps	Review and refine street design designations for North Denver, OR 99E north of Lombard and OR 99E north of Milwaukie.	Metro staff	10/15/09	Amend as requested.
319	RTP System Maps	Amend functional class map to include roads that connect the urban network to the rural network - SE Stark (257th to where it becomes rural arterial) SE Division and/or SE Powell Valley Rd (257th to where they become a rural arterial).	Multnomah County	10/15/09	Amend as requested.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
320	RTP System Maps	Chapter 2, page 26, Figure 2.10, Regional Design Classifications and Page 33, Figure 2.12, Arterial and Throughway Network: correct inconsistencies between these two figures, e.g. a segment of TV Highway is designated a Highway on Figure 2.12, but a Street on Figure 2.10. The legend of Figure 2.10 should identify Freeways, Highways and Parkways as Throughways, and Boulevards and Streets as Arterials.	ODOT	10/15/09	Amend as requested. Tualatin Valley Highway should be designated as a throughway design from Murray Boulevard to Brookwood, consistent with the principal arterial functional classification designation. The long-term classification of this route should be further considered as part of the TGM-funded corridor study for Tualatin Valley Highway.
321	RTP System Maps	Amend transit system map (Fig 2.15) to include all existing Frequent service plus lines included in 2010 TIP: new service in TIP includes: Line 76 -NEW (Beaverton TC to Tualatin), Line 31 – EXTENSION (Milwaukie TC to 152nd), Line 54 - EXTENSION (Beaverton TC to Scholls Ferry Rd.), Line 35 - NEW (Oregon City TC to Portland Mall), Line 12 - EXTENSION (Durham Rd. to Sherwood), Line 79 - NEW (Clackamas TC to Oregon City TC), and Line 87 – NEW (NE Sandy to SE Powell).	TriMet	10/15/09	Amend as requested.
322	RTP System Maps	Amend transit system map (Fig. 2.15) to add new classification: "On-street BRT."	TriMet	10/15/09	Amend as requested.
323	RTP System Maps	Amend transit system map (Fig 2.15). Show new classification "On-Street BRT" along Powell to 92nd Ave and then cutting over to Division from 92nd to Gresham (replacing Divison's Frequent Bus designation east of 92nd). Also, show "On-Street BRT" along I-205 from Clackamas to Tualatin	TriMet	10/15/09	Amend as requested.
324	RTP System Maps	Amend transit system map (Fig 2.15). Regional bus routing of line 67 appears to take an incorrect route. Also, delete line-work showing a regional bus route and major bus stop on 234th south of Tualatin Valley Highway. This is a map error.	TriMet	10/15/09	Amend as requested.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
325	RTP- Policy	Pg. 58: (First paragraph) Freight rail is very important to our region. At the same time, long stretches of linear ROW is a rare commodity, and we should encourage that it be shared when possible. The language of this report should not assume a conflict between uses or that freight rail would suffer. We suggest the following change: "Freight rail is currently at or near capacity, and so has little room to handle more traffic without additional investment in rail mainlines, yard and siding capacity. These constraints will worsen as freight volumes at the region's ports and intermodal facilities increase. Right-of-way should be considered for multiple uses such as freight rail, passenger rail and trails, but analysis must include long-term needs for existing freight and freight rail expansion to ensure that necessary future capacity is not precluded."	TriMet	10/15/09	Amend as requested with this modification: last sentence should read: "Whenever right-of-way is considered for multiple uses such as freight rail, passenger rail and trails, analysis must include long-term needs for existing freight and freight rail expansion to ensure that necessary future capacity is not compromised."
326	RTP- Clarification (same issue on p. 1 of Freight Plan)	Pg. 53: The blue box states that "One of five statewide jobs relies on an effective transportation network for operations." One could argue that all jobs rely on an effective transportation network for operations. Be clear about what is being stated. Is it one in five statewide jobs relies on a transportation network to transport goods?	TriMet	10/15/09	Amend as requested in both RTP and Freight Plan (p. 1)-- "One of five statewide jobs relies on an effective transportation network to move goods."
327	RTP-Freight Policy	suggestion is made to be more specific about green technologies, On page 58 of RTP Chapter 2.5.4, at the end of the sentence "It is important to ensure that the multimodal freight transportation system supports the health of the economy and the environment by pursuing clean, green and smart tecchnologies and practices" add the words, "for example, by continuing to support/fund Cascade Sierra Solutions in providing diesel emission reduction technologies, etc."	City of Portland	10/15/09	Accept recommended change, with slight modification by adding new sentence following the last sentence on p. 58: "Details of the most promising technologies and practices will be developed as part of the Regional Freight Plan's elaboration of a freight action plan, as identified in Chapter 10 of that plan; however examples could include support for Cascade Sierra Solutions to provide diesel emission reduction technologies in the region."
328	TSMO plan	Corridor 10 - Revise description to Portland to Milwaukie LRT, recognize that the area's well-connected street network has been disrupted due to existing and historic railroad right-of-way,	City of Milwaukie	10/14/09	Amend as requested.
329	TSMO plan	Corridor 11 - Add Railroad Avenue as a parallel arterial and note that mainline freight rail alignment is an additional barrier to street connectivity.	City of Milwaukie	10/14/09	Amend as requested.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
330	Unresolved Issues	Add to section 5.8.10 Best Design practices in transportation recognizing that the update to the guidebooks will incorporated designs for low-volume bicycle boulevards, alternate designs for high volume arterial streets (e.g. cycle tracks) and regional trails. The guidelines will also address the added design elements that are needed when these facilities serve as a bicycle parkway route, e.g. bicycle priority treatments and strategies for avoiding bike/ped conflicts.	Metro Staff	10/15/09	Amend as requested.
331	Unresolved Issues	Metro staff should research and recommend improved evaluation tools and criteria for policy-making and priority-setting in order to better understand how low-income, minority, disabled and elderly populations are being served by transportation policies & investment decisions.	Multnomah County, Coalition for a Livable Future	10/15/09	Amend Chapter 5 to add an unresolved issue, which describes that this follow-up work is needed prior to the next RTP update. This work will be a component of Metro's efforts to enhance the region's commitment to better address equity and federal Environmental Justice requirements.
332	Unresolved issues	A number of remaining tasks remain within a short timelines and limited resources. A consolidated task by task timeline of how the region gets to final adoption of the RTP in June 2010 would be helpful to have agencies plan for participation in the remaining work within Metro's available resources. If it is unrealistic, the timeline should be adjusted.	City of Beaverton, City of Portland, City of Tualatin	10/15/09, 10/15/09	Staff is working on this and bring a consolidated schedule and more detailed summary of tasks to be completed for consideration.
333	Unresolved issues	There are considerable unresolved issues identified in the draft plan. We urge these issues to be addressed before acceptance of the plan in Dec. '09 and final adoption in 2010. Commitments to address issues that cannot be resolved by Dec. '09 or 2010 must be included in the language that accepts and eventually adopts the plan.	City of Portland, Washington County	10/15/09	Staff is working on this and bring a consolidated schedule and more detailed summary of tasks to be completed for consideration.
334	Unresolved issues	The region should move forward with acceptance and final adoption of the RTP but commit to addressing the issues that cannot be resolved by Dec. '09 or final adoption in 2010 prior to the next RTP update.	TriMet, Multnomah County	10/15/09	The following revised language was recommended by TPAC on Nov. 2 and MTAC on Nov. 4. Staff is working on this and bring a consolidated schedule and more detailed summary of tasks to be completed for consideration.~~No change needed. The region intends to implement the Regional Freight Plan in such a way as to retain companies like Sun Microsystems.F349~~
335	Glossary	Page 1 - Alternative Transportation Mode: We should be moving away from this term. It indicates that the primary mode of transportation is the auto and all others are secondary.	TriMet	10/15/09	Amend as requested to remove references to "alternative transportation modes" in glossary and throughout document.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
336	Glossary	Pg. 3 - Revise Bus Rapid Transit (BRT) definition as follows, "Bus Rapid transit service uses high capacity buses in their own guide way or mixed in with traffic, with limited stops and a range of transit priority treatments to provide speed, frequency, and comfort to users. This service typically runs at least every 15 minutes during the weekday and weekend mid-day base periods though frequencies may increase or decrease for individual applications and based on demand. Stops are generally spaced one-quarter mile apart or more. Most stops have significant and easily identifiable passenger infrastructure, including waiting areas that are weather protected. Additional passenger amenities at stops may include real-time schedule information, trip planning kiosks, ticket machines, special lighting, benches, and bicycle parking."	TriMet	10/15/09	Amend as requested.
337	Glossary	Pg. 7: - Revise Frequent Bus definition as follows, "Frequent bus service offers local and regional bus service with stops approximately every 750 to 1000 feet, ~~that runs more frequently than bus rapid transit, but is slower because it makes more stops,~~ providing corridor service rather than nodal service along selected arterial streets. This service typically runs at least every 15 ~~10~~ minutes throughout the day and on weekdays though frequencies may increase based on demand. and It can include transit preferential treatments, such as reserved bus lanes and transit signal priority, and enhanced passenger infrastructure along the corridor and at major bus stops, such as covered bus shelters, curb extensions, special lighting, and median stations."	TriMet	10/15/09	Amend as requested.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
338	Glossary	Pg. 11: Revise Light Rail Transit (LRT) definition as follows, "In this region, Light Rail Transit (LRT) is TriMet's MAX service. ~~A frequent Light Rail Transit (LRT)~~ It is a system of modern passenger rail cars operating on a fixed guidway within an exclusive or semi-exclusive right-of-way, ~~or in the street with mixed traffic, connecting the central city with regional centers~~. LRT serves the Central City and Regional Centers as well as ~~also serves~~ station communities and may serve town centers and corridors. ~~and~~ In addition, LRT serves regional public attractions such as the Washington County Fair Grounds, Civic Stadium, the Oregon Convention Center, Oregon Zoo, Metropolitan Exposition Center and the Rose Garden. LRT service typically runs at least every 15 minutes ~~during midday base periods~~ throughout the day. It operates with limited stops and operates at higher speed outside of downtown Portland. ~~Light rail cars are commonly~~ MAX is powered by overhead electric lines though some systems in other regions are powered by on-board diesel or electric motors. Main elements include rail vehicles, rail tracks, overhead electric lines, modern rail stations, signal priority at intersections, and integration with transit-oriented development strategies..."	TriMet	10/15/09	Amend as requested.
339	Glossary	Pg. 12: Revise Local Bus definition as follows, "Local bus lines provide access to public transit within neighborhoods, commercial districts and some industrial areas, and often provide access to 2040 Target Areas and the remainder of the regional transit system. Local transit services are characterized by frequent stops along the route, with stops spaced every 750 to 1000 feet. Service levels vary, but often range from 30 to 60 minute headways through the day with more frequency during the peak periods to meet demand. Weekend and evening service levels are typically policy, not demand based.	TriMet	10/15/09	Amend as requested.
340	Glossary	Pg. 12: Revise Local Transit Network as follows, "The local transit network provides basic service and access to local neighborhoods and activity centers as well as to the regional and high capacity transit networks. It also offers coverage and access to primary and secondary land-use components. Transit preferential treatments and passenger infrastructure are appropriate at high ridership locations. Sidewalk connectivity and protected crosswalks are critical elements of the local transit network. This network includes local bus, para-transit, streetcar, and tram."	TriMet	10/15/09	Amend as requested.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
341	Glossary	Pg. 18: Revise Regional Bus as follows, "Bus service that operates on arterial streets with typical headways of 15 minutes during most of the day, though midday headways may drop to 30 minutes. Regional bus may operate seven days per week, but not necessarily based on demand and policy. Stops are generally spaced every 750 to 1000 feet. Transit preferential treatments and passenger infrastructure such as bus shelters, special lighting, transit signal priority and curb extensions are appropriate at some locations such as those with high ridership."	TriMet	10/15/09	Amend as requested.
342	Glossary	Pg. 18: Revise Regional Transit Network as follows, "The network of transit operates primarily on arterial streets. Most services operate at intervals of 15-minute headways or better (all day and weekends when possible) ~~and is intended to operate at higher speeds to better serve longer trips~~. This network also includes preferential treatments, such as transit signal priority and queue bypasses and in some cases exclusive or limited-access lanes. Supportive design treatments and enhanced passenger infrastructure such as covered bus shelters, curb extensions and special lighting are provided at regional transit stops and high ridership locations. This network includes: frequent bus, regional bus, streetcar, transit centers, park and ride lots and regional transit stops."	TriMet	10/15/09	Amend as requested.
343	Glossary	Pg. 19: Revise Regional Transit Stops as follow, "Transit stops that provide a high degree of transit passenger comfort and access. Regional transit stops are located at stops on light rail, commuter rail, rapid bus, frequent bus or streetcar lines in the central city, regional and town centers, main streets and corridors. Regional transit stops may also be located where bus lines intersect providing transfer opportunites or serve intermodal facilities, and major destinations such as ~~maj~~or hospitals, colleges and universities. Regional transit stops may provide real-time schedule information, lighting, benches, shelters and trash cans. Other features may include real time information, special lighting or shelter design, public art and bicycle parking."	TriMet	10/15/09	Amend as requested.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
344	Glossary	Pg. 21: Revise Streetcar as follows, "Fixed-~~route~~ guideway transit service usually mixed in traffic for locally oriented trips within or between higher density mixed-use centers. Streetcar services provide local circulator service and has also served as a potent incentive for denser development in centers. Service runs typically every 15 minutes or better and streetcar routes may include transit preferential treatments, such as transit signal priority systems, and enhanced passenger infrastructure, such as covered real-time schedule information, bus shelters, curb extensions and special lighting. Streetcar is distinguished from Rapid Streetcar (defined elsewhere) by its operation in generally mixed-traffic lanes and with relatively short stop spacing."	TriMet	10/15/09	Amend as requested.
345	Existing conditions	Pg. 2: For each Chapter, consider listing the associated performance targets that are applicable to the chapter. This will help people understand what the target is and how or if the strategies relate to it.	TriMet	10/15/09	This comment will be addressed as part of finalizing the draft RTP in 2010. It may not be appropriate to list targets for each chapter, but it may be appropriate to link the targets to the system completion policies in Chapter 2 of the plan and the performance measures in Chapter 4.
346	Existing conditions	Pg. 12-19: The movement of freight is very important. There is also more to competing in a global economy than just moving freight efficiently. This section needs more discussion about what is required to make the region competitive. For example, creating a place where top talent and creative minded people is drawn is also important. Consider adding more supporting evidence to make this point.	TriMet	10/15/09	Amend as requested.
347	Existing conditions	Pg. 22: "Participants in a fall 2006 stakeholder workshop that included people who live on the western edge of the Metro urban growth boundary related person experiences of their families, who must walk five miles or more on roads without sidewalks to reach the nearest transit stop. Participants also mentioned the lack of transit connections to other suburbs, where their jobs may be located." While anecdotal evidence is important to gather, it should not be used as primary supporting evidence of how transportation choices are limited. Ninety percent of the region's population is within a half mile of transit. Also, almost any trip can be accommodated with a transfer; not all trips can be accommodated on a single bus route. In our experience when people are concerned about transit coverage in their area, what they are really responding to is less-frequent service or service that requires transfers. In many cases, until and unless there are significant changes in built form, densities, and street and sidewalk connectivity that level of service is all that can be prudently provide.	TriMet	10/15/09	Amend as requested to provide additional suporting evidence.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
348	Existing conditions	Pg. 26: When discussing the Steel Bridge include pedestrian counts in your average daily traffic totals to provide a more complete picture of mobility across the bridge. If none are available, mention this and note that there is significant pedestrian traffic over the bridge.	TriMet	10/15/09	Amend as requested.
349	Existing conditions	Pg. 53: "The expected growth in motor vehicles on the system will increase the need for more and better pedestrian facilities and crossings." This causality seems incorrect. We want to reduce the expected growth in motor vehicle traffic and dramatically increase walking and biking by creating better pedestrian facilities and investing in demand management strategies. For example, the sentence would better read: "If trends continue as they have, the expected growth in motor vehicles on our roads will inhibit the region's goal to become more walkable and bikable. We must begin to provide more and better pedestrian and bike facilities to encourage walking and biking."	TriMet	10/15/09	Amend as requested.
350	Existing conditions	Pg. 54: In the paragraph on Regional bus service, it should refer to 12 frequent bus lines. When we combined names (example Division/Fessenden) this brought the total to 12.	TriMet	10/15/09	Amend as requested.
351	Performance Targets	Pg. 16: Are the interim regional modal targets for all trips or just for peak commute trips? We suggest breaking out the targets for each mode, rather than combining all "non-SOV" trips together into one category. By combining the non-SOV modes together, we do not have an accurate picture of how people are moving. If we want to increase less carbon-intensive modes of traveling, than we should set individual targets for pedestrian, bike, transit, and carpooling trips. An example target would be for each community to have a 20% pedestrian mode share, 15% bike mode share, and a 25% transit mode share.	TriMet	10/15/09	Amend to clarify that the targets are for average daily trips. See Discussion item #2 on performance targets.
352	Policy	Pg. 20: Eight Regional Transportation System Components are listed in the breakout box. They should be listed in the order we would like to prioritize them. For example, if demand management is the first strategy in the congestion management toolbox, then make it the first component listed here. The regional throughway and street network should be listed last. There should be consistency in presenting priorities.	TriMet	10/15/09	No change recommended. The order of the section is not intended to imply priorities.
353	Policy	Pg. 22: Under Centers and Main Streets the very first sentence states, "A diverse, walkable community depends on transportation infrastructure that provides a variety of ways to get around – serving pedestrians, bicyclists, and transit-users as well as drivers." Make it clear that Centers and Main Streets should be optimized for pedestrians, bicyclists, and transit users.	TriMet	10/15/09	Amend as requested.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
354	Policy	Pg. 23: Under Regional Mobility Corridor Concept the last paragraph states, "New throughway and arterial facilities, such as freeway interchanges or widened arterial streets, should not be a barrier to bicycling or walking." New throughway and arterial facilities are naturally barriers to bicycling or walking. The policy should state that widening of arterials should be minimized precisely because it discourages walking and biking, and if new freeway interchanges or other road improvements create a barrier, then design elements, like exclusive bike/pedestrian bridges and short, protected at-grade crossings where safe, should be incorporated to remove the barrier.	TriMet	10/15/09	Amend as follows, "New throughway and arterial facilities, such as freeway interchanges or widened arterial streets, should be designed and constructed in such a manner as to ~~not be a barrier~~ support ~~to~~ bicycling, ~~or~~walking and access to transit."
355	Policy	Pg. 28: There needs to be more direction given on how to design for pedestrians, bicyclists, and transit users. If this is a priority for the region, it deserves more in-depth discussion.	TriMet	10/15/09	No change recommended. More in-depth direction is included in Metro's livable streets handbooks and the pedestrian, bicycle and transit sections of this chapter.
356	Policy	Pg. 30: The first policy "Build a well-connected network of complete streets" does not fully capture the need. Add the following: "…that prioritize safe and convenient pedestrian and bicycle access."	TriMet	10/15/09	Amend as requested.
357	Policy	Pg. 33-34: The discussion should differentiate between the need to move trucks through the region vs. the need to move cars through the region. The plan needs to encourage the flow of truck traffic. More useful than counting the number of vehicles on a facility are measures that track how many people or amount/value of freight travel on a facility.	TriMet	10/15/09	Amend discussion as requested. Current modeling tools limit the region's ability to measure the amount/value of freight travel on a facility. This is one of several areas that enhancements will be be focused on in the future.
358	Policy	Pg. 43: Include Regional Transit Centers and Stations as a type of high capacity transit facility.	TriMet	10/15/09	Amend as requested.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
359	Project	Pg. 15: Figure 3.4 - the RTP Federal priorities by mode chart – shows close to 60% of projects and funding going toward throughways/roads/bridges and very little (1% of projects and less than 1% of funding) going toward ITS/TDM strategies. Furthermore, only 7% of funding is going toward bike/ped and trail improvements. The investment amounts do not match the priorities on walking, bicycling, and transit that other parts of the document emphasize. Pg. 17: Figure 3.6 – What types of projects fall under the "other solutions" category? In general, it would be helpful if you could provide examples of which projects fall under which categories. We suggest adding another column to Appendix A, stating which category the project falls into. Pg. 23: The RTP states, "Road and bridges comprise more than 50 percent of all the projects, but less than fifty percent of the total cost." This is not true if you calculate the roads, bridges, and throughways together. These categories should be counted together.	TriMet	10/15/09	Amend this chapter to better describe different elements of the investment strategy. Future TSP updates will update existing projects and identify new projects to better address the policies emphasized in the RTP.
360	Implementation	Pg. 19: Please clarify: how do the RTP Implementation Benchmarks relate to (1) JPACT endorsed performance targets; (2) RTP system evaluation measures; (3) RTP system monitoring performance measures; and (4) Regional Performance Indicators?	TriMet	10/15/09	Amend as requested.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
361	Regional Transportation Functional Plan	Define Needs: The functional plan appears to be focused primarily on how to facilitate the free-flow of automobile traffic. We suggest placing the need to reduce greenhouse gas emissions and create a more sustainable overall transportation system as the primary needs. Strategy # 1 of the Congestion Management Process: The first strategy of the congestion management process is to manage demand. This priority does not appear to be fully reflected in proposed investments. We suggest that Metro work with individual jurisdictions to seek opportunities to adjust this focus. "No More Than" and "Shall Allow": These terms are suffused throughout the document. While it is important to note what the absolute minimum is to be in compliance, a different value is typically more ideal. Consider adding language to the functional plan that emphasizes preferred values or ranges, then supplement with the minimum or maximum. For example, in Design Standards for Street connectivity on page 5, item C.2 requires developments to have a plan that "Provides full street connections with spacing of no more than 530 feet between connections…" This is a reasonable maximum, but a more ideal value is in the 200-300 foot range.	TriMet	10/15/09	No change recommended. These comments will be addressed as part of finalizing the RTP in 2010.
362	Project	Need to Better integrate and provide for Bicycles, Pedestrians, and Transit Planning: The project list includes many projects that widen roads while adding or at least maintaining bicycle lanes and sidewalks. While the bike lanes and sidewalks are important, they are also generally required. Wider street crossings, more lanes and turning lanes can serve to diminish the quality and safety of the bicycle and pedestrian environment. We urge more efforts to expand the list of projects that add and improve sidewalks, not just widen road facilities.	TriMet	10/15/09	No change recommended. These comments have been forwarded to ODOT, cities, counties and the Port of Portland for consideration as part of finalizing recommended changes to the draft RTP as well as future TSP work the cities and counties will do as a follow-on to the RTP.
363	Policy	Amend Objective 4.4 Demand Management as follows: "Objective 4.4 Demand management – Implement services, incentives and supportive infrastructure to dramatically increase ~~awareness of travel options~~ walking, biking, taking transit, and carpooling."	TriMet	10/28/09	Amend as discussed and recommended by TPAC on November 2 and MTAC on November 4: "Objective 4.4 Demand management – Implement services, incentives and supportive infrastructure to ~~dramatically~~ increase ~~awareness of travel options~~ telecommuting, walking, biking, taking transit, and carpooling, and shift travel to off-peak periods."

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
364	Policy	"Objective 4.5 ~~Value~~ Pricing – ~~Consider and selectively~~ Promote ~~as appropriate~~ a broader application of ~~value~~ pricing as a ~~potential~~ management tool."	TriMet	10/28/09	MTAC recommended approval of the language as proposed on Nov. 4. MPAC recommended approval of the language as proposed on Nov. 18. TPAC recommended the following language as proposed by TriMet and ODOT staff on Nov. 20, "Consider a wide range of value pricing strategies and techniques as a management tool, including but not limit to parking management to encourage walking, biking and transit ridership and selectively promote short-term and long-term strategies as appropriate."
365	Policy	Add a paragraph to Chapter 2, on Page 32 just before Figure 2.11 as follows, "Research and experience have shown that there are optimal street designs for various types of roadways: 2-lane for local streets and collectors, 4-lane for arterials and 6-lane for throughways. Therefore, before adding additional through lanes beyond this optimal configuration, projects must demonstrate that the additional lanes do not compromise the function of the roadway for all modes and that alternative investments are unavailable to address capacity concerns."	Rex Burkholder, Metro Councilor	11/3/09	MTAC and TPAC recommended approval of the following language on Nov. 4 and Nov. 20, respectively, "Research and experience have shown that there are optimal street designs for various types of roadways. ~~2-lane for local streets and collectors, 4-lane for arterials and 6-lane for throughways.~~ Local streets and collectors are planned to consist of 2-lanes with turn lanes, major arterials are planned to consistent of 4-lanes with turn lanes, minor arterials are planned to consist of 2-lanes with turn lanes and throughways are planned to consist of 6-lanes plus auxiliary lanes with grade separated interchanges or intersections. Therefore, before adding additional through lanes beyond ~~this optimal configuration,~~ the planned system, ~~projects~~ plans and studies must demonstrate that the additional lanes beyond the planned system do not compromise the function of the roadway for all modes and that ~~alternative investments are unavailable~~ the planned system of through lanes, transit service, bike, pedestrian and other parallel arterial, operational, system and demand management solutions do not adequately address transportation needs first, prior to considering widening beyond the planned system to address capacity concerns." This language more clearly defines the planned system as required by the transportation planning rule, per comment #126, and the circumstances under which projects may be identified that go beyond the planned system to address identified needs. This language also better links the RTP to federally-required congestion management process and Policy 1G, Major Improvements, of the Oregon Highway Plan.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
366	Policy	Amendment: Link transportation investments to increased diversity of housing Option 1 Revise Objective 1.4 to Goal 1: Foster Vibrant Communities and Efficient Urban Form (chapter 2, p. 8): "Support the preservation and production of affordable housing in the region by giving higher priority to transportation investments for the benefit of those local governments taking measures to increase housing choice for income groups with very limited choices of housing within the jurisdiction." Option 2 Add Objective 1.4 to Goal 1: Foster Vibrant Communities and Efficient Urban Form (chapter 2, p. 8): "Use transportation investments to achieve greater diversity of housing opportunities by linking investments to measures taken by the local governments to increase housing diversity." Option 3 Add Objective 8.3 to Goal 8: Ensure Equity (p. 11): "Use transportation investments to achieve greater diversity of housing opportunities by linking investments to measures taken by the local governments to increase housing diversity."	Robert Liberty, Metro Councilor	11/2/09	MTAC and TPAC recommended Option 3 on Nov. 4 and Nov. 20, respectively. Add Objective 8.3 to Goal 8: Ensure Equity (p. 11): "Use transportation investments to achieve greater diversity of housing opportunities by linking investments to measures taken by the local governments to increase housing diversity." In addition, add a new Objective 8.4 to Goal 8 that states, " Reduce the share of households in the region spending more than 50 percent of household income on housing and transportation combined." Combined these two objectives will support the region's efforts to better link transportation investments to increased housing diversity and providing affordable housing and transportation options for everyone.
~~367~~	~~Project~~	~~Revise the description of the Sunnybrook Road extension, project # 10019, be modified to add the following conditions:~~ ~~• Design the street as a local access connector.~~ ~~• Apply a "practical design" approach.~~ ~~• Include green street elements in the final design of the project.~~ ~~• Minimize environmental impacts of the new street connection during future planning, engineering and construction phases.~~	~~Carlotta Collette, Metro Councilor~~	~~11/5/09~~	Amend as requested. MTAC did not take action on this recommendation as the amendment was provided after the 11/4/09 MTAC action on Exhibit G. On Nov. 18, MPAC recommended approval of this recommendation as part of approving Exhibit G as a package. On. Nov. 20, TPAC recommended this comment be moved to Exhibit F for JPACT discussion.

CONSENT ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
368	Project	Add the following language to Sunset the Columbia River Crossing (CRC) Project by September 1, 2011: "If commitments to fund the Locally Preferred Alternative (LPA) for the Columbia River Crossing project from the federal, state, regional and local governments have not been made, evidenced by an adopted intergovernmental agreement, by September 1, 2011, the LPA shall be withdrawn and funds identified for further study of the project shall be reserved for study of potential alternative investments in the corridor."	Robert Liberty, Metro Councilor	11/2/09	On Nov. 18, MPAC (with Councilor Liberty's support) recommended withdrawing this proposed amendment and deferring a more detailed discussion to January/February 2010 on finance and the CRC project relative to other investment priorities. On Nov. 20, TPAC recommended this item be moved to Exhibit G with the following recommendation, "No action in response to this comment."

ALTERNATIVE MOBILITY STANDARDS

FULL BACKGROUND ON THIS ITEM CAN BE FOUND IN THE GREEN PACKET – EXHIBIT F PAGES 15-18

11/2/09 TPAC AND 11/4/09 MTAC RECOMMENDATION:

- ODOT and Metro staff lead the effort to define alternative mobility standards in coordination with local and regional partners.
- **November - December 2009** - MPAC, JPACT and the Metro Council consider acceptance of the draft RTP (by Resolution).
- **December 2009 – January 2010** – Technical evaluation and documentation of the extent of congestion in the region. This work will involve documenting the inability to meet the current mobility standards and the range of measures and strategies to be considered when developing the proposal.
- **February 2010** – MPAC, JPACT and Metro Council policy discussions on the extent of the congestion problem and the range of measures and strategies proposed.
- **March 2010** –Metro region request forwarded to the OTC for consideration and approval.
- **April – May 2010** – Final public comment period and hearings on RTP.
- **June 2010** – MPAC, JPACT and the Metro Council consider final approval of RTP (by Ordinance).
- **Fall 2010** – Final RTP decision forwarded to the Land Conservation and Development Commission for consideration and approval.

11/12/09 JPACT RECOMMENDATION:

- Discussion item moved to December 10 meeting.

11/18/09 MPAC RECOMMENDATION:

- Approve 11/2/09 TPAC and 11/4/09 MTAC Recommendation.

JPACT ACTION REQUESTED:

Approval of TPAC Recommendation

I-5/99W CONNECTOR STUDY RECOMMENDATIONS

FULL BACKGROUND ON THIS ITEM CAN BE FOUND IN THE GREEN PACKET EXHIBIT F PAGES 65-77

11/2/09 TPAC AND 11/4/09 MTAC RECOMMENDATION:

TPAC and MTAC recommended approval of the staff recommendation as amended in **bold** and underline below:

1. Add a section to the RTP describing the overall concept of the three arterial recommendation. In the description recognize the intent to spread the traffic demand across this network of arterials that are phased in to ensure no single arterial functions as the *defacto* through traffic "connector" and that are phased in based upon incrementally expanding the arterial network tied to growth in the surrounding area being served. Include in the overall description the conditions that must be addressed.

2. Revise the Project List (as revised and shown in Attachment 2) as follows:
   a. Include the conditions as part of the project description for the Southern Arterial with language that implementation will not proceed unless and until all the conditions are met, **including conducting the I-5 South Corridor Refinement Plan including Mobility Corridors 2, 3 and 20;**
   b. Shift the timing of the Southern Arterial right-of-way acquisition from the 2008-2017 time period to the 2018-2025 time period to recognize there needs to be sufficient time to address the conditions (Project #10598);
   c. Shift the right-of-way acquisition for the Southern Arterial out of the Financially Constrained funding level (Project #10598);
   d. Modify the description of the SW 124th extension to reflect a 2-3 lane project (Project #10736) from SW Tualatin-Sherwood Road to the vicinity of SW Tonquin Road, then east to SW Boones Ferry Road, then south to the I-5/North Wilsonville interchange; define the needed improvements to the full length of this project sufficient to support its operation as an industrial access route; ensure construction of the full length is on a coordinated schedule.
   e. Amend project #10731 to be described as a two-lane minor arterial bridge, amend Figure 2.10 to designate this new connection as a community street and amend Figure 2.12 to designation this new connection as a minor arterial, consistent with the City of Tualatin's adopted plans and development code. Consistent with the I-5/99W Project Steering Committee recommendation and conditions, this route is not intended to serve through traffic, but rather is intended to provide access to the surrounding industrial area and neighborhoods.

3. Amend Figure 2.10 to remove the minor arterial designation on Tualatin Rd. between Herman Rd. and OR 99W. This designation was made in error since it is intended to function as a collector. The section of Tualatin Road between Herman Road and OR 99W is classified as a major collector in Tualatin's city development code and should not be classified as a regional street in Figure 2.10 of the draft RTP. The current design is the city's long-term plan for this street - two lanes with a center turn lane, planter strip, sidewalks and bike lanes. This is consistent with the study recommendations.

I-5/99W CONNECTOR STUDY RECOMMENDATIONS

11/12/09 JPACT RECOMMENDATION:

- Discussion item moved to December 10 meeting.

11/18/09 MPAC RECOMMENDATION:

- Approve 11/2/09 TPAC and 11/4/09 MTAC Recommendation.

JPACT ACTION REQUESTED:

Approval of TPAC Recommendation

OR 217 CORRIDOR STUDY RECOMMENDATIONS

FULL BACKGROUND ON THIS ITEM CAN BE FOUND IN THE GREEN PACKET – EXHIBIT F PAGES 78-81

11/2/09 TPAC AND 11/4/09 MTAC RECOMMENDATION:

- No change to RTP project list recommended. This comment will be addressed as part of the mobility corridor strategy documentation work that will be conducted in Winter 2010. All 24 mobility corridors will have a corridor strategy included as part of a new chapter in the final RTP. The mobility corridor strategies will define needs and outline the next steps for near-term, medium-term and long-term investments. The mobility corridor strategy will be developed in partnership with local, regional and state agencies in Winter 2010, prior to final adoption of the plan in June 2010. The potential solutions and costs will be documented in that effort - including the planned system recommended by the OR 217 corridor study.

11/12/09 JPACT RECOMMENDATION:

- Discussion item for December 10 meeting.

11/18/09 MPAC RECOMMENDATION:

- Approve 11/2/09 TPAC and 11/4/09 MTAC Recommendation.

JPACT ACTION REQUESTED:

Approval of TPAC recommendation.

SUNNYBROOK ROAD EXTENSION

FULL BACKGROUND ON THIS ITEM CAN BE FOUND IN THE GREEN PACKET – EXHIBIT F PAGES 82-84

11/2/09 TPAC RECOMMENDATION:

- No action taken as this was identified as an action item for the November 20 TPAC meeting.

11/4/09 MTAC RECOMMENDATION:

- Retain project in RTP.
- No action taken on the project conditions amendment proposed by Metro Councilor Collette; the amendment was provided after the 11/4/09 MTAC action on Exhibit G.

11/18/09 MPAC RECOMMENDATION:

- Retain project in RTP. This project is the last of a set of transportation improvements identified over 20 years ago in the Clackamas Regional Center (CRC) Plan. The improvements are designed to support the CRC, an area that the region has planned to be a hub for households, employment and economic growth within unincorporated Clackamas County. The project provides local and regional connectivity, improving circulation and reducing the need to widen existing roads. Throughout the EIS and subsequent processes there were a number of concerns raised regarding environmental impacts of the roadway. Staff took actions to reduce impacts, including realignment, reduced width and completing a Carbon Analysis/Reduction Study (the first within the State of Oregon).

- Revise the description of the Sunnybrook Road extension, project # 10019, to add the following conditions:
    - Design the street as a local access connector.
    - Apply a “practical design” approach.
    - Include green street elements in the final design of the project.
    - Minimize environmental impacts of the new street connection during future planning, engineering and construction phases.

11/20/09 TPAC RECOMMENDATION:

- Discussion item for December 10 JPACT meeting.

JPACT ACTION REQUESTED:

Approval of TPAC recommendation.

RTP REFINEMENT PLAN PRIORITIES

FULL BACKGROUND ON THIS ITEM CAN BE FOUND IN THE GREEN PACKET – EXHIBIT F PAGES 19-64

11/2/09 TPAC AND 11/4/09 MTAC RECOMMENDATION:

- JPACT and MPAC consideration of the technical ratings. The factors provide sufficient coverage of the six desired regional outcomes to serve as a basis to prioritize the five proposed corridor refinement plans.

11/12/09 JPACT RECOMMENDATION:

- Accept technical rankings.
- Prioritization to be considered at December 10 meeting.

11/18/09 MPAC RECOMMENDATION:

- Approve 11/2/09 TPAC and 11/4/09 MTAC Technical Ratings.

11/20/09 TPAC RECOMMENDATION:

- Continue discussion of proposed schedule for completion of the RTP Corridor Refinement Plans and the near-term High Capacity Transit corridor plans before forwarding to JPACT for consideration.
- Defer action to January 2010.

JPACT ACTION REQUESTED:

Approval of TPAC recommendation to defer action to January 2010 on RTP refinement plan priorities and next priority high capacity transit corridor.

Exhibit F to Resolution No. 09-XXXX

RTP CLIMATE ACTION PLAN - GREENHOUSE GAS EMISSIONS AND HB 2001 LAND USE AND TRANSPORTATION SCENARIOS

Background:

- The 2007 Legislature established statewide targets for greenhouse gas emissions (GHGs) – calling for stopping increases in GHG emissions by 2010; 10 percent reduction below 1990 levels by 2020 and a 75 percent reduction below 1990 levels by 2050.

- In December 2008, 65 percent of the participants at the joint MPAC and JPACT meeting voted the region should be very proactive in developing land use and transportation strategies that reduce vehicle miles traveled to meet the state targets. Furthermore, participants called for emphasizing transit, land use, congestion pricing, bike/pedestrian and intelligent transportation system (ITS) strategies to reach State GHG reduction targets.

- The 2009 Legislature required Metro to "develop two or more alternative land use and transportation scenarios" designed to reduce GHG emissions from light-duty vehicles by January 2012 through HB 2001 (Sections 37 and 38). It also requires Metro to adopt one scenario that meets the state targets after public review and comment. Finally, local governments are required to adopt comprehensive plan and land use regulations consistent with the adopted scenario.

- This component of HB 2001 is intended to ensure statewide targets for GHG emissions are being addressed in metropolitan transportation plans and regional and local land use plans. Metro is the first metropolitan planning organization to do such planning.

- The draft RTP plan sets a new policy direction for meeting the statewide targets and implementation of the 2040 Growth Concept. Central to the draft RTP is an overall emphasis on outcomes, system completeness and measurable performance to hold the region accountable for making progress toward the region's desired outcomes and state goals for reductions in vehicle miles traveled and corresponding GHG emissions. Preliminary results from the transportation model analysis show the draft RTP does not meet the state targets for GHG emissions – and in fact show increases from today.

- National studies have suggested that transportation investments alone will not achieve required reductions in transportation-related GHG emissions. The *Making the Greatest Place* effort highlights the need to invest more aggressively in our downtowns, main streets and employment areas consistent with the Region 2040 Growth Concept. National studies also suggest that pricing techniques are a critical component of any comprehensive strategy to reduce greenhouse gas emissions. JPACT did not endorse an application of that approach in the 2035 RTP update.

- Transportation infrastructure, transportation pricing, technology and land use are part of the solutions recommended by the draft RTP. The effect of more aggressive application of each these strategies will be tested as part of the HB 2001 land use and transportation scenarios in 2010.

- The required scenario planning includes further development of tools and policies in Oregon than were anticipated in the draft RTP. Significant work program and scoping activities are continuing to be developed to respond to HB 2001 requirements.

- A draft work program and action plan is shown in Attachment 1:

RTP Climate Action Plan: Greenhouse Gas Emissions and HB 2001 Land Use and Transportation Scenarios

- A GHG inventory will be prepared to provide a baseline of emissions from which further forecasting and modeling will be conducted to address the HB 2001 requirements.
- Develop modeling procedures to ensure consistent, best practices around GHG estimation and analysis for transportation and land use studies in the Metro area. The basics of those requirements will be transferable to the HB 2001 requirements.
- Enhance the regional travel demand model to develop a base condition that better accounts for GHG emissions reductions from vehicle technology and fuels already underway; test additional options for further improvement.
- Current regional transportation models will be further enhanced to more rigorously quantify the travel by individuals, considering walking, biking and transit travel preferences and the effect of congestion on travel decisions by analyzing vehicular flow in a more dynamic time continuum.
- The region will continue its transition to EPAs MOVES model for analyzing transportation-related GHG emissions.
- The estimation of GHG derived from the built environment will also be improved. Metro will investigate using MetroScope, Metro's integrated land use-transportation forecasting model, to forecast residential GHG emissions. Additional efforts to validate energy consumption coefficients and GHG emissions variables in MetroScope will have to be completed and properly vetted through an expert technical review panel. Additional consultant resources may be needed to assist staff in developing GHG emissions from non-residential sources.
- Modeling refinements have been identified related to MetroScope's calculation of potential redevelopment and infill. The likelihood of future individuals and businesses to locate in brownfields or redevelopment/infill opportunities in the context of developing smart growth options and its impact on GHG emissions will be analyzed. The equations for estimating redevelopment and infill opportunities will enhance the forecasting acuity for both residential and non-residential real estate projections.
- Incorporate land use decisions made in 2010 and 2011 prior to adoption of the recommended scenario.
- Other policy development and public involvement activities.

11/2/09 TPAC AND 11/4/09 MTAC RECOMMENDATION:

- Metro will lead this effort in coordination with local, regional and state partners.
- MPAC, JPACT and the Metro Council approval of the RTP targets and land use targets to be developed by early 2010 to be used to guide development and evaluation of the performance of HB 2001 land use and transportation scenarios in 2011.
- MPAC, JPACT and the Metro Council commitment to policy discussions on the application of pricing strategies in the Metro region in 2010.
- Between 2011 and 2014, develop two or more alternative land use and transportation scenarios" designed to reduce GHG emissions from light-duty vehicles and adopt one scenario that meets the state targets after public review and comment.

- Metro will incorporate recommendations from this effort in the next RTP update in 2014.

11/12/09 JPACT RECOMMENDATION:

- Approve TPAC and MTAC Recommendation.
- Amend the RTP Climate Action Plan into Chapter 5 of the RTP as the region's commitment to address this important issue prior to the next RTP update.

11/18/09 MPAC RECOMMENDATION:

- Approve TPAC and MTAC Recommendation and 11/12/09 JPACT amendment.
- Amend RTP Resolution to:
    - Amend the final "WHEREAS" to read, "WHEREAS, JPACT and MPAC have recommended ~~acceptance~~ approval of the state and federal components of the 2035 RTP by the Metro Council for final review and air quality conformance analysis; now therefore…"
    - Amend "BE IT RESOLVED" to read:
        1. ~~Accepts~~ Approves the Draft 2035 Regional Transportation Plan ("RTP") (Exhibit A ~~and Appendices to this resolution~~), with the following elements, ~~for analysis of air quality conformance under federal law and~~ for final review and public hearings:
            - The Transportation System Management and Operations Plan (Exhibit B to this resolution)
            - The Regional Freight Plan (Exhibit C to this resolution)
            - The High Capacity Transit System Plan (Exhibit D to this resolution)
            - The Regional Transportation Functional Plan (Exhibit E to this resolution).
        2. ~~Accepts~~ Approves for final review and public hearings the revisions to the federal component of the 2035 RTP to reflect additional technical analysis and policy development completed after adoption of Resolution No. 07-3831B.
        3. Accepts the RTP project lists solely for the purposes of obtaining public comment and determining conformance with the Clean Air Act.
        4. Directs Metro staff to: (A) Prepare a technical memorandum explaining the methodology for projecting greenhouse gas (GHG) emissions for the 2035 RTP. (B) Have an expert in the field review the methodology and suggest improvements. (C) During the period that Metro staff is conducting the air quality conformity analysis (January – February 2010), re-run the GHG projections using the improved methodology. (D) With the improved GHG projection results and assuming that the GHG performance targets for the region are not met, conduct further analysis to determine which projects have the most significant adverse impact on GHG emissions. (E) Report these findings to JPACT, MPAC and the Metro Council and consider changes to the project list during the public comment period (March – April 2010).

RTP Climate Action Plan: Greenhouse Gas Emissions and HB 2001 Land Use and Transportation Scenarios

11/20/09 TPAC RECOMMENDATION:

- Approve 11/2/09 TPAC and 11/4/09 MTAC Recommendation and 11/12/09 JPACT Recommendation.

- Amend RTP Resolution to add an additional "BE IT RESOLVED" that reads, "Accepts the RTP project lists solely for the purposes of obtaining public comment and determining conformance of the Federal Priorities project list with the Clean Air Act."

Transportation and Land Use Scenario Planning
Greenhouse Gas Reduction
HB 2001

Key

Document/ Deliverable

Decision Point

Event

Process

Activity	Sept '09 – July '14	Project Lead and Participants
State Regulatory Milestones	HB 2186 Task Force identifies GHG scenarios process (1/1/10); State defines modeling tools and assumptions (3/1/11); LCDC adopts GHG 2035 targets for Metro (6/1/11); DLCD/ODOT progress report to interim transp. committee on scenarios (2/12); LCDC adopts rules to guide development & implementation of scenarios (1/13)	DLCD, ODOT, DOE, DEQ, Metro
Metro Transportation & Land Use Scenarios	Background research and project scoping; Scenarios framing with advisory groups and council; Scenario development with transportation/ land use TAC; Report scenario findings to advisory committees, council and state (1/1/12); Plan and policy update process; Metro Council and local partners adopt scenario for local implementation (6/1/14)	Research Center, Planning & Development
Technical Tools Development	Trans/LU GHG impact analysis procedures & GHG inventory; Backcasting methodology; ODOT estimate of VMT in 1990 and associated GHG's; Tool development and peer review; Technical analysis of scenarios; Assist Eugene/ Springfield in model development (7/1/13)	Research Center
Public Outreach & Communications	Education and Engagement Strategy; Kick-off event; Targeted outreach; Scenario findings hearings, open house, etc.; Plan and policy outreach; Hearings, open houses, etc.	Planning & Development, Communications

Project Sponsor: Mike Hoglund
Project Lead: Tom Kloster

Planning & Development:
Kim Ellis
Tony Mendoza
Ray Valone

Research Center:
Cindy Pederson
Dennis Yee
Dick Walker

Sustainability Center:
Heidi Rahn

Project Objective: HB 2001 Sec. 37 requires metropolitan service districts to develop land use and transportation scenarios designed to reduce greenhouse gas emissions from certain vehicles.

Regional Action Plan to proactively meet state and regional greenhouse gas emissions reduction targets for the transportation sector in the Metro Area

BACKGROUND

During the update of the 2009 Regional Transportation Plan (RTP), the reduction of greenhouse gas emissions has gained prominence at the regional, state, and national/international levels. In 2007, the Oregon Legislature established statewide targets for greenhouse gas emissions (GHGs) – calling for stopping increases in GHG emissions by 2010; 10 percent reduction below 1990 levels by 2020 and a 75 percent reduction below 1990 levels by 2050. These targets apply to all emission sectors, including energy production, buildings, solid waste, and transportation. Federal climate legislation, with targets and commensurate planning requirements to mitigate GHG emissions remain pending in Congress.

In 2008, the region examined a number of scenarios during the Making the Greatest Place process intended to best meet six regional outcomes, including minimizing contributions to global warming. Those scenarios provide a baseline for further work but did not demonstrate the necessary emission reductions to meet the long-term state and regional targets.

In general, the Portland region is leading the United States in reducing transportation-related GHGs. Vehicle miles traveled (VMT) per capita have been declining, transit and bike mode shares are increasing, and shorter trips have resulted due to compact, mixed-use urban form. The proposed RTP establishes an appropriate and timely policy direction by putting GHG reduction directly into the plan rather than waiting for a federal mandate, and it allows the region to begin work to address requirements set out in HB 2001 by the 2009 Legislature.

In HB 2001, the Legislature has directed Metro to: 1) evaluate a minimum of two land use/transportation scenarios that meet GHG reduction targets; 2) adopt a preferred scenario; and 3) adopt a plan for local government conformance. Local transportation system plans (TSPs), none of which meet state GHG goals, will also have to be revised following adoption of a preferred scenario. HB 2001 also calls for LCDC rulemaking in 2011 to establish a specific Metro-area target for the transportation-related emissions sector.

The targets set in the RTP simply reflects the overall GHG goal set by the Legislature of 75 percent reduction by 2050. The region's LCDC established target could be higher or lower when taking into account the other sectors of CO2 emissions (energy, buildings) and taking into account other parts of the state. A report on the scenarios is due to the Oregon Legislature on January 1, 2012, and scenario adoption would occur in 2014 as part of the next RTP update. Local conformance would follow.

DRAFT

ACTION PLAN

This action plan provides for a collaborative, technically sound approach to:

1) In 2009, adopt by resolution the transportation (RTP) and land use components (urban and rural reserves, urban growth report).
2) Build on the policy and technical work from the Making the Greatest Place initiative and Regional Transportation Plan update.
3) Meet HB 2001 GHG reduction requirements for the Metro area.
4) Ensure regional transportation investments included in the RTP and the MTIP best meet the adopted regional outcomes, including minimizing contributions to global warming.

SHORT-TERM STRATEGIES JANUARY 2010-2012

- **Local transportation system plans –** TSP updates will begin in late-2010 to be consistent with the new RTP policies and targets, including reductions in greenhouse gas emissions.
- **Metropolitan Transportation Improvement Program** – Metro Council and JPACT/MPAC revise the Metropolitan Transportation Improvement Program (MTIP) criteria to help the region select transportation investments that meet all the RTP performance targets including minimizing global warming. Multi-modal transportation investments within designated centers, corridors and employment areas should be the focus of investments.
- **Corridor refinement plans** - Investments identified through corridor refinement plan studies will be evaluated and prioritized on their ability to best leverage the region's desired outcomes, including minimizing contributions to global warming.
- **Local land use commitments and regional capacity ordinance work** – In December 2010, adopt a regional capacity ordinance that commits communities and the region to specific land use actions that minimize contributions to global warming.

GREENHOUSE GAS SCENARIO PLANNING JANUARY 2010-DECEMBER 2014

Sections 37 and 38 of HB 2001 are intended to ensure statewide targets for GHG emissions are being addressed in metropolitan transportation plans and regional and local land use plans. Metro is the first metropolitan planning organization to undertake such planning. In order to meet the state requirement, this action plan is based on three principles:

DRAFT

- **Regional collaboration.** Any effort to meet the state GHG goals and targets will require extensive outreach and discussion with elected leaders, stakeholders and the public.
- **Reasonable choices.** Scenarios and alternatives must include reasonable, agreed upon assumptions for land use and development patterns, mix of transportation investments, pricing strategies and technical transportation advancements related to vehicle fleets and fuels. Scenarios will be developed to achieve the six desired outcomes adopted through the Making the Greatest Place initiative.
- **Right tools for the right job.** To properly evaluate future scenarios, appropriate analysis tools and models will be developed and enhanced to better understand influences on land use and transportation GHG emissions.

Consistent with these principles, attached is the general timeline that identifies major deliverables, decision points, and events leading to the development and evaluation of scenarios and adoption of a recommended alternative to meet a target for GHG emission reductions in the transportation sector.

Greenhouse Gas Scenario Planning Draft Work Program and Timeline

Phase I – Scoping **November 2009 – January 2010**

Develop an overall scope of work and budget, refined timeline, project management and oversight processes, outreach and communication structures, governance structure, and inter-governmental agreements to complete the work.

Phase II – Research **January – December 2010**

Develop and enhance transportation, land use, and GHG forecasting models. Finalize baseline GHG inventory. Publish climate change background report(s). Establish policy basis for new tools, such as parking pricing, tolling and other strategies. Initiate public/stakeholder outreach.

Phase III – Scenario Development **May – December 2010**

Work with stakeholders to develop evaluation criteria and two scenarios intended to meet transportation-sector GHG targets. Continue public/stakeholder outreach.

Phase IV – Scenario Evaluation **January – September 2011**

Work with DLCD staff and other stakeholders to develop a recommended transportation-related GHG emissions reduction target. LCDC will adopt target in June 2011. Evaluate a baseline and two scenarios against criteria and refine scenarios, if necessary, to meet LCDC-adopted GHG targets.

Phase V - Public Review Process **October – December 2011**

Report on scenarios as defined in public/stakeholder outreach plan. Public review process results in a public comment report and accompanying transmittal to forward to the Oregon Legislature.

Phase VI – Scenario Selection **January – September 2012**

Provide a report to the 2012 Legislature on scenarios results and policy implications. Consider public comments and select preferred scenario to forward to next RTP. Initiate next RTP update in June 2012.

Phase VII – Regional and Local Implementation **September 2012 - 2014**

Incorporate preferred scenario into Regional Transportation Plan as part of RTP update. Identify local and regional actions needed to implement preferred scenario. Begin local plan updates and regional implementation.

DRAFT

City of Portland
Proposed Amendments (additions) to RTP Resolution NO. 09-XXXX

Before JPACT
Introduced by Mayor Adams

BE IT RESOLVED that the Metro Council:

1) Accepts the RTP project lists for the purposes of obtaining public comment and determining conformance with the Clean Air Act

2) Directs Metro staff to:
   A. Use existing RTP data and analysis and other currently available information to sort projects from the 2035 RTP project lists into three categories based on the **potential** of the project to increase CO_2 emissions: Negative to Low, Moderate, and Higher;
   B. Denote projects in the "Higher" category with a "potential for higher emissions" label on the 2035 RTP lists;
   C. After adoption of the RTP and project lists, conduct further GHG analysis on projects in the "Higher" category before proceeding with additional funding, planning or construction
   D. Report these findings for discussion and consideration by JPACT.

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REGIONAL TRANSPORTATION PLAN PERFORMANCE TARGETS

BACKGROUND:

- Over the past three years, Metro worked with state and local government partners as well as residents, community groups, and businesses to develop the draft RTP. The result of that work is a plan that responds to transportation needs and demands based on shared community values and the outcomes we are trying to achieve as a region.

- Central to the draft RTP is an overall emphasis on outcomes, system completeness and measurable performance to hold the region accountable for making progress toward the region's desired outcomes.

- The draft plan sets a new course for future transportation decisions and implementation of the 2040 Growth Concept. The draft RTP continues to move away from a single measure of success and has adopted an outcomes-based framework that emphasizes desired outcomes and measurable performance. Policies have shifted from primarily using roadway level-of-service to a broader system completion policy to define system needs.

- Raising the bar from past RTPs, the Joint Policy Advisory Committee on Transportation endorsed a set of transportation performance targets that support the region's desired outcomes and the plan's goals and objectives. Per JPACT direction, the targets provided policy direction for developing the investment strategy proposed in the draft RTP.

- Table 1 lists the RTP targets, which are drawn from federal and state legislation and subsequent JPACT discussions on what measures are most important to consider in the context of the RTP. The RTP targets are a subset of a broader set of targets recommended to be further developed in 2010. Table 1 includes proposed changes recommended by MTAC on October 21 and November 4, MPAC on October 23 and November 18 and additional amendments recommended by TPAC on November 2 and November 20.

- One aim of the draft RTP is to maintain highway performance as much as feasible while supporting the desired outcomes that are the core of the 2040 Growth Concept and the region's land use and transportation strategy. Delays caused by freeway congestion pose significant economic challenges for freight transportation and commuters, affecting our region's economic competitiveness, environment and quality of life. The draft RTP also aims to attract jobs and housing in downtowns, main streets and employment areas; increase walking, biking and the use of public transit; and reduce travel distances and the need to travel by car to help reduce air pollution and the region's carbon footprint.

- Since the 1990's, the region has successfully implemented policies to expand transportation choices, reduce dependence on the automobile and fight long commutes and traffic congestion more successfully than comparable urban areas. While congestion has increased, travel times have decreased according to recently-released Texas Transportation Institute (TTI) analysis. Vehicle miles traveled per person continues its steady decline. Walking, biking and regional transit ridership continues to grow. In the 1960s, the region averaged 180 days of air quality violations every year for ozone and carbon monoxide, but today we average zero.

- The targets were intended to be aspirational – recognizing the region has more work ahead in the research, model development and policy development realms as part of the state-required HB 2001 climate change scenarios work and future RTP updates.

REGIONAL TRANSPORTATION PLAN PERFORMANCE TARGETS

- Preliminary results from the transportation model analysis indicate that the proposed investment strategy does not get the region to where we want to be. The draft RTP moves us closer toward the targets in some areas, but falls short of meeting all of them, particularly reductions in greenhouse gas emissions.

- Investments that work together toward achieving a broad set of performance targets is critical for the region to be successful in realizing a truly integrated, multi-modal transportation system that helps achieve the region's desired outcomes. Transportation infrastructure, transportation pricing, technology, and alternative land use strategies are part of the solutions recommended by the draft RTP. The effect of more aggressive application of each these strategies will be tested as part of the HB 2001 land use and transportation scenarios in 2010.

10/23 AND 10/28/09 MPAC DISCUSSION:

MPAC discussed the performance targets proposed in the draft RTP and identified several refinements on October 23 and October 28. A summary of the discussions and rationale for the proposed amendments are provided below for consideration.

- Safety - MPAC discussed this target and recommended staff normalize this target to recognize the region's growing population and account for all transportation users.
- Climate change - MPAC discussed this target and recommended that "transportation-related" be added to the target to be clear this is focused on transportation-related greenhouse gas emissions.
- Active transportation - MPAC discussed this target and recommended the target call for tripling the share of trips made by each mode of travel instead of the number of trips made by each mode. MPAC also recommended targets be set for each mode rather than as an aggregate as proposed. TPAC and MTAC recommend the target be revised to call for tripling the share of trips made by walking, bicycling and transit.
- Travel - MPAC discussed this target and recommended staff to consider whether the target should be more aggressive given the connection of reducing vehicle miles traveled (VMT) per person to reductions in greenhouse gas emissions. Federal legislation has called for a 16 percent reduction in VMT per person given forecasted growth in population and economic activity, which will result in continued growth in overall VMT in the region. A more aggressive target is not recommended at this time, this should be considered as part of the climate change scenarios work that follows the RTP update.
- Affordability - MTAC, MPAC and the Metro Council discussed this target and have recommended the target be revised to call for a reduction in the percent of households in the region spending more than 50 percent of income on housing and transportation combined.
- Access to Daily Needs - MPAC discussed this target and recommended the target be revised to include "trails" and "sidewalks" and to report the information at a regional-level as well as for traditionally disadvantaged populations. MPAC recognized the importance of tracking progress toward improving access and the number of transportation options available to low-income and minority populations, but also felt it was important to improve access and options for everyone. An equity analysis will help ensure low-income and minority populations share in the benefits of transportation investments without bearing a disproportionate share of the burden. The analysis will also help the region meet federal Civil Rights and environmental justice policies through the long-range transportation planning process. In addition, MPAC recommended inclusion of other destinations that are important to have access to in order to meet one's daily needs.

REGIONAL TRANSPORTATION PLAN PERFORMANCE TARGETS

11/2/09 TPAC AND 11/4/09 MTAC RECOMMENDATION:

- MPAC, JPACT and Metro Council adoption of the RTP performance targets as proposed in Table 1. The targets can be revised over time based on additional information on performance or effectiveness. Adopting the targets now allows the process to begin; and allows the targets to guide the development and evaluation of land use and transportation scenarios in 2011.

- Monitor the regional-level performance targets as part of periodic updates to the RTP.

- In Winter 2010, develop functional plan amendments to direct how local plans will be consistent with the new RTP policies and performance targets.

- Identify RTP policies and performance targets to emphasize and criteria for evaluating individual projects in the next policy update to the Metropolitan Transportation Improvement Program (MTIP). The next update is scheduled to begin in winter 2010.

- MPAC, JPACT and Metro Council adoption of a broader set of measures and targets for the *Making the Greatest Place* effort by early 2010 that include land use as well as equity, economic and environmental measures that align with the region's desired outcomes and policy objectives. Metro will use the RTP targets and yet to be developed land use targets to evaluate the performance of HB 2001 land use and transportation scenarios in 2011. The collective set of targets will elevate the dialogue about land use and transportation policies and their respective roles in meeting regional and state objectives, including climate change goals.

- Metro will expand current regional data collection efforts to monitor these and other indicators that cannot be forecasted through the regional land use or transportation models to provide accountability for achieving the region's desired outcomes. Decision-makers can use this information to adapt local and regional policies and investment strategies based on what is learned.

- As the region increasingly shares similar desired outcomes, the need to use similar performance measures increases. To take advantage of this, Metro is embarking on an effort with PSU's Institute of Metropolitan Studies to develop a coordinated regional approach to develop and utilize performance measures. As this new regional approach is developed, the performance targets and indicators identified in the draft RTP can be included into a broader, even more holistic performance measure system for the region.

MTAC and TPAC discussed the importance of highlighting the RTP is not currently required to meet any of the performance targets, including the state greenhouse gas emission reduction targets. The performance targets are self-imposed and intended to be used to show how the region is performing as a baseline for the HB 2001 scenarios work and future RTP updates. Furthermore, the HB 2001 scenarios work program should allow sufficient time and iterations of analysis to inform refinements to the performance targets.

TPAC recommended that local plans not be required to evaluate local transportation system plan performance relative to the regional-level performance targets because local governments do not currently have the tools, resources or expertise to conduct this analysis. Tools, resources and expertise in the region will be further developed as part of the HB 2001 climate change scenarios work program presented in Discussion item #1. MTAC recommended that functional plan amendments be developed in 2010 to direct how local plans will be consistent with the new RTP policies and targets.

REGIONAL TRANSPORTATION PLAN PERFORMANCE TARGETS

11/12/09 JPACT RECOMMENDATION:

- Approve 11/2/09 TPAC and 11/4/09 MTAC Recommendation.

11/18/09 MPAC RECOMMENDATION:

- Approve 11/2/09 TPAC and 11/4/09 MTAC Recommendation and 11/12/09 JPACT Recommendation
- Add a new Basic infrastructure performance target that reads, "**Basic infrastructure** – By 2035, increase by 50 percent the number of essential destinations accessible within 30 minutes by trails, bicycling and public transit or within 15 minutes by sidewalks for all residents compared to 2005."
- Amend "Essential Destinations" definition to include parks/open spaces.
- Amend the "Access to Daily Needs" performance target to read, "**Access to daily needs** – By 2035, ~~increase~~ decrease by 50 percent the disparity in the number of essential destinations accessible within 30 minutes by trails, bicycling and public transit or within 15 minutes by sidewalks for low-income, minority, senior and disabled populations relative to the general population compared to 2005."

11/20/09 TPAC RECOMMENDATION:

- Approve 11/2/09 TPAC and 11/4/09 MTAC Recommendation, and 11/12/09 JPACT Recommendation.
- Approve the 11/18/09 MPAC Recommendation, amending the "Access to Daily Needs" performance target to read, "**Access to daily needs** – By 2035, increase ~~decrease~~ by 50 percent the ~~disparity in the~~ number of essential destinations accessible within 30 minutes by trails, bicycling and public transit or within 15 minutes by sidewalks for low-income, minority, senior and disabled populations relative to the general population compared to 2005."

REGIONAL TRANSPORTATION PLAN PERFORMANCE TARGETS

Table 1. RTP Performance Targets

Economy	Safety – By 2035, reduce crashes, injuries and fatalities per capita by 50 percent compared to 2005.
	Congestion – By 2035, reduce vehicle hours of delay per person by 10 percent compared to 2005.
	Freight reliability – By 2035, reduce vehicle hours of delay per truck 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 ~~the share of~~ walking, biking and transit ~~trips~~ mode share compared to 2005.
	Basic infrastructure – By 2035, increase by 50 percent the number of essential destinations[1] accessible within 30 minutes by trails, bicycling and public transit or within 15 minutes by sidewalks for all residents compared to 2005.
	Clean air – By 2035, ensure zero percent population exposure to at-risk levels of air pollution.
	Travel – By 2035, reduce vehicle miles traveled per person by 10 percent compared to 2005.
Equity	Affordability – By 2035, reduce the share of ~~average~~ households in the region spending more than 50 percent of income ~~combined cost of~~ on housing and transportation ~~by 25 percent~~ combined compared to 2000.
	Access to daily needs – By 2035, increase ~~decrease~~ by 50 percent the ~~disparity in the~~ number of essential destinations accessible within 30 minutes by trails, bicycling and public transit or within 15 minutes by sidewalks for low-income, minority, senior and disabled populations relative to the general population compared to 2005.

[1] Consistent with the evaluation methodology used for the High Capacity Transit plan, essential destinations are defined as: hospitals and medical centers, major retail sites, grocery stores, elementary, middle and high schools, pharmacies, parks/open spaces, major social service centers (with more than 200 monthly LIFT pick-up counts), colleges and universities, employers with greater than 1,500 employees, sports and attraction sites and major government sites.

ALTERNATIVE MOBILITY STANDARDS FOR STATE FACILITIES IN THE METRO REGION

BACKGROUND:

- With adoption of the 2000 Regional Transportation Plan, and subsequent Oregon Transportation Commission approval of alternative mobility standards for the region in 2001, the RTP began to move away from level of service as the primary measure for determining success of the plan.
- The alternative mobility standard approved by the OTC in 2001 is included in the draft 2035 RTP, and reflects a tiered approach to managing congestion, and the dual philosophy of promoting multimodal solutions in centers and corridors and preserving freight mobility in industrial areas and on routes that provide access to freight terminals and intermodal facilities.
- One aim of the draft RTP is to maintain highway performance as much as feasible while supporting the desired outcomes that are the core of the 2040 Growth Concept and the region's land use and transportation strategy. Delays caused by freeway congestion pose significant economic challenges for freight transportation and commuters, affecting our region's economic competitiveness, environment and quality of life.
- The draft RTP also aims to attract jobs and housing in downtowns, main streets and employment areas; increase walking, biking and the use of public transit; and reduce travel distances and the need to travel by car to help reduce air pollution and the region's carbon footprint.
- Central to the draft RTP is an overall emphasis on outcomes, system completeness and measurable performance to hold the region accountable for making progress toward the region's desired outcomes. The RTP includes specific performance targets and indicators that we will monitor over time to determine how well the region is doing and whether adjustments to policies and strategies are needed.
- Since the 1990's, the region has successfully implemented policies to expand transportation choices, reduce dependence on the automobile and fight long commutes and traffic congestion more successfully than comparable urban areas. While congestion has increased, travel times have decreased according to recently-released Texas Transportation Institute (TTI) analysis. Vehicle miles traveled per person continues its steady decline. Walking, biking and regional transit ridership continues to grow. In the 1960s, the region averaged 180 days of air quality violations every year for ozone and carbon monoxide, but today we average zero. These are successes that are not recognized by the current mobility standards, but that will help achieve the region's desired outcomes.
- The OTC is the approval body for any amendments to the Oregon Highway Plan. ODOT and Metro have requested OTC agreement to move forward to develop alternative mobility standards for the Metro region. This request is based on the expectation that we will no longer meet the current alternative standard.
- See Attachment 1 for reference.
- The OTC is the approval body for amendments to the alternative mobility standards in the Oregon Highway Plan. The Land Conservation and Development Commission will be the approval body for the RTP, itself.

ALTERNATIVE MOBILITY STANDARDS FOR STATE FACILITIES IN THE METRO REGION

- A goal of this effort is to demonstrate consistency with the Oregon Highway Plan in preparation for the LCDC action in Fall 2010, including any amendments to the OHP that the OTC may agree to make.
- LCDC will make a judgment on whether the RTP has done due diligence to be consistent with Statewide planning goals, the Transportation Planning Rule, the Oregon Transportation Plan, and by extension the Oregon Highway Plan and other state modal plans.

11/2/09 TPAC AND 11/4/09 MTAC RECOMMENDATION:

- ODOT and Metro staff lead the effort to define alternative mobility standards in coordination with local and regional partners.
- **November - December 2009** - MPAC, JPACT and the Metro Council consider acceptance of the draft RTP (by Resolution).
- **December 2009 – January 2010** – Technical evaluation and documentation of the extent of congestion in the region. This work will involve documenting the inability to meet the current mobility standards and the range of measures and strategies to be considered when developing the proposal.
- **February 2010** – MPAC, JPACT and Metro Council policy discussions on the extent of the congestion problem and the range of measures and strategies proposed.
- **March 2010** –Metro region request forwarded to the OTC for consideration and approval.
- **April – May 2010** – Final public comment period and hearings on RTP.
- **June 2010** – MPAC, JPACT and the Metro Council consider final approval of RTP (by Ordinance).
- **Fall 2010** – Final RTP decision forwarded to the Land Conservation and Development Commission for consideration and approval.

11/12/09 JPACT RECOMMENDATION:

- Discussion item moved to December 10 meeting.

11/18/09 MPAC RECOMMENDATION:

- Approve 11/2/09 TPAC and 11/4/09 MTAC Recommendation.

Oregon
Theodore R. Kulongoski, Governor

Department of Transportation
Region 1
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Portland, OR 97209-4019
(503) 731-8200
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DATE: September 29, 2009

File Code:

TO: Oregon Transportation Commission

FROM: Jason Tell, Manager, ODOT Region 1
Robin McArthur, AICP, Planning and Development Director, Metro

SUBJECT: Metro Request for alternative mobility standards

The Portland region is nearly finished with a major update to the Regional Transportation Plan (RTP). The updated RTP includes significant new policy and fiscal initiatives that will help the Portland region cope with rapid growth in the face of limited transportation funding. The plan sets forth a new, corridor-based strategy for protecting mobility on ODOT facilities that continues to support the Oregon Transportation Plan and Oregon Highway Plan, while also meeting regional objectives for managing growth and maintaining livability.

This new multimodal and multi-facility mobility corridor approach calls for tailored mobility standards that help achieve corridor-specific outcomes for economic development and community health, while protecting through-movements of statewide and interstate travel. The purpose of this memo is to inform the Commission of the collaborative work Metro and ODOT staff will undertake to develop a more comprehensive and tailored set of mobility standards in the Portland metropolitan area. This work will involve drafting alternative Oregon Highway Plan standards for OTC consideration in early 2010, leading to final adoption of the RTP in late spring. Metro and ODOT anticipate coming to the Commission in Winter 2010 with a presentation on the extent of the congestion problem and the proposed approach to resolving it, and again in the Spring of 2010 with proposed alternative mobility standards and a broad range of actions to maintain highway performance as much as feasible and avoid further degradation.

ODOT and Metro staff have outlined the following principles for drafting alternative mobility standards:

1. The RTP Mobility Corridors will serve as the alternative mobility policy framework.

2. Volume to capacity (V/C) will continue to be the primary measure of mobility for interstate highways and OHP freight routes.

3. Interim V/C standards may be developed for RTP "refinement plan corridors", where more analysis is needed to determine the modes, functions, mobility standards and other performance standards, and general locations of improvements. These are corridors where more planning is required to identify feasible transportation solutions -- five refinement plans are proposed in the draft RTP.

4. Mobility standards will be tailored for each mobility corridor.

5. The V/C standards may be organized by peak hours and/or days, or by the duration of congestion within a given period.

6. Policy about the function of individual interchanges within the Metro region could be established.

7. The ability of ODOT to require traffic and safety mitigation through the development review and plan amendment process will be retained.

8. District and Regional Highways could be managed using multiple or graduated standards that help the region meet desired growth management goals along these routes.

As part of the remaining steps in completing the RTP update, the region will document the inability to meet the current mobility standards due to severe financial, environmental and land use constraints, together with the need to accommodate additional growth, leading to the need for alternative OHP mobility standards,. Metro and ODOT are working in coordination with local partners on all aspects of the new plan, including the development of mobility corridor strategies and alternative mobility standards.

As part of the findings of consistency with Actions 1F.3 and 1F.5 of the OHP, Metro and ODOT will develop a table of responses that includes a description of the region's and local jurisdictions' proposed actions to maintain performance of state highways as much as feasible, in the RTP as well as local TSPs, land use plans, and development approvals, with identification of responsibilities and a timeline for completion of this work.

REGIONAL TRANSPORTATION PLAN REFINEMENT PLAN PRIORITIES

BACKGROUND:

- The public review draft 2035 Regional Transportation Plan (RTP) identifies five mobility corridors where more analysis is needed through a future refinement plan. Refinement plans generally involve a combination of transportation and land use analysis, multiple local jurisdictions and facilities operated by multiple transportation providers.

MOBILITY CORRIDORS RECOMMENDED FOR FUTURE REFINEMENT PLANS (SEE INDEX MAP FOR REFERENCE)

- Mobility Corridors #2, #3 and #20 - Portland Central City to Wilsonville, which includes I-5 South
- Mobility Corridor #4 - Portland Central City Loop, which includes I-5/I-405 Loop
- Mobility Corridors #7, #8 & #9 - Clark County to I-5 via Gateway, Oregon City and Tualatin, which includes I-205
- Mobility Corridor #15 - Gresham/Fairview/Wood Village/Troutdale to Damascus
- Mobility Corridor #24 - Beaverton to Forest Grove, which includes Tualatin Valley Highway

- Prioritization factors were developed to compare and prioritize the relative urgency of planning for future transportation solutions across the region's mobility corridors. The first five factors (A-D) include measures that relate to technical considerations, while the local commitment measures (E) address issues of readiness and urgency for refinement planning. The factors were first reviewed by the Regional Transportation Plan Work Group (September 21) and were then brought before TPAC (September 25). TPAC's revisions were incorporated, and the factors were reviewed and endorsed by JPACT (October 8). The factors were presented, discussed and approved at MTAC (October 21) and at the MPAC retreat (October 23) as well.

- It is important to distinguish between these prioritization factors and the more specific performance indicators that will be used during an actual refinement plan. The holistic (multimodal and land use) planning evaluation that will be accomplished through refinement plans that are ultimately conducted will examine performance, costs (impacts) and benefits of identified land use and transportation solutions that will in turn help refine, package and prioritize locally supported projects and other strategies to address corridor issues.

11/2/09 TPAC AND 11/4/09 MTAC RECOMMENDATION:

- JPACT and MPAC consideration of the technical ratings. The factors provide sufficient coverage of the six desired regional outcomes to serve as a basis to prioritize the five proposed refinement plans.

11/12/09 JPACT RECOMMENDATION:

- Accept technical rankings.
- Prioritization to be considered at December 10 meeting.

11/18/09 MPAC RECOMMENDATION:

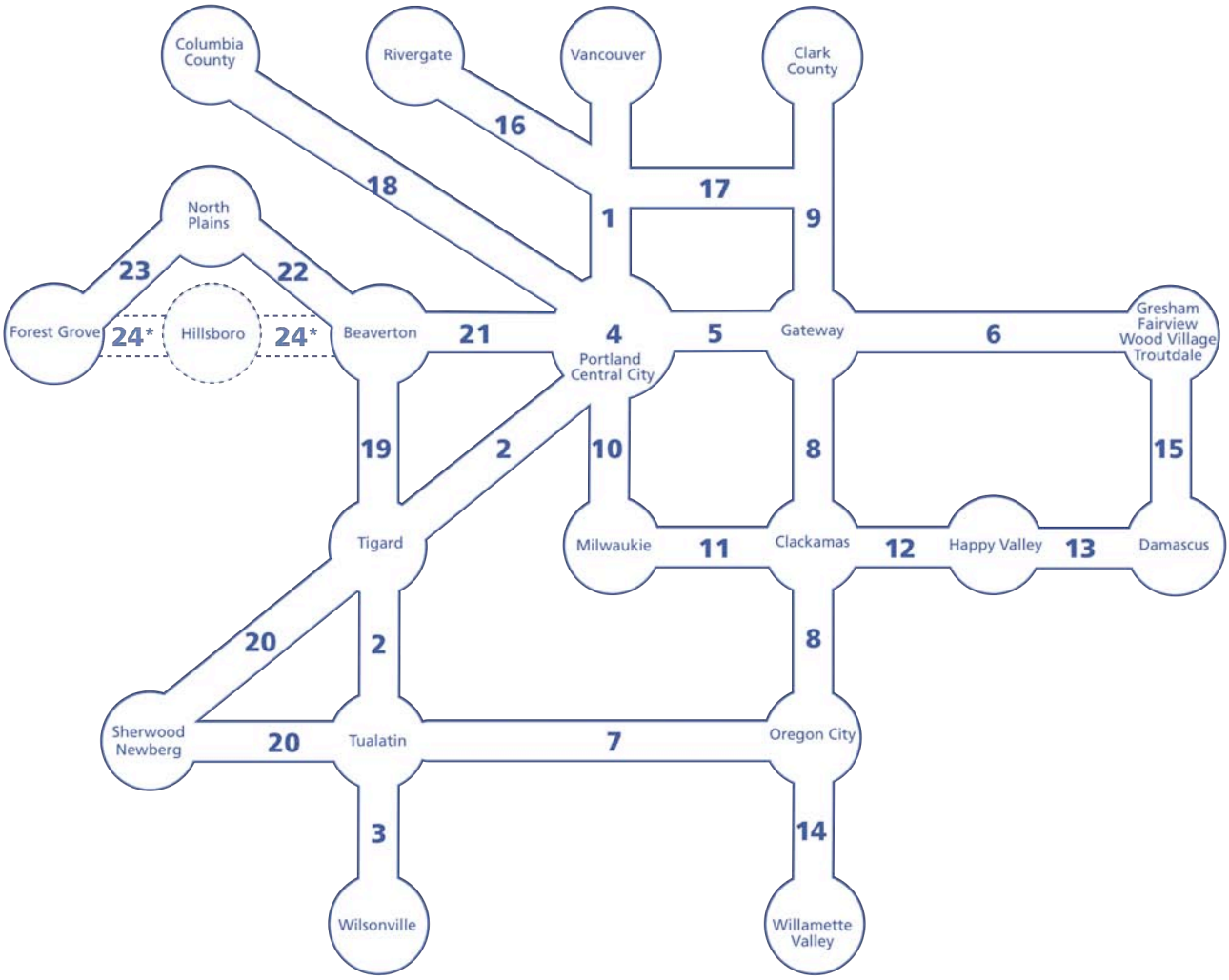
- Approve 11/2/09 TPAC and 11/4/09 MTAC recommendation to accept technical rankings.

11/20/09 TPAC RECOMMENDATION:

- Continue discussion of proposed schedule for completion of the RTP Corridor Refinement Plans and the near-term High Capacity Transit corridor plans before forwarding to JPACT for consideration.

Index Map

Regional Transportation Plan Mobility Corridors



Prioritization Factors

It is important that prioritization of refinement plans align with the six regional desired outcomes that were adopted by MPAC and the Metro Council as part of the "Making the Greatest Place" effort. The bullets listed below show the key supporting indicators within the five factor categories relate to desired outcomes. Note that several factors support more than one outcome, or loosely relate to all of them.

- Vibrant Communities (A4, B1, B2, B4)
- Economic Prosperity (A5, B3, D1, D5, D6, E1, E3)
- Safe and Reliable Transportation (B1, B2, B3, B4, D1, D2)
- Leadership on Climate Change (A3, A4, C1, E1)
- Clean Air and Water (A3, A4, B1, B2, B4)
- Equity (A4, B1, B2, C1, D3, D4, D5, D6, E1, E2, E3)

REGIONAL TRANSPORTATION PLAN REFINEMENT PLAN PRIORITIES

A: Consistency with State and Regional Plans and Policies

A1: 2001 corridor refinement plan ratings/rankings (*for information only—not included in ranking*)
A2: 2005 corridor refinement plan ratings/rankings (this more recent set of rankings will be included in the quantified technical assessment and forthcoming staff recommendation)
A3: Support for the Region 2040 plan (number of primary land uses in the corridor)
A4: High Capacity Transit System Plan ranking
A5: Regional Freight Plan consistency (freight routes, facilities, volumes and freight-related corridor needs identified)

B: Environment

B1: Pedestrian network gap (percent of sidewalks complete in pedestrian districts or transit/mixed-use corridors)
B2: Transit coverage (percent of households and jobs covered by 15 minute transit service)
B3: Street connectivity (number of intersections per square mile)
B4: Bicycle network gap (length of gap) per household
B5: Traffic volumes on corridor roadways

C: Equity

C1: Number of low-income, senior, disabled and minority and/or Hispanic population in the corridor.

D: Economy (includes system performance as well as economic indicators)

D1: Congestion in the corridor (volume to capacity ratios for regional throughways and arterial streets)
D2: Safety (number of top spots for number and severity of accidents from ODOT data)
D3: Total households in corridor (2005)
D4: Total households in corridor (2035)
D5: Total jobs in corridor (2005)
D6: Total jobs in corridor (2035)
D7: Freight volume as percentage of total volume (trucks)

E: Local Commitment and Support (local jurisdictions will submit support)

E1: Local support—letter indicating agreement to go forward, description of corridor issues and potential solutions
E2: Community interest—levels and sources of community support and/or opposition either to the plan or to solutions being discussed
E3: Need and readiness for a refinement plan—issues requiring land use or investment certainty need for transportation solutions to implement land use plans or local aspirations within the urban growth boundary
E4: Local resource commitment—in-kind or monetary resources that local jurisdictions can commit to in order to leverage regional commitment

PAGE 1	RTP REGIONAL CORRIDOR REFINEMENT PLAN PRIORITIZATION TECHNICAL RATING (November 17, 2009)													
Rankings are: **1= Low** **2 = Med** **3 = High**	**Description**	Portland Central City to Wilsonville, including Tigard-Sherwood/Newberg/Tualatin, including Barbur/ I-5 South				Portland Central City Loop, including I-5/I-405 Downtown Loop		Clark County to I-5 via Gateway, Oregon City and Tualatin, including I-205				Cities of East Multnomah County to Damascus (between I-84 and US 26)		Beaverton to Forest Grove (Tualatin Valley Highway)	
	Mobility Corridors Involved	**2, 3 and 20**				**4**		**7, 8 and 9**				**15**		**24**	
		Corridor 2	**Corridor 3**	**Corridor 20**	**Score**	**Corridor 4**	**Score**	**Corridor 7**	**Corridor 8**	**Corridor 9**	**Score**	**Corridor 15**	**Score**	**Data from Corridors 22/23**	**Score**
A: Consistency with State and Regional Plans/Policies															
A1: Previous refinement plan ratings/ranking (2001) INFORMATION ONLY-not included in scores		High	Medium	Low	**Medium**	N/A	**N/A**	Medium	Medium	Medium	**Medium**	Low	**Low**	Medium	**Medium**
A2: Previous refinement plan prioritization ratings/ranking (2005)		2	3	3	**2.7**	**3**	**3.0**	3	2	2	**2.3**	3	**3.0**	1	**1.0**
A3: Support Region 2040 (# of primary land uses in corridor - PDX CBD, Regional Centers, Industrial Centers, Freight/Passenger intermodal)		Corridors considered together			**2.0**	2	**2.0**	Corridors considered together			**3.0**	2	**2.0**	1	**1.0**
A4: High Capacity Transit Plan ranking		Corridors considered together			**3.0**	0	**0.0**	Corridors considered together			**2.0**	1	**1.0**	2	**2.0**
A5: Regional Freight Plan consistency		Corridors considered together			**3.0**	3	**3.0**	Corridors considered together			**2.0**	3	**3.0**	1	**1.0**
B: Environment															
B1: Pedestrian network gap (% of sidewalks in pedestrian districts/corridors, 2005) <34% average = 3; 34-66% average = 2; > 66% average = 1		2	1	2	**1.7**	1	**1.6**	2	2	2	**2.0**	2	**2.0**	2/3	**2.5**
B2: Transit coverage (% of housholds/% of jobs covered by 15 min transit service, 2005) <34% average = 3; 34-66% average = 2; > 66% average = 1		3/2	3/3	3/3	**2.8**	1/1	**1.0**	3/2	2/2	1/2	**2.0**	2/2	**2.0**	HH (2/1) Jobs (2/2)	**1.8**
B3: Street connectivity (# of intersections/square mile, 2005)		3	3	3	**3.0**	1	**1.0**	3	3	2	**2.7**	3	**3.0**	3/3	**3.0**
B4: Bicycle Network Gap -- length of gap (feet) per household, 2005)		2	2	2	**2.0**	2	**2.0**	3	2	2	**2.3**	3	**3.0**	2/3	**2.5**
B5: Traffic volumes on corridor throughways and arterials		3	3	3	**3.0**	3	**3.0**	3	3	2	**2.7**	2	**2.0**	2	**2.0**
C: Equity															
C1: Number of low-income, senior and disabled, and minority and/or Hispanic population in corridor		2	1	1	**1.3**	2	**2.0**	1	2	2	**1.7**	2	**2.0**	3/2	**2.5**
D: Economy (includes system performance as well as economic indicators)															
D1: Congestion (volume to capacity ratios for regional throughways and arterial streets (2005)		3	3	2	**2.7**	3	**3.0**	3	3	3	**3.0**	1	**1.0**	3	**3.0**
D2: Safety (# of top accident locations, SPIS data 2007)		3	3	3	**3.0**	3	**3.0**	2	3	3	**2.7**	1	**1.0**	3	**3.0**
D3: Total corridor households (2005)		3	2	1	**2.0**	2	**2.0**	1	3	2	**2.0**	2	**2.0**	3/1	**2.0**
D4: Total corridor households (2035)		2	2	1	**1.7**	2	**2.0**	1	3	1	**1.7**	2	**2.0**	3/1	**2.0**
D5: Total corridor jobs (2005)		2	1	1	**1.3**	3	**3.0**	1	2	1	**1.3**	1	**1.0**	2/1	**1.5**
D6: Total corridor jobs (2035)		2	2	1	**1.7**	3	**3.0**	1	2	1	**1.3**	2	**2.0**	3/1	**2.0**
D7: Freight volume (trucks) as percentage of total volume - 2005 (highest % of total) (0-5% = 1; 6-10% = 2; > 10=3)		3	3	2	**2.7**	2	**2.0**	3	2	2	**2.3**	1	**1.0**	1/2	**1.5**
SUBTOTAL--TECHNICAL SCORES					**39.5**		**36.6**				**37.0**		**33.0**		**34.3**
E: Local Commitment and Support	**[INFORMATION SUPPLIED VIA LETTER FROM LOCAL JURISDICTIONS]**														
E1: Demonstrated local jurisdiction support (# of jurisdictions)		8 agencies or jurisdictions								1 agency comment		8 agencies, local MOU &		2 agencies	
E2: Demonstrated community interest in issues under consideration		2 groups										7 groups		5-agency scope letter	
E3: Compatible with locally adopted land use & transportation plans (need for land use certainty; need to support local aspirations)															
E4: Commitment to monetary or in-kind support of refinement plan															
					n/a		**n/a**				**n/a**		**n/a**		**n/a**
GRAND TOTAL--TECHNICAL SCORES					**39.5**		**36.6**				**37.0**		**33.0**		**34.3**

 RTP REGIONAL CORRIDOR REFINEMENT PLAN PRIORITIZATION TECHNICAL RATING: RAW DATA + SOURCES FOR REFERENCE (November 12, 2009)

Numbers represent raw data as identified in the description of the measure (below), except where data is multi-sourced, requires compilation or is somewhat qualitiative. In those cases, the scores represent rankings, rather than raw numbers, and are designated (ranking) in the Data Source column. **Rankings are: 1= Low; 2 = Med; 3 = High**	Description	Portland Central City to Wilsonville, Including Tigard-Sherwood/Newberg/Tualatin, including Barbur/I-5 South			Portland Central City Loop, including I-5/I-405 Downtown Loop	Clark County to I-5 via Gateway, Oregon City and Tualatin, including I-205			Cities of East Multnomah County to Damascus (between I-84 and US 26)	Beaverton to Forest Grove (Tualatin Valley Highway)
	Mobility Corridors Involved	2, 3 and 20			4	7, 8 and 9			15	24
	Data Sources	Corridor 2	Corridor 3	Corridor 20	Corridor 4	Corridor 7	Corridor 8	Corridor 9	Corridor 15	Data from Corridors 22/23
A: Consistency with State and Regional Plans/Policies										
A1: Previous refinement plan ratings/ranking (2001) INFORMATION ONLY-not included in scores	Metro Memo (2001)	3	2	1	0	2	2	2	1	2
A2: Previous refinement plan prioritization ratings/ranking (2005)	Metro Memo (2005 ranking)	2	3	3	3	3	2	2	3	1
A3: Support Region 2040 (# of primary land uses in corridor - PDX CBD, Regional Centers, Industrial Centers, Freight/Passenger intermodal)	Mobility Atlas	2	1	1	4	2	4	2	4	3
A4: High Capacity Transit Plan (ranking)	HCT Priority Tiers		3		0		2		1	2
A5: Regional Freight Plan consistency	Plan Narrative (Ranking)		3		3		2		3	1
B: Environment										
B1: Pedestrian network gap (% of sidewalks in pedestrian districts/corrridors, 2005) <34% average = 3; 34-66% average = 2; > 66% average = 1	Mobility Atlas	40%/46%	75%/67%	61%/59% (56.5% Corridor	83.9%/81%	37.2%	57.7%	61.6% (52.3% Corridor	50.1%/74.3 (62.2% Average)	63.5/19.2%; (41.4% Average)
B2: Transit coverage (% of housholds/% of jobs covered by 15 min transit service, 2005) <34% average = 3; 34-66% average = 2; > 66% average = 1	Mobility Atlas	HH: 27.9%; Jobs: 50.3%	HH: 3.6% Jobs: 4.6%	HH: 13.3% Jobs: 8.1%	HH: 92% Jobs: 97.8%	HH: 17.7% Jobs: 38.1%	HH: 52.8% Jobs: 49.5%	HH: 71.9% Jobs: 58.6%	HH: 34.1% Jobs: 44.3%	HH: 38.5%/27.8% Jobs: 53.5%/43.2%
B3: Street connectivity (# of intersections/square mile, 2005)	Mobility Atlas + Metro TAZ modeling	104	26	51	273	23	116	95	42	53/21
B4: Bicycle Network Gap -- length of gap (feet) per household, 2005)	Mobility Atlas	158,241	70,979	38,018	124,363	105,069	231,220	77,635	187,113	249,914/16,950
B5: Traffic volumes on corridor throughways and arterials	Mobility Atlas (Ranking)	3	3	3	3	3	3	2	2	2
C: Equity										
C1: Number of low-income, senior and disabled, and minority and/or Hispanic population in corridor	Census 2000	7,035	3,059	771	8,661	1,509	8,442	5,913	5,731	25,094/7,440
D: Economy (includes system performance as well as economic indicators)										
D1: Congestion (volume to capacity ratios for regional throughways and arterial streets (2005)	ODOT DATA	3	3	2	3	2	3	3	1	3
D2: Safety (# of top accident locations, SPIS data 2007)	ODOT DATA	3	3	3	3	2	3	3	1	3
D3: Total corridor households (2005)	Metro TAZ Modeling output	78,914	36,720	21,707	59,158	28,930	98,960	37,767	57,265	107,422/15,160
D4: Total corridor households (2035)	Metro TAZ Modeling output	116,916	78,663	49,731	103,104	58,686	129,610	45,326	97,727	167,240/22,138
D5: Total corridor jobs (2005)	Metro TAZ Modeling output	131,549	62,534	51,804	259,746	34,930	102,281	65,846	57,381	156,953/14,410
D6: Total corridor jobs (2035)	Metro TAZ Modeling output	219,370	119,504	102,717	374,445	63,497	162,177	94,954	125,225	305,844/22503
D7: Freight volume (trucks) as percentage of total volume - 2005 (highest % of total) (0-5% = 1; 6-10% = 2; > 10=3)	Mobility Atlas	10.20%	16.20%	9.20%	9.70%	11.20%	7.90%	9.70%	3.40%	1.9%(7.1% NW Zion Church)
E: Local Commitment and Support	**[INFORMATION SUPPLIED VIA LETTER FROM LOCAL JURISDICTIONS]**									
E1: Demonstrated local jurisdiction support	Letter	8 agencies or jurisdictions						1 agency comment	8 agencies, local MOU & Resolution	2 agencies
E2: Demonstrated community interest in issues under consideration	Letter	2 groups							7 groups	5-agency scope letter
E3: Compatible with locally adopted land use & transportation plans (need for land use certainty; need to support local aspirations)	Letter									
E4: Commitment to monetary or in-kind support of refinement plan	Letter									

Refinement Plan Priorities Discussion Item

Local Letters of Support and Commitment

From: Ottenad, Mark [mailto:ottenad@ci.wilsonville.or.us]
Sent: Monday, November 02, 2009 8:21 PM
To: Deborah Redman
Cc: Bowers, Michael; Lashbrook, Stephan; Young, Sandi; Neamtzu, Chris; Elissa Gertler (elissager@co.clackamas.or.us); Cowan, Danielle; Ron Weinman (ronw@co.clackamas.or.us); Mayor Tim Knapp; Charlotte Lehan-Office (clehan@co.clackamas.or.us)
Subject: S Metro I-5 Corridor: Mobility Corridors 2, 3 and 20

Hi Deb,

Please find attached the August 2009 letter to JPACT from the four mayors of the I-5 South Metro Portland region supporting the I-5 South Corridor Refinement Plan, which is listed by Metro as Mobility Corridors 2 and 3.

Four specific measures of local commitment are identified below.

1. Local support:

There are a number of regionally significant issues to be addressed by the proposed Mobility Corridors Study of Corridors 2, 3 and 20, all of which serve the greater Southwest Metro Portland 'travel-shed.' These issues are of such considerable importance that the four mayors of I-5 South Metro Portland region—Lake Oswego, Tigard, Tualatin and Wilsonville—all signed onto a letter early in the corridor refinment process.

Areas of regional agreement include maintaining capacity on I-5 for the movement of freight, providing better transit and active transportation improvements and developing regionally significant industrial areas north of Wilsonville and south of Tualatin.

Issue of potential conflict include the proposed I-5/99W Connector Route Southern Arterial that facilitates commuter traffic and increases congestion on I-5 and other key arterials, contrary to the goals and objectives of the draft 2035 RTP. The corridor study is necessary to determine mitigation measures on I-5 and I-205 and associated interchanges and ramps.

2. Community Interest:

Community interest in protecting I-5 mobility and capacity are of considerable interest to the Southwest Metro Portland business community, especially for industrial employers that move freight. Area residents are also concerned about negative environmental, watershed and traffic impacts of the proposed I-5/99W Connector Route Southern Arterial.

All three chambers of commerce of the Southwest Metro region—Tualatin, Sherwood and Wilsonville—have indicated strong support for the I-5 South Corridor Refinement Plan in order to encourage logical, cost-effective transportation improvements that facilitate the conduct of commerce.

3. Need and Readiness for Corridor Refinement Planning:

A Mobility Corridor refinement plan is greatly needed for the Southwest Metro Portland region in order to determine transportation solutions to implement land-use plans or local aspirations within the Urban Growth Boundary.

Issues related to readiness and urgency include planning activities of the proposed I-5/99W Connector Route Southern Arterial and other arterials. Collectively, the three-arterial Connector concept directly impacts three major I-5 interchanges and the I-5/I-205 junction. Continued residential and employment growth in the Southwest Metro Portland region requires that Metro and local jurisdictions plan carefully for how commuters will travel to work and how industrial employers can timely move large volumes of freight.

Specific issues that require land-use or investment "certainty" to permit public and private investment or planning to go forward include determining if or where the proposed I-5/99W Connector Route Southern Arterial will go forward. Uncertainty around the Connector is one of several issues contributing to an inability for development of the regionally significant industrial lands north of Wilsonville and south of Tualatin.

There is considerable need to avoid decisions that may cause problems down the line—e.g., loss of right-of-way or construction of incompatible uses. For example, initial corridor planning for the proposed I-5/99W Connector Route Southern Arterial showed a large increase in primarily commuter traffic on the most-congested segment of I-5 in Oregon, thereby removing freeway capacity for the movement of freight, and overwhelming the capacity of the I-5/N Wilsonville interchange, which was designed to serve the emerging regionally significant industrial area north of Wilsonville and south of Tualatin.

Refinement planning for this corridor needs to be completed sooner in order to make logical, beneficial decisions pertaining to proposed roadways like the I-5/99W Connector Route's proposed system of arterials and other potential roadway improvements designed to access regionally significant industrial lands.

A 2006 report by Oregon Transportation Improvement Group (OTIG), a consortium of private-sector companies involved in a flagship public-private transportation partnership with the Oregon Department of Transportation (ODOT), highlighted the immediate importance of evaluating I-5/99W Connector optional 'connections' to I-5, design restrictions and evaluating weaving/merging issues along this I-5 corridor.

4. Local Resource Commitment:

Wilsonville commits to working with Metro, ODOT and local jurisdictions in terms of in-kind and monetary resources to leverage the regional commitment. For example, Wilsonville's Public/Government Affairs Director worked with the Mayors of Lake Oswego, Tigard, Tualatin and Wilsonville to raise the profile of the I-5 South Corridor Refinement Plan and to develop the South Metro Mayors' I-5 Corridor Refinement Plan Letter. Wilsonville's Communtiy Development Director and City Engineer spent over two years actively participating in the Executive Management Team examining the issues around the I-5/99W Connector Route and are willing to assist in the new mobility corridor study. Wilsonville plans to fund its TSP update concurrent with the corridor refinement plan in order to maximize planning efficiencies and produce a better quality, more informed product that contributes to regional mobility.

Please let me know if you have any questions or need additional information.

Thank you for your time and consideration.

- Mark

Mark C. Ottenad
Public/Government Affairs Director
City of Wilsonville
29799 SW Town Center Loop East
Wilsonville, OR 97070
General: 503-682-1011
Direct: 503-570-1505
Fax: 503-682-1015
Email: ottenad@ci.wilsonville.or.us
Web: www.ci.wilsonville.or.us

DISCLOSURE NOTICE: Messages to and from this E-mail address may be subject to the Oregon Public Records Law.

August 7, 2009

The Honorable David Bragdon, President
The Honorable Carlotta Collette, District 2 Councilor;
Chair, Joint Policy Advisory Committee on Transportation (JPACT)
The Honorable Carl Hosticka, District 3 Councilor
Metro Council
600 NE Grand Ave.
Portland, OR 97232

RE: Mayors of South Metro Cities Support for "I-5 South Corridor Refinement Plan – Wilsonville to North Tigard," RTP Project #11062

Dear Council President Bragdon and Councilors Collette and Hosticka:

All four mayors of the South Portland metropolitan cities of Lake Oswego, Tigard, Tualatin and Wilsonville are writing to request your active support of the "I-5 South Corridor Refinement Plan – Wilsonville to North Tigard," Regional Transportation Plan (RTP) project #11062. Specifically, we seek the region's assistance to elevate the priority of this project as the 'next corridor' study for the 2035 RTP.

Based on Metro's recent work-product entitled, *Mobility Investment Track - Summary of Needs and 2007 Federal Priorities,* dated May 2009, the I-5 South Corridor Refinement Plan is listed more often than any other refinement plan as a 2035 RTP Investment Priority in five key mobility corridors, including:

- Corridor #2 – Portland Central City to Tualatin
- Corridor #3 – Tualatin to Wilsonville
- Corridor #7 – Tualatin to Oregon City
- Corridor #19 – Beaverton to Tigard
- Corridor #20 – Tigard/Tualatin to Sherwood

The Oregon Department of Transportation reports that the portion of the South Metro I-5 Corridor between Highway 217 and I-205 is the busiest stretch of highway in Oregon—over 156,000 vehicles per day. ODOT also reports that the I-5 Boone Bridge over the Willamette River carries nearly as much traffic as the Columbia River Crossing CRC "project of national significance" and handles one-third more freight than the CRC:

I-5 Major Bridges Daily Traffic Volume

I-5 Bridge	TOTAL VOLUME	Truck %	Truck Vol
Interstate CRC	126,600	18%	22,788
Boone Bridge	122,300	28%	34,244
Vol Difference	-4,300		11,456
% Difference	-3.5%		33.5%

Furthermore, ODOT has indicated in the Metro Urban/Rural Reserves process that the South Metro I-5 Corridor and Boone Bridge is reaching maximum traffic-handling capacity, and will require a "huge" investment of over $500 million to remedy.

The core reason for this extensive impact on regional corridors is that congestion and chokepoints on the South Metro I-5 Corridor directly impact the operations of Hwy 217 and I-205 — the most crucial highways of the Portland region. And in turn, cities along these routes like Beaverton, Gladstone, Happy

Valley, Milwaukie, Oregon City, Portland and West Linn are directly affected. Other entities such as the Port of Portland and traded-sector industries are also impacted by the operation of the South Metro I-5 Corridor when freight shipments are slowed or unpredictably delayed. Thus, while we mayors of the South Portland region are writing in support of this the I-5 South Corridor Refinement Plan project, the project benefits multiple jurisdictions and economic interests around the region.

A completed I-5 South Corridor Refinement Plan will help determine logical cost-benefit investment decisions on I-5 connectivity enhancements, improved access controls and effective methods of alleviating freight mobility chokepoints in several jurisdictions adjacent to I-5. Reducing the impact of system congestion, capacity constraints and traffic hotspots has been advocated by the Regional Freight and Goods Movement Task Force as key issues for the regional freight transportation system.

Additionally, the Regional Freight and Goods Movement Task Force is advocating that freight-oriented preservation, management and investment priorities should focus on "the core throughway system bottlenecks to improve truck mobility in and through the region," specifically citing that "hotspots of note include…the I-5 South corridor." The I-5 South Corridor Refinement Plan directly addresses these issues and explores potential solutions that help the region to avoid costly investments that may not be beneficial and to selectively target public investments for maximum benefit.

In conjunction with the I-5 South Corridor Refinement Plan project, we also support JPACT's nomination of the High Capacity Transit Corridor number 11, "Portland to Sherwood in the vicinity of Barbur/Hwy 99W Corridor (LRT)" as the region's highest-ranked "Near Term Regional Priority" for study. Examining improved transit options in this larger mobility corridor complements the road study of the I-5 South Plan.

As the region considers future investments in transportation improvements and new urban-growth boundary expansion areas, such as the Coffee Creek industrial area or the Tualatin-Sherwood-Wilsonville area, the region will be better served when we have quantified the limitations of and identified potential modifications within the South Metro I-5 Corridor, which carries more traffic and freight than any other highway segment in Oregon.

We thank you for your time and consideration and look forward to working with the region to advance the I-5 South Corridor Refinement Plan as a critical tool to improve system mobility and reliability that benefits all metro-area jurisdictions and West Coast commerce.

Sincerely,

Jack Hoffman
Mayor, City of Lake Oswego

Craig Dirksen
Mayor, City of Tigard

Lou Ogden
Mayor, City of Tualatin

Tim Knapp
Mayor, City of Wilsonville

cc: Honorable Lynn Peterson, Chair, Clackamas County Board of Commissioners
Honorable Ted Wheeler, Chair, Multnomah County Board of Commissioners
Honorable Tom Brian, Chair, Washington County Board of Commissioners
Jason Tell, Director, Region 1, Oregon Department of Transportation
Bill Wyatt, Executive Director, Port of Portland

smba
south metro business alliance

August 24, 2009

Council President David Bragdon
Councilor Carlotta Colette, JPACT Chair
Councilor Carl Hosticka
Metro Council Office
600 NE Grand Avenue
Portland, Oregon 97232

Dear President Bragdon and Councilors Colette and Hosticka:

For the past few months, the businesses in the south metro area have become much more active and attentive to the transportation needs and concerns in our communities. Our mutual interest in identifying and implementing solutions for the growing traffic congestion and infrastructure planning needs led us to form the South Metro Business Alliance and we are writing you all in that capacity.

I have personally met with Councilor Colette and Councilor Hosticka to share the concerns my colleagues and I have expressed and are now contacting you in hopes of making some progress toward addressing some of those concerns. I understand you have or will be receiving a letter from five mayors of cities in the south metro area supporting a study of the I-5 Corridor in this portion of the region, as directed in Metro Regional Transportation Project Item # 11062.

We are quite pleased our elected leaders support launching the study and want to add our voice of support in favor of moving forward with the project. There is a caveat we would like to offer as well from the perspective of the businesses that rely on transportation infrastructure to maintain the economic underpinnings of the community. That caveat is quite simple and straightforward so allow me to elaborate.

While many transportation studies of this area have already been conducted, we will support completing another one, as long as it is done within the framework of the recommendations drafted into Alternative 7, the plan created by the Policy Steering Committee of the Hwy 99 I-5 Task Force. The members of SMBA believe Alternative 7 should serve as a platform for any additional conversations about transportation in this area. Further, it should be the starting point for moving forward. The new study should not be conducted in a vacuum as though no work or thought has been given to the needs and concerns of this community to date and hence our recommendation.

P.O. Box 1096 • Tualatin, OR 97067 • SMetroBA@aol.com

President David Bragdon
Councilor Colette
Councilor Hosticka

In addition, the study of the needs along the I-5 corridor from Highway 217 to the Boone Bridge should not preclude the commencement of transportation projects that are ready to begin and which address mutually agreed upon existing needs. In other words, this study should not be undertaken in lieu of beginning to conduct work on vital connectivity projects that are desperately needed in our neighborhoods. Our community has waited for many years to have these critical transportation issues addressed and we cannot support simply conducting another survey to determine if there are serious needs to be addressed. There are serious needs and they need to be addressed immediately.

The economic vitality of our entire region depends upon the safe and efficient flow of traffic along I-5 through our towns. As business owners and operators, we are convinced this portion of the region cannot afford any more missteps or missed opportunities. The transportation planning and growth management of this area must become a priority of every elected leader in this region before the economic downturn we are currently experiencing becomes an economic disaster.

I appreciate your diligent attention to the issues I've raised over the past few months and would be happy to invite you all to meet with us if it would serve any productive outcome. In the meantime, you should feel free to contact me if you have any questions. I look forward to learning of your intended actions on these matters and you can be assured we will continue to work with you and the community to find sound solutions to the traffic and transportation issues in our area.

Sincerely,

Trey Chanter

Trey Chanter
Rasmussen Mercedes

Cc: Commission Chairman Tom Brian
Commissioner Roy Rogers
Jason Tell, ODOT Region 1 Director
SMBA Members

Southwest Neighborhoods, Inc.
7688 SW Capitol Highway, Portland, OR 97219 (503) 823-4592

October 21, 2009

Sue Keil, Director, Portland Bureau of Transportation
1120 SW Fifth Avenue, Suite 800
Portland, OR 97204

Re: Mobility Corridor Refinement Plan

Southwest Neighborhoods, Inc. (SWNI) urges the City of Portland, ODOT and Metro to select the I-5/99W mobility corridor, Portland Central City to Tigard (corridor #2) for the next Corridor Refinement Plan. This includes Barbur Boulevard and feeder routes as described in Metro's "Atlas of Mobility Corridors."

Significant congestion occurs frequently on I-5, causing significant local congestion on Barbur Blvd., Capitol Highway, Taylors Ferry Road, Terwilliger Blvd., Macadam Ave. and other arterials and local streets. Many of the freeway on and off-ramps are located on local streets, creating backups in our neighborhoods, especially when the local colleges are in session or when I-5 is at a stall.

We support the Active Transportation initiative and worked with you to develop a proposal for Barbur Blvd. and other key routes to develop a network that would make these routes safer to walk or ride a bicycle. Most of the arterials and collectors in our coalition area have significant sections of missing sidewalks and bike paths, and it is difficult to travel to schools and shops without depending on an automobile.

The corridor refinement plan is critically important at this time to evaluate how the selection of Barbur as a near-term priority for high-capacity transit will allow Barbur to accommodate all modes of transportation (transit, bicycles, pedestrians and motor vehicles) while preserving livability in the neighborhoods and the economic vitality of the commercial businesses in the corridor. If not done right, the addition of high-capacity transit on Barbur could result in loss of auto and freight capacity, housing, businesses, greenspaces and habitat, have a negative impact on mobility, and exacerbate congestion on adjacent transportation routes in neighborhoods.

We urge you to make the I-5/99W mobility corridor a high priority for the next Corridor Refinement Plan.

Sincerely,

Brian Russell
President
Southwest Neighborhoods, Inc.

cc: Metro, ODOT

Southwest Neighborhoods Inc. is a nonprofit coalition that provides services to promote citizen participation and crime prevention. SWNI is a coalition of 17 neighborhood associations and three business associations in the southwest quadrant of the City of Portland.

OFFICE OF
MAYOR
SAM ADAMS

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TRIMET

Tri-County Metropolitan
Transportation District
of Oregon

710 NE Holladay St
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(503) 238-RIDE

trimet.org

October 28, 2009

Carlotta Collette, Chair
Joint Policy Advisory Committee on Transportation
Metro
600 NE Grand Avenue
Portland, Oregon 97232

Dear Chair Collette,

The City of Portland and the Tri-County Metropolitan Transportation District of Oregon (TriMet) are excited about the selection of the I-5 South/Barbur Blvd/99W corridor (Portland to Sherwood) as a Tier 1 High Capacity Transit (HCT) alignment in the recently adopted Regional HCT Plan. While we just initiated service on the Green Line in September and are currently in design of the Yellow Line to Milwaukie, it is important that we begin the process of project planning and development for an HCT line from downtown Portland to Tigard and Sherwood.

The Oregon Department of Transportation (ODOT) has stated that we need a multimodal, multi-facility Mobility Corridor Refinement Plan for the corridor that includes both I-5 and Barbur Boulevard. This Corridor Refinement Plan will evaluate the needs for all modes so that decisions on High Capacity Transit can be made within the context of total mobility needs. For this reason it is critical that the efforts be concurrent.

Therefore, we strongly urge JPACT to designate the I-5 South/Barbur Blvd/99W corridor (Portland to Sherwood) as the Next Corridor for Corridor Refinement Planning and the next High Capacity Transit corridor and allocate the $500,000 in federal funds set aside in the Metropolitan Transportation Improvement Program (MTIP) to this effort. We also urge JPACT to support a request of $2.5 million in FTA Alternatives Analysis funding for the next federal appropriations cycle for the high capacity transit work.

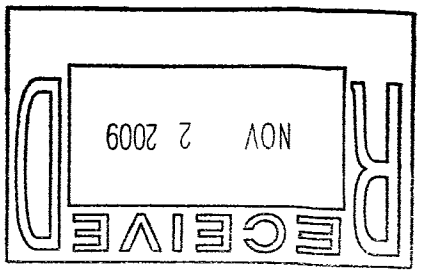
Sincerely,

Sam Adams
Mayor
City of Portland

Fred Hansen
General Manager
TriMet

October 29, 2009

City *of* Tigard



Councilor Carlotta Collette, JPACT Chairperson
David Bragdon, Metro Council President
600 NE Grand Avenue
Portland, OR 97232-2736

Re: Tigard's Support for Refinement Planning for the I-5 South/Barbur Blvd/Hwy 99W High Capacity Transit Corridor

Dear Councilor Collette and President Bragdon,

I wish to express Tigard's enthusiasm and commitment to participating in a Mobility Corridor Refinement Plan encompassing the Barbur Blvd/Highway 99W High Capacity Transit Corridor and the adjacent Interstate 5 Corridor because of the importance of concurrently planning for all travel modes. A concurrent effort is essential to developing an integrated and well-functioning transportation system.

The corridor refinement planning effort is a vital step towards achieving Tigard's (and the Region's) urban growth and livability aspirations. We see it as essential to achieving Tigard's aspirations to redevelop its Downtown, the Highway 99W Corridor, Tigard Triangle, and the Washington Square Regional Center as compact urban areas. These areas have the potential to accommodate thousands of dwellings and jobs and the urban amenities necessary for prosperity, sustainability and a high-quality of life for the region's existing and future residents.

The Corridor Refinement Planning Project would directly support Tigard's current and future policy planning efforts and the investments being made to achieve its aspirations. For example, city residents approved the formation of the Downtown Urban Renewal District and since then an investment of several million dollars in transportation facilities and amenities have been made, or committed, for the near future including West Side Commuter Rail; major downtown street reconstruction; improvements to Fanno Creek Park and major intersection improvements on Hall, Greenburg, Main and 99W intersections.

Tigard has also taken a strong policy position consistent with the need to develop an integrated multi-modal transportation system combined with a supportive land use pattern. This is evidenced in a number of City Council decisions such as support for the West Side Commuter Rail; adoption of the Highway 99W Improvement and Management Plan (2007); development of future urban design vision studies for Downtown Tigard and Highway 99W (2008, 2009) and adoption of the Washington Square Regional Center Master Plan (2005). Furthermore, the city is updating its Transportation System Plan which emphasizes an integrated multi-modal transportation system. Tigard will also soon be working with Metro, Tri-Met and ODOT to

13125 SW Hall Blvd. • Tigard, Oregon 97223 • 503.639.4171
TTY Relay: 503.684.2772 • www.tigard-or.gov

develop a Highway 99W/Barbur Blvd. Land Use Plan with a specific emphasis on development of a transit-supportive land use pattern.

Tigard is doing many other things, which in aggregate emphasize its readiness to participate in an I-5/Barbur Blvd/99W Corridor Refinement Plan. These include development and future adoption of downtown urban design standards and circulation plan; citywide pathway master planning; working with ODOT to infill missing sidewalk lengths on Highway 99W and signal modernization along the length of the facility.

The interest and support in the principles embodied in a corridor refinement planning effort extends throughout the community. Citizens have actively sought additional information about future high capacity transit by participating in events such as the recent Tigard/Interstate LRT tour organized by TriMet and Tigard business leaders. Tigard citizens have consistently shown a high level of concern about the future of the transportation system, particularly Highway 99W, through community surveys and workshops

We believe that selection of this corridor as a multimodal, multi-facility Mobility Corridor Refinement Plan including both I-5 and Barbur Blvd/Highway 99W, is a decision that is most supportive of the region's goals to implement the Regional High Capacity Transit System Plan. Therefore, we ask JPACT to make that selection and allocate the $500,000 in federal funds set aside in the Metropolitan Transportation Improvement Program (MTIP) to this timely and important effort.

Sincerely,

Craig E. Dirksen, Mayor
City of Tigard

cc: Chair Tom Brian, Washington County Board of Commissioners
Mayor Keith Mays, City of Sherwood
Mayor Sam Adams, City of Portland
Mayor Ron Shay, King City
Gail Achterman, Oregon Transportation Commission
Robin McArthur, Metro
Lidwien Rahman, ODOT
Jason Tell, ODOT
Matt Garret, ODOT
Fred Hansen, TriMet
Alan Lehto, TriMet

WASHINGTON COUNTY
OREGON

November 2, 2009

Carlotta Collette, Chair
Joint Policy Advisory Committee on Transportation
Metro
600 NE Grand Avenue
Portland, OR 97232

Dear Chair Collette,

Washington County strongly supports the I-5 South-Barbur Boulevard-Highway 99W Corridor (Portland to Sherwood) as a Tier 1 High Capacity Transit (HCT) alignment in the recently adopted Regional HCT Plan. It is time for the Region to initiate the process of project planning and development for a HCT line from downtown Portland to Tigard and Sherwood. To be successful, this effort must also be coordinated with other supportive planning efforts.

The Oregon Department of Transportation (ODOT) identified the need for a Corridor Refinement Plan of Barbur Boulevard and Interstate 5. This Plan will evaluate the requirements for all transportation modes and inform the decisions on High Capacity Transit within the context of total mobility needs. It is prudent public financial policy that these two planning efforts be concurrent. Consistent with this thinking, Washington County believes the Interstate 5 Multimodal Corridor Plan should be addressed in phases. Phase one should include the Highway 217 and Carmen Drive interchange areas. Doing the planning in this way should conserve limited funding and allow another priority corridor to be studied.

The Washington County Board of Commissioners calls on JPACT to identify the Interstate-5 South-Barbur Boulevard-99W Corridor as the Region's next High Capacity Transit Corridor, and to support the initiation of a phased Mobility Corridor Plan. In support of this direction, JPACT is also asked to: 1) Set aside $500,000 in Metropolitan Transportation Improvement Program (MTIP) funds for the Multimodal Mobility Corridor planning effort. 2) Support a request for $2.5 million in Federal Transit Administration (FTA) funding for the initial High Capacity Transit Corridor work in the next federal appropriations cycle.

Sincerely,

Tom Brian

Tom Brian
Chairman

Board of County Commissioners
155 North First Avenue, Suite 300, MS 22, Hillsboro, OR 97124-3072
phone: (503) 846-8681 • fax: (503) 846-4545

Roy Rogers
Commissioner, District 3

cc: David Bragdon, Metro Council President
Kathryn Harrington, District 4 Metro Councilor
Carl Hosticka, District 3 Metro Councilor
Sam Adams, Mayor, City of Portland
Fred Hansen, General Manager, TriMet

smba
south metro business alliance
p.o. box 1096 • tualatin, OR 97067
SMetroBA@aol.com

October 30, 2009

Councilor Carlotta Collette
Members of JPACT
Metro Regional Center
600 NE Grand Avenue
Portland, Oregon 97232

Dear Councilor Collette and Members of JPACT:

As you consider how to best prioritize and fund corridor refinement plans for our region, I encourage you to provide funding for the I-5 Corridor study as the highest priority for the betterment of the entire region. My recommendation and request comes based on the following considerations:

- Studies and data provided by ODOT substantiate the Boone Bridge currently supports more north-south commercial traffic than the Columbia River Crossing, making it potentially the most economically significant transportation structure in the region.
- For more than 20 years, the region has struggled with the challenges associated with creating better access to Interstate 5 in the southern area of the region from Wilsonville and Tualatin north to Interstate 217. The time has come to address the concerns that have been identified over the past 20 years.
- A regional Task Force of local elected leaders and community stakeholders collectively studied the I-5 Hwy 99 Connector and supported the implementation of the I-5 Corridor Refinement Study and recommended it be launched as soon as possible.
- Regional support from the business organizations, including the SMBA and the chambers of Tualatin, Sherwood and Wilsonville, have all notified Metro of their support for the I-5 Corridor Refinement Study, as well as individual business owners and operators from the south metro area.

Based on this overwhelming community support from every segment of our region, I urge you to unanimously recommend to Metro Council that the I-5 Corridor Refinement Study be funded and launched as soon as possible.

Respectfully,

Trey Chanter

Trey Chanter

Cc: Councilor Carl Hosticka
Mayor Lou Ogden
Mayor Keith Mays
Mayor Tim Knapp

October 29, 2009

Metro Council/JPACT
c/o Metro
Planning and Development
600 NE Grand Ave.
Portland, OR 97232

Subject: Corridor Refinement Planning

Dear Metro Council Members, JPACT members, and Metro Staff:

City of Milwaukie views the proposed approach to mobility corridor refinement planning as a significant revision to how refinement planning was viewed in the past, and how it was assumed to function by the City during our recent TSP update process. The previously adopted corridor refinement work plan and the City of Milwaukie TSP called for additional study of what are now called corridors 10 and 11 under the aegis of a future refinement planning effort. This was done at ODOT's recommendation. The City is very concerned that the proposed policy could push the onus and responsibility for integrating the mobility function with local land use goals on to localities. While recognizing there are scarce regional resources for planning work, the City is very concerned that such a shift would leave the City with few options. In the City's corridors (#'s 9 & 10), existing land uses and intersections are out of step with the declared ODOT function, there are serious fundamental problems with how the two corridors connect, and the potential for "up-stream" changes like the Sunrise corridor will dramatically change the functional context of these highways. The City believes that it is unrealistic to categorize the facilities as ready for project development, if that indeed is what is assumed by excluding these corridors from any future refinement effort.

The City is very concerned that a gap in this process has been opened, and the City's very significant issues (better defined as questions through the recent TSP) may fall into this gap. In addition, the City would propose that the "local" community-building issues (as opposed to regional mobility issues) are not local only: they are precisely the kind of issue that must be tackled effectively if the region expects to support growth and development within the existing urbanized area.

Sincerely,

Kenny Asher
Community Development and Public Works Director

COMMUNITY DEVELOPMENT
BUILDING * ECONOMIC DEVELOPMENT * ENGINEERING * PLANNING
6101 SE Johnson Creek Blvd., Milwaukie, Oregon 97206
*P) 503-786-7600 * F) 503-774-8236*
www.cityofmilwaukie.org

CITY of BEAVERTON

4755 S.W. Griffith Drive, P.O. Box 4755, Beaverton, OR 97076 TEL: (503) 526-2481 Fax (503) 526-2571

DENNY DOYLE
MAYOR

November 2, 2009

The Honorable David Bragdon, President
Metro Council
Metro
600 NE Grand Avenue
Portland OR 97232-2736

Dear David,

The draft 2035 Regional Transportation Plan identifies OR 8 Tualatin Valley Highway (TV Highway) as a Regional Mobility Corridor that serves two Regional Centers. The corridor needs further refinement due to its failure to perform at current standards; therefore, Metro is requesting letters of support to assist in determining which corridor will be funded and studied next. The City of Beaverton requests that the TV Highway corridor be the subject of the next corridor refinement study.

TV Highway serves as an important east/west connection in Washington County. The highway has a high priority function connecting the Beaverton and Hillsboro Regional Centers. The need for a corridor refinement plan has long been identified in the Regional Transportation Plan to define the function, classification, and performance standards for the roadway. There is a long-standing challenge of how to accommodate capacity and land use access along this corridor. The Washington County and Beaverton Transportation System Plans called for a seven-lane TV Highway placeholder project and a long-range grade separation of TV Highway and both Murray Blvd. and Farmington Road. Even with these improvements assumed in the model, the segment through Beaverton fails to perform. A corridor refinement plan will evaluate trade offs of a variety of capacity and system improvements in a broad "corridor" study area which includes parallel street network improvements, access management, transportation system management, and operational improvements to highway intersections.

Within the Beaverton Regional Center, there is a Special Area Plan that was developed for the 2000 Regional Transportation Plan and is contained in its appendix. This Special Area Plan notes that even with nearly twenty additional north/south and east/west roadway segments added within the Beaverton Regional Center for better connectivity, access, and capacity needed to implement the density and mixed uses of a Regional Center, TV Highway fails to perform to standard.

The City of Hillsboro was recently awarded a TGM grant from ODOT for a TV Highway Corridor Plan. In talks between Washington County, Hillsboro, Beaverton, Metro and TriMet staff, there is agreement to expand the study area to the regional center boundaries to answer the broader questions of function and classification of the highway. While this funded corridor plan will provide a good portion of information needed for Metro's Corridor Refinement Plan, there is likely to be additional work needed for further refinements to TV Highway and the local street network, as well as for implementation of the plan in Beaverton. Anything not covered by the TGM funds could be funded through Metro's process, thus leveraging both funding sources for a huge benefit for the public dollar and a complete study for the Metro region that will serve Washington County, Hillsboro, Beaverton and all cities adjacent to their boundaries.

Please consider this significant added benefit as you make the decision about what Corridor Refinement Plan to fund next. In essence, such a big bang for the public dollar could also allow an additional Corridor Refinement Plan to be conducted at the same time resulting in a two for one benefit to the region.

Please feel free to contact me or Margaret Middleton at 503.526.2424 if you need additional information regarding our support for this critical study.

Sincerely,

Denny

Denny Doyle
Mayor

CITY OF HILLSBORO

November 9, 2009

The Honorable David Bragdon, President
The Honorable Carlotta Collette, Councilor & JPACT Chairperson
Metro Council
600 NE Grand Avenue
Portland OR 97232-2736

Dear President Bragdon and Councilor/Chair Collette:

The draft 2035 Regional Transportation Plan identifies OR 8 Tualatin Valley Highway (TV Highway) as a Regional Mobility Corridor that serves the two Regional Centers of downtown Hillsboro and downtown Beaverton. Metro is requesting letters of support to assist in determining which corridor will be funded and studied next.

The City of Hillsboro requests that the TV Highway corridor be considered as a high priority for funding in this next opportunity for corridor refinement study. Concurrently, Hillsboro also respects and supports the consensus of Washington County and its cities in prioritizing the South County – I-5/99W/Barbur Boulevard HCT corridor as its next large-scale High Capacity Transit opportunity, highlighting the need for its own comprehensive corridor refinement study.

TV Highway serves as an important east/west connection in Washington County, both for freight traffic as well as serving commute travel demands. Modeling has identified that it also serves a significant role in serving north/south trips traveling from work-to-home within the Tualatin Valley in the peak commute hours.

Many trips access TV Highway on one of the many north/south arterials, travel east or west, then, depart onto another north/south arterial to reach the trip's final destination. This travel pattern creates within the TV Highway Corridor a unique opportunity for consideration of investments in alternative travel routes within the overall "corridor" to maximize the overall functionality and performance of the highway and its supporting arterials/collectors, thus improving mobility within the entire travel corridor.

The need for a corridor refinement plan has long been identified in the Regional Transportation Plan to define the function, classification, and performance standards for the roadway. The Washington County and Beaverton Transportation System Plans called for a seven-lane TV Highway placeholder project. The Hillsboro Transportation System Plan, based upon 2020 travel demand, called for an Access Management strategy for its portion of the Highway.

Recent studies by Hillsboro of 2030 traffic forecasts also identifies the need to consider a seven-lane TV Highway within its jurisdictional boundaries. The Metro RTP identifies TV Highway as a five-lane facility, however Metro's regional travel demand model assumes it as a seven-lane facility. This inconsistency with City of Hillsboro and Washington County's findings, and even within Metro's documents, highlights the need for an enhanced comprehensive study of the corridor to evaluate all possible alternatives to a seven-lane highway improvement.

The City of Hillsboro was recently awarded a TGM grant from ODOT for a TV Highway Corridor Plan to identify and evaluate potential multi-modal solutions for this Corridor, including modeling of transportation system investment alternatives throughout the Corridor segment to be covered by the grant. However, proposed funding for this pending TGM grant will not be adequate to include a detailed evaluation of Corridor alternatives and multi-modal solutions necessary for implementation in the eastern portion of the Corridor, while still providing the level of detail necessary to address the Corridor needs near and through Hillsboro.

Use of a portion of federal MTIP funding available through Metro's Corridor Refinement Plan process could fill the funding void necessary to yield a complete Corridor Refinement Plan for TV Highway by providing funding for the supplemental work necessary to address the eastern portion of the corridor, thereby leveraging the TGM grant funded work which would proceed it due to their dissimilar funding sources and schedules.

With available Metro MTIP funding limited, this approach of providing supplemental funding to complete the TV Highway Corridor Refinement Plan could also protect the majority of MTIP funding for the South County I-5/99W/Barbur Boulevard Corridor Refinement Plan, a County-wide priority. Together, a much needed significant and comprehensive step could be accomplished for planning the future integrated multi-modal transportation system for Washington County.

Please feel free to contact me (503-681-6473) or Don Odermott (503.681-6451) if you need additional information regarding our support for this critical study.

Sincerely,

CITY OF HILLSBORO

Jerry W. Willey
Mayor

cc: Washington County Board of Commissioners
Tom Brian, Chair
Dick Schouten, District 1
Desari Strader, District 2
Roy Rogers, District 3
Andy Duyck, District 4
Denny Doyle, Mayor
City of Beaverton

DEPARTMENT OF COMMUNITY SERVICES
MULTNOMAH COUNTY OREGON

Land Use and Transportation Planning Program
1600 SE 190th Avenue
Portland, Oregon 97233-5910
(503) 988-3043

November 2, 2009

Councilor Carlotta Collette, JPACT Chair
David Bragdon, Council President
Metro
600 N.E. Grand Avenue
Portland, OR 97232-2736

Dear Ms. Collette and Mr. Bragdon:

Subject: I-84/US-26 Connection(s) – Mobility Corridor 15 Refinement Plan – Demonstration of Local Support

On behalf of the cities of East Multnomah County, I respectfully submit this packet of materials to demonstrate the strong level of support for Metro to initiate the CRP (Corridor Refinement Plan) addressing connections between I-84 and US 26, and Mobility Corridor 15 for the East Metro area generally between 181st/182nd Avenue and 257th Avenue/Kane Road, and between I-84 and Damascus.

The need for this CRP is long-standing, and support for it has increased since Metro prioritized it as one of the top corridors for refinement planning in 2005. In the absence of a State route, local roads in East Metro serve inter- and intra-state trips traveling between I-84 and US-26. Since the 1980s, numerous transportation studies with a variety of approaches and outcomes have been done in search of an answer to the I-84/US 26 connection problem. These include:

- 1989 - Mt. Hood Parkway Study
- 1997 - 257th Avenue Enhancement Study
- 2002 - 242nd Ave/Hogan Rd. Traffic Impact Analysis
- 2005 - East Metro Area Advanced Transportation and Telecommunications Corridor Assessment Study
- 2007 - Portland Freight Data Collection Report.

It is time to complete a CRP in East Metro that allows the region to identify and make appropriate transportation investments.

The I-84/US-26 Connection(s) – Mobility Corridor 15 CRP is a critical regional investment: The regional CRP for the area generally between 181st/182nd Avenue and 257th Avenue/Kane Road is necessary to make informed transportation investment decisions that support development of vacant and underutilized industrial lands and at least six regional and town centers, including

Damascus, to foster economic growth and maintain and enhance the livability of East Metro communities. The refinement plan will consider a full range of mobility and accessibility solutions and recommend improvements for the connection of I-84 and US 26. Solutions and recommended improvements will support local communities affected by this traffic to develop to their full potential.

In 2007, the cities of Fairview, Gresham, Troutdale and Wood Village entered into a MOU (Memorandum of Understanding), agreeing to the need for a comprehensive plan of strategic transportation investments in East Multnomah County to achieve planned economic and community goals and aspirations. The primary concern was, and continues to be, the connection between I-84 exits 13 (N.E. 181st Avenue), 15 (Fairview Parkway), 16 (238th Avenue) and 17 (257th Avenue) and US 26. At the time of the MOU, the presumed solution was a limited access freeway, like OR 217 in Washington County. While there was consensus the corridor needed improvement, each city was concerned how a highway would affect livability and traffic flow in their respective community.

With the State RTP Update and the Making the Greatest Place planning process, the concerns expanded to include East Metro mobility and connectivity between the I-84 corridor and the Damascus area. The draft State RTP update specifically recommends a corridor refinement plan be conducted for the Fairview/Wood Village/Troutdale/Gresham to Damascus mobility corridor (Mobility Corridor #15).

The I-84/US-26CRP is consistent with <u>State and Regional Plans and Policies</u>, and addresses the <u>Economy, Environment, and Equity</u>: This CRP will allow the region to maximize 2040 land uses within the current UGB. Setting a "best practice" example, this CRP will determine the most efficient use of existing transportation infrastructure to serve areas that have acreage for both housing and employment growth. This plan will set an example of how to best use existing resources within the UGB, thereby minimizing the need for its expansion.

East County has long been considered a conglomeration of bedroom communities serving those working in other areas of the region. In reality, these communities have expanded their mix of uses and include one regional center and five town centers. East Metro jurisdictions are making great efforts to attract jobs and have increased allowable densities to provide more opportunities to live and work within the same community. For example, the City of Gresham recently updated its Downtown Plan to allow for a higher density of mixed uses. The City is also reviewing allowed densities along arterial corridors to strategically prepare for future growth within the UGB. Also, industrial land in the Columbia Cascade River District and the Springwater Plan Area are well-positioned to become significant employment locations for nearby residential communities that are increasingly home to under-employed and minority populations.

Through the CRP, the region can comprehensively analyze existing transportation infrastructure, plan the necessary improvements and act. By doing, so we can attract the businesses able to provide jobs for the future, bring those jobs closer to where people live, promote transportation choices and improve access and mobility.

East Metro town and regional centers will proportionately contribute to Making the Greatest Place, and the region should invest in planning to help achieve their potential. Several of the centers and corridors are well positioned for redevelopment based on age and quality of housing and commercial stock.

One example of the link between the CRP and achieving land use goals is illustrated by the Rockwood Town Center. Currently, the National Highway System runs through the town center. This is a challenge to redevelop the area with land uses that fulfill the regional expectations of a town center. The CRP will help identify the appropriate local arterials for through freight movement. Additionally, the CRP will identify strategic, cost-effective investments that provide multi-modal choices for the movement of people, goods and services.

There is strong Local Support and Community Interest for this CRP: This CRP is widely supported in the East Metro region and beyond. Included in our attached materials are letters of support from Multnomah County Board of Commissioners, the cities of Damascus, Fairview, Gresham, Sandy, Troutdale and Wood Village, the East Metro Economic Alliance, West Columbia Gorge Chamber of Commerce, Gresham Area Chamber of Commerce, Columbia Corridor Association, Gresham Downtown Development Association, Mt. Hood Community College, and Coalition of Gresham Neighborhood Associations.

The interest in corridor planning remains strong although the understanding of what constitutes success has changed in the two decades the East County jurisdictions have looked for transportation solutions. There is general consensus that no "silver-bullet" solution exists. We recognize the transportation solutions lie with the existing network of arterials, not in the construction of a new throughway. It will be a comprehensive set of strategic smaller scale investments throughout the corridor that is the "silver buck-shot".

To this end, the East Multnomah County Transportation Committee requested 242nd/Hogan Road be reclassified in the RTP from a Principal Arterial to Major Arterial, a commitment to scaling that arterial in a manner consistent with community land use aspirations.

The CRP is Needed and the East Metro Region is Ready to move forward: The East Metro jurisdictions will make better investment decisions if we understand current and projected constraints on our arterials, and the most appropriate solutions to address those constraints. As demonstrated by numerous attempts, this cannot be accomplished by

separate analyses done independently by local jurisdictions. The regional approach of a CRP is vital to assessing the problems and solutions for travel between I-84 and US-26, and within the East Metro area.

Further delay of planning will continue to exacerbate inter-jurisdictional challenges to defining appropriate investments and how they might be phased. We need a coordinated investment program; otherwise "spot" improvements may be made that negatively impact neighboring cities or are limited in their effectiveness – both locally and regionally.

This CRP will benefit from previously completed studies that provide some baseline data. The CRP is effectively scoped by the recognition that a limited-access arterial is not the solution, but that our multiple local arterials will be the baseline network. Refinement planning is needed to analyze a suite of cost effective solutions comprised of smaller-scale capital projects, TSMO, and high-quality/enhanced bus service along with longer-term HCT investments that will support the development of vacant and underutilized industrial and the (re)development of regional and town centers.

There is a commitment of Local Resources to this CRP: Substantial local resources have been spent on transportation studies of the corridor in the last decade. There is agreement at the political level for the need to provide technical and in-kind resources and monetary support for the CRP in order to leverage regional participation. At this time, the Cities and Multnomah County are committed to providing meaningful monetary contributions to the effort that will need to be negotiated once the corridor is selected and the scope and timeframe of the CRP is defined. Agency work programs and budgets will be adopted to reflect all levels of support negotiated through the project IGA process.

The East Metro refinement planning has high cost-benefits for the region compared to other needed CRPs. It is not about a new regional "mega-project". This CRP's recommendations will spotlight investments that address both current needs on our local streets and getting ahead of problems that will otherwise emerge as the East Metro cities grow into their aspirations over time.

The Cities of Fairview, Gresham, Troutdale and Wood Village, and Multnomah County urge JPACT and the Metro Council to select the East Metro corridor as the region's next refinement plan.

Best regards,

Jane McFarland, Principal Planner

Attachments

East Multnomah County Transportation Committee

City of Fairview *City of Gresham* *City of Troutdale* *City of Wood Village* *Multnomah County*

July 16, 2009

Joint Policy Advisory Committee on Transportation
Attn: Carlotta Collette, Chair
Metro
600 NE Grand Avenue
Portland, OR 97232-2739

SUBJECT: Funding the I-84 to US 26 Corridor Refinement Plan through East Multnomah County

For many years now, there has been a significant and growing need for additional transportation capacity in East Multnomah County for commercial traffic between I-84 and US 26. As populations have shifted east, the roads of the region are moving far more personal vehicles and commercial traffic than ever intended.

Economic development in the east metro area is a shared interest of Multnomah County; the Cities of Fairview, Gresham, Troutdale, and Wood Village (Cities); Clackamas County and its incorporated cities. Improved north-south transportation connection between I-84 and US 26 is essential for fostering the east regional industrial areas, including the Columbia-Cascade River District, Springwater, and Damascus. The east metro cities acknowledge the need to agree on how to solve this issue.

The Memorandum of Understanding (MOU) among the Cities dated April 26, 2007 and approved via resolution by the city of Damascus noted the I-84 to US 26 corridor as the primary transportation concern of the area. The four possible alternatives mentioned in the MOU are; 181 Avenue, Fairview Parkway, 242nd Avenue and 257th Avenue. This corridor has been identified as a regional need as recently as the 2004 Regional Transportation Plan and has been included by JPACT on the list of the five most crucial regional corridors for refinement planning. The MOU also acknowledged improvements are needed to the east-west I-205 to US 26 corridor as its second priority. The Cities and neighboring jurisdictions are relying on the results of an independent and unbiased comprehensive study of the I-84 to US 26 Corridor to effectively plan their transportation and economic futures.

The East Multnomah County Transportation Committee (EMCTC) urges you to take the necessary steps to make the I-84 to US 26 Corridor Refinement Plan the highest priority for a corridor study in the 2009 Regional Transportation Plan in compliance with the

2007 MOU dated April 26, 2007. The Cities and Multnomah County will work cooperatively with Metro, the Oregon Department of Transportation, and other regional partners to conduct a comprehensive study in accordance with the MOU, to reach consensus on a preferred corridor alternative(s), and jointly advocate for its implementation.

Sincerely,

Commissioner Diane McKeel, EMCTC Chair, Multnomah County Commissioner, Dist 4

Larry Cooper, Councilor – City of Fairview

David Widmark, Councilor – City of Gresham

Jim Kight, Mayor – City of Troutdale

Dave Fuller, Mayor City of Wood Village

Enc: List of supporters for funding an I84 to US 26 corridor study.

List of Supporters of the request by EMCTC to JPACT to make the I-84 to US 26 Corridor (Corridor 15) the highest priority for a corridor study in the 2009 Regional Transportation Plan:

1) Multnomah County Board of Commissioners, by Resolution, September 3, 2009

2) Cities of Fairview, Gresham, Troutdale and Wood Village, Memorandum of Understanding, April 26, 2007

3) City of Sandy, letter, July 23, 2009

4) City of Damascus, letter, September 14, 2009

5) East Metro Economic Alliance, letter , August 13, 2009

6) West Columbia Gorge Chamber of Commerce, letter, September 14, 2009

7) Gresham Area Chamber of Commerce, letter via fax, August 10, 2009

8) Columbia Corridor Association, letter, August 28, 2009

9) Gresham Downtown Development Association, letter, August 27, 2009

10) Mt. Hood Community College, letter, September 15, 2009

11) Coalition of Gresham Neighborhood Associations, September 9, 2009

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

RESOLUTION NO. 09-108

Endorsing the Request of the East Multnomah County Transportation Committee to the Joint Policy Advisory Committee on Transportation for Inclusion of Funding for a Comprehensive Study of the 1-84to US 26 Corridor in the 2009 Revision of the Regional Transportation Plan

The Multnomah County Board of Commissioners Finds:

a. As of July 1, 2008, the combined population of the cities of Fairview, Gresham, Troutdale and Wood Village (Cities) increased by 11.4% from the 2000 Census, according to estimates by the Population Research Center at Portland State University.

b. East Multnomah County contains large amounts of unutilized and underutilized land designated for industrial development such as the Columbia Cascade River District, the Gresham Strategic Investment Zone, and the Springwater Area.

c. Economic development in the area is dependent on a clear understanding of current and future transportation needs.

d. The Cities wish to maintain the livability and character of their respective cities while accommodating the expected growth and needed economic development.

e. The 1-84to US 26 corridor was recognized as a need of the metropolitan region in the 2004 Regional Transportation Plan.

f. JPACT has listed 1-84to US 26 as one of the five crucial corridors for corridor refinement plan.

The Multnomah County Board of Commissioners Resolves:

1. To endorse the East Multnomah County Transportation Committee's letter dated July 16, 2009, requesting the inclusion of funding for a comprehensive transportation study of the 1-84to US 26 corridor in the 2009 revision of the RTP. A copy of the letter is attached as Exhibit "A".

2. To work cooperatively with; the Cities, Metro, the Oregon Department of Transportation, and other affected regional parties to conduct a comprehensive study of the corridor, reach consensus on preferred corridor alternatives, and jointly advocate for its implementation.

ADOPTED this 3rd day of September 2009.

BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

Ted Wheeler, Chair

REVIEWED:

AGNES SOWLE, COUNTY ATTORNEY
FOR MULTNOMAH COUNTY, OREGON

By _____
Matthew O. Ryan, Assistant County Attorney

SUBMITTED BY:
Diane McKeel, Commissioner District 4

MEMORANDUM OF UNDERSTANDING

WHEREAS, economic development in the east metro area is an important and shared concern of the Cities of Fairview, Gresham, Troutdale, and Wood Village ("Cities"); and

WHEREAS, the Cities believe that improving the north-south transportation corridors connecting US 26 and I-84 is essential for fostering economic development in the area; and

WHEREAS, the Cities believe that improving the east-west transportation corridors connecting US 26 and the Sunrise Corridor to neighboring commerce centers in northern Clackamas County is likewise essential for economic development in the region; and

WHEREAS, the 2005 East Metro Area Advanced Transportation and Telecommunications Assessment Study identified the need for the equivalent of new arterial lanes in the corridor by 2025; and

WHEREAS, the Cities acknowledge the need to reach an agreement on how to solve the corridor issues is necessary; and

WHEREAS, this issue is of regional and statewide significance.

NOW, THEREFORE, the Cities agree that:

1. Metro and/or the Oregon Department of Transportation should embark on a Comprehensive Corridor Study as soon as possible; and
2. The Cities recommend that the study include an analysis of 181st, Fairview Parkway, 242nd and 257th from I-84 to an improved interchange at US 26 with the stipulation that the analysis of the 242nd route be limited to consideration of the road being constructed below grade from north of Halsey Street to a minimum of ¼ mile south of Glisan; and
3. The Cities recommend that north-south improvements from I-84 to US 26 be made the first priority for regional improvements; and
4. The Cities also recommend that the east-west corridor improvements from I-205 to US 26, the Sunrise Corridor, be made the second priority for regional improvements; and
5. Multnomah County should take part and help develop the parameters for this study with representatives of the Cities involved in the study process; and

6. The Cities will work cooperatively with Metro, the Oregon Department of Transportation, and other regional partners to reach agreement on a preferred corridor alternative and jointly advocate for its implementation.

IN WITNESS WHEREOF, the parties have executed this Memorandum of Understanding as of the date of last signature below.

Mayor Mike Weatherby, City of Fairview Date

5/14/07

Mayor Shane Bemis, City of Gresham Date

5/9/07

Mayor Paul Thalhofer, City of Troutdale Date

Mayor David Fuller, City of Wood Village Date

Chair Ted Wheeler, Multnomah County Commission

Revised Version (4-16-2007)

Revised Version (4-26-2007)

RECEIVED
JUL 23 2009
CITY RECORDER'S OFFICE
CITY OF TROUTDALE

CITY OF
SANDY
39250 Pioneer Boulevard • Sandy, OR 97055
Phone 503-668-5533
Fax 503-668-8714
www.cityofsandy.com
Gateway to Mt. Hood

July 20, 2009

Joint Policy Advisory Committee on Transportation
Attn: Carlotta Collette, Chair
Metro
600 NE Grand Avenue
Portland, OR 97232-2739

Ms. Collette,

The economic development of the East Metro area depends on a clear analysis of transportation needs of the area. Roads must have the capacity to handle current traffic demand and to adapt for the future.

The City of Sandy supports the request by the East Multnomah County Transportation Committee to identify the I-84 to US 26 Corridor Refinement Plan as a regional priority in the 2009 Regional Transportation Plan. We believe the Refinement Plan will provide the information necessary to identify appropriate transportation investments needed to foster economic growth and provide adequate statewide freight mobility.

Sincerely,

Linda K. Malone

Linda K. Malone, Mayor
City of Sandy

The City of Sandy is an equal opportunity employer and does not discriminate on the basis of race, religion, sex or handicapped status.

City of
Damascus

19920 SE Highway 212
Damascus, OR 97089

September 14, 2009

Joint Policy Advisory Committee on Transportation
Attn: Carlotta Collette, Chair
Metro
600 NE Grand Avenue
Portland, OR 97232-2739

SUBJECT: **Support for the Request by East Multnomah County Transportation Committee to identify the I-84 to US 26 Corridor Refinement Plan as a Regional Priority in the 2009 Regional Transportation Plan**

The economic development of the East Metro area depends on a clear analysis of transportation needs of the area. Roads must have the capacity to handle current traffic demand and to adapt for the future.

The City of Damascus supports the request by the East Multnomah County Transportation Committee to identify the I-84 to US 26 Corridor Refinement Plan as a regional priority in the 2009 Regional Transportation Plan. We believe the Refinement Plan will provide the information necessary to identify appropriate transportation investments needed to foster economic growth and provide adequate statewide freight mobility.

Sincerely,

Jim Wright

Jim Wright, Mayor
City of Damascus

Cc: East Multnomah County Transportation Committee ✓

East Metro Economic Alliance

President
Brian Lessler

President Elect
Tom Perrick

Secretary
Dr. John Sygielski

Treasurer
Barb Cardinale

Executive Director
Travis Stovall

August 13, 2009

Councilor Carlotta Collette, Chair JPACT
600 NE Grand Ave.
Portland, OR 97232

RE: EMCTC Support of the 2007 Memorandum of Understanding

Dear Chair Collette:

We have worked hard to demonstrate a broad base of support for obtaining funds for a corridor study for a North-South route to assist with transit in and through East County. Another demonstration of this support was a recent letter submitted by the East Multnomah County Transportation Committee (EMCTC). The letter highlighted yet an additional show of support for the study being funded and completed.

East Metro Economic Alliance (EMEA) business members have strongly stated the desire to have this significant transportation need studied and a solution developed. We fully support EMCTC's board support to have the study completed. We encourage funding the study without delay to allow for continued economic development competitiveness on a regional, national and global stage.

We appreciated your consideration and welcome the opportunity to answer any questions needed to assist you in you decision to fund the North-South Connector Study.

Respectfully submitted,

EMEA Transportation Committee

Steven J Entenman

By Steven J. Entenman, PE, SE
Chairman

PO Box 422, Gresham OR 97030 | Ph: 971-506-1493 | Fax: 503-907-7452 | www.eastmetro-alliance.org

Post Office Box 245 Troutdale, Oregon 97060

September 14, 2009

Joint Policy Advisory Committee on Transportation
Attn: Carlotta Collette, Chair
Metro
600 NE Grand Avenue
Portland, OR 97232-2739

The economic development of the East Metro area depends on a clear analysis of transportation needs of the area. Roads must have the capacity to handle current traffic demand and to adapt for the future.

The West Columbia Gorge Chamber of Commerce supports the request by the East Multnomah County Transportation Committee to identify the I-84 to US 26 Corridor Refinement Plan as a regional priority in the 2009 Regional Transportation Plan. We believe the Refinement Plan will provide the information necessary to identify appropriate transportation investments needed to foster economic growth and provide adequate statewide freight mobility.

Sincerely,

Eric C. Anderson
Interim Executive Director
West Columbia Gorge Chamber of Commerce

August 10, 2009

Diane McKeel
County Commissioner
501 SE Hawthorne Blvd.
Suite 600
Portland, OR 97214

RE: Funding for the North South Connector Study

Dear Commissioner:

We are writing to urge your support for funding of the North South Connector Study.

Economic development and job creation in the east metro area of Multnomah and Clackamas County are at the core of this issue. The viability of industrial lands in the Columbia-Cascade River District, Springwater and Damascus are highly dependent on establishment of a viable north-south connector between Interstate 84 and US Highway 26. Funding of the North South Connector Study is the next crucial step in moving this important regional economic issue forward.

Without favorable funding action these industrial lands will remain dormant and this key component for future economic development in the region will remain untapped. Such a result would be detrimental to the region as a whole and erode the confidence of the citizens of the east metro area regarding their role in the future economic development of the region.

Sincerely,

Dwight D. Unti
Chair
Governmental Affairs Council

Cc David Widmark, Gresham City Councilor
Carol Nielsen-Hood, CEO, Gresham Area Chamber of Commerce

COLUMBIA CORRIDOR
ASSOCIATION

28 August 2009

Councilor Carlotta Collette, Chair JPACT
600 NE Grand Ave.
Portland, OR 97232

re: Funding for the I-84 to US 26 corridor in the 2009 Regional Transportation Plan

Dear Chair Collette and JPACT Members,

The Columbia Corridor Association has had a longstanding interest in improving north-south connections in east Multnomah County. The lack of efficient connections to the south of the Columbia Corridor has increasingly become a disincentive for businesses to locate in places such as Rockwood Urban Renewal Area and the Reynolds Industrial site.

In the past, many businesses have refrained from involving themselves in the political disagreements that delayed action on a north-south corridor. But the east county cities are now in agreement, the East Multnomah County Transportation Committee (EMCTC) is requesting funding of a corridor plan, and Metro and JPACT support the idea of improving connectivity with a grid system throughout the region.

The Columbia Corridor Association supports the concept of multiple north-south corridors. We believe this is the most economical and agreeable solution for connections to the Columbia Corridor. We also believe this will bring some relief to the strained east-west corridors in east Multnomah County. It will also eventually help development of Damascus.

We ask that you support EMCTC's request to include a comprehensive study of the I-84 to US 26 corridor in the 2009 Regional Transportation Plan.

Respectfully submitted,

Corky Collier
Executive Director

P.O. Box 55651 • Portland, OR 97238 • 503-287-8686 • Fax 503-287-0288 • columbiacorridor@gmail.org

HISTORIC DOWNTOWN GRESHAM
GRESHAM DOWNTOWN
DEVELOPMENT ASSOCIATION

August 27, 2009

Diane McKeel
County Commissioner
501 SE Hawthorne Blvd.
Suit 600
Portland, OR 97214

RE: Funding for the North South Connector Study

Dear Commissioner,

This letter shall serve as Gresham Downtown Development Association's (GDDA) support for funding of the North South Connector Study.

Economic development and job creation in the east metro area of Multnomah and Clackamas County are at the core of this issue. Continued economic growth within the Gresham Regional Center is greatly impacted by the lack of adequate connection between the Regional Center and it's neighboring communities to the North and South, as well as to Highway I-84, the region's key freight corridor. The viability of industrial lands in the Columbia-Cascade River District, Springwater and Damascus are also highly dependent on establishment of a viable north-south connector between Interstate 84 and US Highway 26, and beyond. Funding of the North South Connector Study is the next crucial step in moving this important regional economic issue forward.

Without favorable funding action, Gresham Regional Center's growth will continue to be stunted and the above industrial lands will remain dormant, a key component for future economic development in the region remaining untapped. Such a result would be detrimental to the region as a whole and erode the confidence of the citizens of the east metro area regarding their role in the future economic development of the region.

We see a great need for this Program and gladly partner with City staff to bring it to fruition.

Sincerely

Dan Pagano
Board President

MT. HOOD
COMMUNITY COLLEGE

OFFICE OF THE PRESIDENT
John J. "Ski" Sygielski
President
503-491-7211 · Fax: 503-491-7498
john.ski@mhcc.edu

September 15, 2009

Ms. Carlotta Collette
Joint Policy Advisory Committee on Transportation
Metro
600 N.E. Grand Avenue
Portland, OR 97232-2739

Dear Ms. Collette:

As the only institution of higher education in East Multnomah County serving over 30,000 individuals annually, Mt. Hood Community College (MHCC) is very interested in working closely and collaboratively with the Cities of Fairview, Gresham, Troutdale, Wood Village, Multnomah County, the Oregon Department of Transportation and other regional partners to conduct a comprehensive transportation study in accordance with the Memorandum of Understanding among the Cities dates April 26, 2007.

In an effort to attract and serve more students on our 200-acre Gresham campus, we have found that a lack of efficient connections to the south of the Columbia Corridor have increasingly become a deterrent for students and employers to take advantage of our many world-class training and education programs. In addition to making it more convenient for residents in our service region to participate in various programs and services available to our growing College community, an improved north-south transportation connection between I-84 and US 26 would foster the east regional industrial areas, including the Columbia-Cascade River District, Springwater and Damascus.

Therefore, the MHCC community asks you to support the East Multnomah County Transportation Committee's request to include a comprehensive study of the I-84 to US 26 corridor in the 2009 Regional Transportation Plan.

Sincerely,

John J. "Ski" Sygielski

Coalition of Gresham Neighborhood Associations

ASERT *Centennial* Central City *Gresham Butte* Gresham Pleasant Valley
Hollybrook Kelly Creek *Mt. Hood* North Central *North Gresham*
Northeast *Northwest* Powell Valley *Rockwood* Southwest *Wilkes East*

September 9, 2009

Joint Policy Advisory Committee on Transportation
ATTN: Carlotta Collette, Chair
Metro
600 NE Grand Ave.
Portland, OR 97232-2739

RE: Support for East Multnomah County Transportation Committee's Request for Funding the I-84 to US26 Corridor Refinement Plan

The Coalition of Gresham Neighborhood Associations supports a cooperative and holistic approach to planning and providing needed transportation in the east metro area. Improved transportation in the area is necessary to our economic viability and the livability for all communities involved. A comprehensive, independent and unbiased study of these needs is a first step in providing a forward-looking and connected transportation system in east metro. This study should evaluate multiple north-south as well as east-west corridors.

The Coalition therefore supports the East Multnomah County Transportation Committee's request to fund the I-84 to US26 Corridor Refinement Plan as a priority in the 2009 Regional Transportation Plan.

Thank you for your consideration.

Sincerely,

Carol Rulla

Carol Rulla
Coalition President
5162 SE 28th Dr.
Gresham, OR 97080

RB Kelsey for JPACT

CITY HALL 22500 Salamo Rd. West Linn Oregon 97068 telephone: (503) 657 0331 fax: (503) 650 9041

City of West Linn

NOV 20 2009

November 2, 2009

Councilor Carlotta Colette
JPACT Chair
600 NE Grand Ave.
Portland, OR 97232-2736

David Bragdon
Metro Council President
600 NE Grand Ave.
Portland, OR 97232-2736

Ms. Colette and Mr. Bragdon:

The City of West Linn would like to express support for refinement planning in the Interstate 205 corridor; specifically mobility corridors 7, 8 and 9. West Linn occupies a unique place in the Region. Its location at the periphery of the metropolitan Urban Growth Boundary and proximity to I-205, make it likely that the City will be disproportionately impacted by regional growth.

With the anticipation of approximately 1 million new residents in our region by 2040, the City understands that it has much at stake in shaping competent and workable transportation and land-use decisions for this corridor. There is no doubt that the region will be considerably enriched by the ethnically and culturally diverse populations in the coming decades, however, this diversity will increase the demand and need for a wider variety of services and a more diverse employment base and will likely contribute to increased traffic throughout our region.

Local Support and Community Interest. Our community understands the importance of region-wide coordination in implementing the community's vision for the future. As identified in recently adopted City plans (Transportation Systems Plan, Comprehensive Plan, Imagine West Linn Vision), the City understands that to be genuinely effective, its transportation problems must involve multi-modal solutions that simultaneously address impacts to the transit dependent, private automobiles, freight movement, future land uses and the natural environment.

West Linn's recently adopted Transportation Systems Plan (TSP) encourages the use of public transit through land use regulations and incentives that maximize benefits from existing service and exploit high-capacity services from constructed and planned transit investments in Lake Oswego, Milwaukie and Oregon City. The plan calls for the implementation of transportation system management (TSM) strategies (intelligent transportation systems, neighborhood traffic management and access management), as well as demand management (strategies to reduce the need to commute out of the city for work; i.e. telecommuting, land use) to combat traffic congestion.

The plan identifies other high priority actions, such as; conducting a transit expansion study (to evaluate the effectiveness and overall feasibility of an inter-city public-transit service connected to regional transit), attracting new riders to the public transit system through enhanced amenities and

more frequent bus service; and, expanding pedestrian and bicycle accessibility to transit by improving connections between commercial and residential land uses and public-transit facilities.

Concurrent with development over the next decade, the City will implement the OR 43 Concept Plan, which calls for signal timing improvements, additional left turn bays and other mobility improvements. Furthermore, the City has recently undertaken a comprehensive evaluation of its local trails network to identify solutions that go beyond recreational aspirations to develop a pedestrian and bicycle transportation system to reduce local auto dependence and provide linkages to the greater region.

Needs and Readiness. While there is general agreement over the need for transit to relieve congestion on OR 43 and I-205, there remains skepticism in developing the type and density of land uses that make public-transit most effective. Many West Linn residents value the quiet and "undisturbed" character that is manifest in this predominately residential community and have historically challenged attempts to increase residential density to provide for more commercial and industrial uses. The local employment strategy, for example, focuses on enhancing existing businesses and industry and promoting home-based businesses as a means for avoiding the alteration of neighborhood character and new infrastructure development.

West Linn has significantly more residents than employees compared with other cities in the region (5 residents per every 1 employee compared with the regional average of 1.7 residents per every employee). The TSP anticipates however, an increase in the number of both retail and non-retail employees in the City between now and 2030; the TSP calls for an 85 percent increase in the number of retail employees and a 56 percent increase in the number of non-retail employees by 2030.

Large increases in employment, particularly retail-based employment, will lead to substantially more trips per acre of land than currently exist; and subsequently more congestion. City and Regional plans must be closely coordinated to ensure that transportation and land use decisions are optimized to reduce this congestion.

Improvements are needed at each of the two I-205 interchanges in West Linn (10th Street and OR 43) as well as other key bottlenecks at the I-5/I-205 interchange and the I-205/OR 224 interchange to accommodate projected traffic growth. Congestion limits freight capacity in the region and may impair long-term economic development. Congestion on I-205 is often directed onto City streets that are not designed to handle regional traffic. Delays for the City's residents impact property values and the ability to attract and retain commercial and industrial tenants. West Linn's economic development potential will be largely determined by the ability of the Interstate to move people and goods to jobs and industrial centers in the region.

Nearly depleted supplies of vacant buildable land; conflicting interests in efficient multi-modal transportation alternatives and low-density residential development; regional plans that call for diverse mixed-use town- and regional-centers within and surrounding the City; and, the inevitability of worsening congestion in the area signal an urgency for coordinated local and regional refinement planning.

CITY HALL 22500 Salamo Rd. West Linn Oregon 97068 telephone: (503) 657 0331 fax: (503) 650 9041

City of West Linn

Local Resource Commitment. The City is ready to express its commitment to developing refinement plans that will help shape effective and workable solutions for the future of the region. The City Council has one member serving on the Metropolitan Policy Advisory Committee (MPAC) and plans to have at least one staff planner devoted to this proposed refinement planning project. The City would also look favorably on a request to commit a proportionate share for financing the project.

Sincerely,

Cc: Robin McArthur, Metro Planning and Development Director

I-5/99W Connector Study Recommendations

Background:

1. The Project Steering Committee (PSC) was unable at the end of its process to reach a unanimous recommendation for the I-5/99W Corridor Study as required by the PSC Partnership Agreement in order to forward a Recommended Corridor Alternative to the RTP. However, there was unanimous agreement on some aspects of the Connector that could be reflected in the RTP:

    - Identify projects for inclusion in the RTP with minimal extra conditions, particularly the extension of SW 124th from SW Tualatin Sherwood Road to the I-5/North Wilsonville Interchange,
    - Identify conditions to be met before a new Southern Arterial is implemented to ensure integration with surrounding land use and transportation plans, particularly an I-5 South Corridor Study,
    - Determine an incremental phasing plan to ensure the projects with the most benefit that can reasonably be built within the 20-year horizon be included in the RTP Financially Constrained list.

2. The recommendation for the I-5/99W Corridor Study proposed for inclusion in the RTP are based upon the conclusions reached by the Project Steering Committee (PSC) as follows:
    - The 3 options consisting of a new limited access expressway from I-5 to OR 99W (2 alignments north of Sherwood and 1 alignment south of Sherwood) were unacceptable due to high impact on the natural and built environment, the need for extensive improvements to I-5, high cost and concern about the potential for induced growth to Yamhill County, and
    - The option focused on expanding Tualatin-Sherwood Rd. was unacceptable due to the very large size it would need to be and the resulting impacts on the Tualatin and Sherwood Town Centers.
    - The alternative recommended is based upon the principle that it is preferable to spread the traffic across three smaller arterials rather than one large expressway. The analysis concluded this approach could effectively serve the traffic demand, would provide better service to urban land uses in the Tualatin/Sherwood area, especially industrial lands, and could be built incrementally based upon need to serve growth and revenue availability. The overall concept is structured around a Northern, Central and Southern arterial providing east-west access between OR 99W and I-5 with an extension of SW 124th providing north-south connectivity (see diagram below).

    The RTP document released September 15 included the recommendation of the Project Steering Committee (approved on a 6-2 vote). The full transmittal from the Project Steering Committee is reflected in Appendix 3 of the draft document (including recommended projects and conditions). In addition, the draft RTP includes changes to the Arterial and Throughway Network Map to reflect the network of arterials rather than a major expressway. Finally, the project list includes most of the recommended projects.

I-5/99W Connector Study Recommendations

3. The City of Wilsonville was and continues to raise objections to the Southern Arterial component throughout this process. They are very concerned about I-5 congestion continuing to grow and are very dependent on effective access to their two interchanges. They are concerned that the Southern Arterial connecting into the I-5/North Wilsonville interchange will significantly increase traffic and impair their access.

4. When the PSC considered the recommendation, the Clackamas County Commission representative introduced a series of amendments to the conditions to ensure that the Southern Arterial would be examined in greater detail to:
    - evaluate alignment options and their environmental impact,
    - integrate the proposal with the concept plan and transportation system plan for the newly expanded UGB area and any new Urban Reserves that are designated in the area,
    - address any requirements that may result from adoption of an exception to Goal 14 (if needed) for an urban facility outside the UGB,
    - integrate the proposal with an I-5 South Corridor Study (Corridor #3) to ensure these east-west arterials and I-5 itself could effectively function together, and
    - determine the most appropriate approach to connecting the Southern Arterial to I-5, including options for an interchange at the I-5/North Wilsonville interchange or consideration of extending the Southern Arterial across I-5 to Stafford Road east of I-5, thereby providing better access to I-205.

    The PSC approved the proposed conditions unanimously.

5. The RTP document released September 15 included the recommendation of the Project Steering Committee (approved on a 6-2 vote). The full transmittal from the Project Steering Committee

Chair is reflected in Appendix 3 of the draft document (including recommended projects and conditions). In addition, the draft RTP includes changes to the Arterial and Throughway Network Map to reflect the network of arterials rather than a major expressway. Finally, the project list includes most of the recommended projects.

6. At the October 8 JPACT meeting, the representative from Clackamas County indicated that they could not vote to support adoption of the RTP if it includes the Southern Arterial in the project list without the conditions approved by the Project Steering Committee. Since the intent of the draft RTP released September 15 was to reflect the recommendation as incorporated in Appendix 3, staff will propose amendments to the text of the RTP to fully recognize the approved conditions.

ISSUES:

1. The Project Steering Committee did not reach unanimous agreement on the Recommended Alternative to forward to the RTP. However, there was unanimous agreement on some projects.

2. The 3-Arterial network approach to traffic circulation is dependent upon spreading the traffic across the full system to ensure no single east-west route becomes the *defacto* connector route. Because of traffic problems on OR 99W through Tigard, Tualatin-Sherwood Road is currently functioning as the connector and the City of Tualatin is looking for relief, especially through their Town Center. Sherwood believes that the southern arterial will provide sorely needed access to I-5 for their city. Conversely, the City of Wilsonville is concerned that the Southern Arterial will instead become the connector and the problem will just shift south and have severe impacts on Wilsonville and its Town Center. A solution that incrementally phases segments of all three east-west arterials is dependent upon a long-term agreement between these jurisdictions since the different segments are located in so many different jurisdictions. At present, there is concern that if one of the arterials is improved the other party will not follow through with their parts.

3. The Project Steering Committee acknowledged many significant issues to be addressed before the Southern Arterial can proceed to construction. Typically, there is a need to transition from a "planning" level of detail to a "project" level of detail which involves better definition of alignments and designs and consideration of impacts on the natural and built environment and how to mitigate those impacts. These conditions proposed by the Project Steering Committee add in the need to integrate the recommendation with land use planning for recent UGB expansion areas and potential Urban Reserves (still to be defined) and the importance of integrating the overall system for the area with an I-5 corridor strategy.

4. If the Southern Arterial is dropped, either now or through future studies, there is a major unresolved issue addressing east-west travel through this area. Tualatin-Sherwood Road is sized in the recommended alternative based upon the expectation there will be a Southern Arterial and will fail due to insufficient capacity without a Southern Arterial and further expansion is incompatible with the plans for the Tualatin and Sherwood Town Centers.

5. The Herman Road/Tualatin Road direct connection to the I-5/Lower Boones Ferry Road interchange is proposed by the City of Tualatin as a 2-lane Minor Arterial, not a 4-lane Major

Arterial. If the Southern Arterial is dropped there will be more traffic demand than this size arterial can carry and increasing the size is incompatible with the surrounding neighborhoods and natural features.

6. Public Process – Throughout the I-5/99W Connector Study process there was considerable public outreach. It covered all the steps, including:
    a. Definition of the problem
    b. Determination of values/goals/objectives/evaluation criteria
    c. Definition of the alternatives to be evaluated
    d. Evaluation of Alternatives

    The last major outreach step was to obtain public input on the 6 alternatives evaluated. The recommended alternative was essentially assembling various elements of the other 6 alternatives into a hybrid. It carried forward bike, trail, pedestrian and transit improvements from the TDM alternative; it carried forward a Tualatin-Sherwood and Herman Road extension from the alternative designed to expand upon the existing system but as smaller facilities; it brought forward a Southern Arterial from Alternative 6 but with a reduced scale (as an arterial rather than an expressway). Public input was received on Alternatives 1-6 and development of Alternative 7 through a variety of mechanisms up to and including the final Project Steering Committee meeting in February, 2009.

    The Project Steering Committee could not reach consensus on the recommendation, voted to submit it to the RTP on a 6-2 vote and disbanded. Their conclusions took into account the input received and recognized that future public involvement would occur in addressing the conditions.

STAFF RECOMMENDATION:

1. Add a section to the RTP describing the overall concept of the three arterial recommendation. In the description recognize the intent to spread the traffic demand across this network of arterials that are phased in to ensure no single arterial functions as the *defacto* through traffic "connector" and that are phased in based upon incrementally expanding the arterial network tied to growth in the surrounding area being served. Include in the overall description the conditions that must be addressed.

2. Revise the Project List (as revised and shown in Attachment 2) as follows:
    a. Include the conditions as part of the project description for the Southern Arterial with language that implementation will not proceed unless and until the conditions are met;
    b. Shift the timing of the Southern Arterial right-of-way acquisition from the 2008-2017 time period to the 2018-2025 time period to recognize there needs to be sufficient time to address the conditions (Project #10598);
    c. Shift the right-of-way acquisition for the Southern Arterial out of the Financially Constrained funding level (Project #10598);
    d. Modify the description of the SW 124th extension to reflect a 2-3 lane project (Project #10736) from SW Tualatin-Sherwood Road to the vicinity of SW Tonquin Road, then east to SW Boones Ferry Road, then south to the I-5/North Wilsonville interchange; define the needed improvements to the full length of this project

sufficient to support its operation as an industrial access route; ensure construction of the full length is on a coordinated schedule.

e. Amend project #10731 to be described as a two-lane minor arterial bridge, amend Figure 2.10 to designate this new connection as a community street and amend Figure 2.12 to designation this new connection as a minor arterial, consistent with the City of Tualatin's adopted plans and development code. Consistent with the I-5/99W Project Steering Committee recommendation and conditions, this route is not intended to serve through traffic, but rather is intended to provide access to the surrounding industrial area and neighborhoods.

3. Amend Figure 2.10 to remove the minor arterial designation on Tualatin Rd. between Herman Rd. and OR 99W. This designation was made in error since it is intended to function as a collector. The section of Tualatin Road between Herman Road and OR 99W is classified as a major collector in Tualatin's city development code and should not be classified as a regional street in Figure 2.10 of the draft RTP. The current design is the city's long-term plan for this street - two lanes with a center turn lane, planter strip, sidewalks and bike lanes. This is consistent with the study recommendations.

ALTERNATIVES CONSIDERED BUT <u>NOT</u> RECOMMENDED:

1. As an alternative to including the recommendation in the RTP, it could be referred back to the Project Steering Committee with the requirement to seek public input on the recommended alternative. This is <u>not</u> recommended because public involvement in the follow-on steps will be required and will be more focused if built upon adoption of this recommendation in the RTP.

2. Also, as an alternative to including the Southern Arterial in the RTP, it could be removed pending satisfaction of the conditions. If this approach is taken, proposed improvements to Tualatin-Sherwood Road and the Tualatin Road extension to the I-5/Lower Boones Ferry Interchange should also be removed from the RTP because of the inter-related nature of these improvements. If this action is taken, there would be an added Corridor Refinement Plan called for to address the east-west travel demand between I-5 and OR 99W.

11/2/09 TPAC AND 11/4/09 MTAC RECOMMENDATION:

TPAC and MTAC recommended approval of the staff recommendation as amended in **bold** and <u>underline</u> below:

1. Add a section to the RTP describing the overall concept of the three arterial recommendation. In the description recognize the intent to spread the traffic demand across this network of arterials that are phased in to ensure no single arterial functions as the *defacto* through traffic "connector" and that are phased in based upon incrementally expanding the arterial network tied to growth in the surrounding area being served. Include in the overall description the conditions that must be addressed.

2. Revise the Project List (as revised and shown in Attachment 2) as follows:
    a. Include the conditions as part of the project description for the Southern Arterial with language that implementation will not proceed unless and until **<u>all</u>** the

conditions are met, **including conducting the I-5 South Corridor Refinement Plan including Mobility Corridors 2, 3 and 20;**

b. Shift the timing of the Southern Arterial right-of-way acquisition from the 2008-2017 time period to the 2018-2025 time period to recognize there needs to be sufficient time to address the conditions (Project #10598);
c. Shift the right-of-way acquisition for the Southern Arterial out of the Financially Constrained funding level (Project #10598);
d. Modify the description of the SW 124th extension to reflect a 2-3 lane project (Project #10736) from SW Tualatin-Sherwood Road to the vicinity of SW Tonquin Road, then east to SW Boones Ferry Road, then south to the I-5/North Wilsonville interchange; define the needed improvements to the full length of this project sufficient to support its operation as an industrial access route; ensure construction of the full length is on a coordinated schedule.
e. Amend project #10731 to be described as a two-lane minor arterial bridge, amend Figure 2.10 to designate this new connection as a community street and amend Figure 2.12 to designation this new connection as a minor arterial, consistent with the City of Tualatin's adopted plans and development code. Consistent with the I-5/99W Project Steering Committee recommendation and conditions, this route is not intended to serve through traffic, but rather is intended to provide access to the surrounding industrial area and neighborhoods.

3. Amend Figure 2.10 to remove the minor arterial designation on Tualatin Rd. between Herman Rd. and OR 99W. This designation was made in error since it is intended to function as a collector. The section of Tualatin Road between Herman Road and OR 99W is classified as a major collector in Tualatin's city development code and should not be classified as a regional street in Figure 2.10 of the draft RTP. The current design is the city's long-term plan for this street - two lanes with a center turn lane, planter strip, sidewalks and bike lanes. This is consistent with the study recommendations.

In addition, TPAC considered two additional amendments which failed:

1. Revise Recommendation 2 d. as follows:

   Modify the description of the SW 124th extension to reflect a 2-3 lane project (Project #10736) from SW Tualatin-Sherwood Road to the vicinity of SW Tonquin Road, ~~then east to SW Boones Ferry Road, then south to the I-5/North Wilsonville interchange~~ **then improvements east on Tonquin Road to Grahams Ferry Road, improvements on Grahams Ferry Road south to Day Road (Project #10588), improvements on Day Road east to Boones Ferry Road (Project #11243), and then improvements on Boones Ferry** south to the North Wilsonville/I-5 Interchange **(Project # 10852);** define the needed improvements to the full length of this project sufficient to support its operation as an industrial access route; ensure construction of the full length is on a coordinated schedule. F**ailed on a 4-5-2 vote.**

2. Revise the Staff Recommendation by deleting Recommendations 2 b. and 2 c., thereby keeping right-of-way acquisition in the Financially Constrained component of the RTP (rather than removing it from the Financially Constrained component) in time period 2008-2017 (rather than moving it to time period 2018-2025). With this amendment, proceeding with right-of-way acquisition would still be subject to satisfying the conditions. **Failed on a 2-7-2 vote.**

I-5/99W Connector Study Recommendations

11/12/09 JPACT RECOMMENDATION:

- Discussion item moved to December 10 meeting.

11/18/09 MPAC RECOMMENDATION:

- Approve 11/2/09 TPAC and 11/4/09 MTAC Recommendation.

At their meeting on February 25, 2009, the PSC agreed on the following conditions as amended from those presented to them in the Alternative 7 Recommendation Memorandum dated February 17, 2009 to accompany the RTP recommendation of Alternative 7:

1. **Future phasing plans for implementing Alternative 7 projects must take into consideration the transportation, environmental, and economic impacts of advancing some improvements sooner than others.** The sequencing of affordable improvements should be done in a manner that does not create new transportation problems or liabilities for the vitality of affected jurisdictions.
2. **The timing and priority of an I-5 corridor study must be considered in the RTP adoption process for Alternative 7.** The connector project development process emphasized the need for a corridor study along I-5 from Portland to the Willamette River. The results of this study may affect the timing and designs of some improvements within Alternative 7.
3. **Access between I-5 and the southern arterial must be resolved.** Additional study is required to fully understand the impacts and trade offs between transportation solutions and land use, economic and environmental consequences of a new southern arterial. The impacts on rural lands are of particular importance and must be further evaluated before pursuing an exceptions process. The study area may need to be expanded to include connections to Stafford Road and additional areas along the OR 99W corridor that were not included in the alternatives analysis. The alternatives analysis process determined the general corridor location for the new southern arterial. However, additional preliminary engineering and planning work is needed to determine the optimal access option and configuration for connecting the southern arterial to I-5, OR 99W, and other arterials in the expanded study area. Construction of the southern arterial should be conditioned on defining the I-5 improvements needed to accommodate it and ensuring no negative impacts to I-5 and I-205 occur beyond the forecast No-Build condition as a result of Alternative 7. Options to be explored include modifying the I-5/North Wilsonville Interchange into a tight split-diamond interchange, or extending a new arterial connection crossing over I-5 and connecting to Stafford Road and/or Elligsen Road on the east side of I-5 for regional traffic benefits.
4. **Completion and construction of major project elements is subject to compliance with the National Environmental Policy Act (NEPA) and design refinement.** The Alternative 7 concept provides only the general locations and functional characteristics of new transportation facilities. A fully collaborative public/agency involvement and environmental analysis process must be conducted in developing the design details of any major construction element of Alternative 7. Subsequent project development work will need to define the actual alignments and designs of each of these facilities within the framework of these general parameters. On-going coordination with the Tualatin River National Wildlife Refuge must also occur to ensure optimum compatibility of Alternative 7 elements with refuge objectives.
5. **Land Use Concept Planning for UGB expansion areas should be coordinated with the refinement of these transportation recommendations.**
6. **The design of the southern arterial; must incorporate any conditions that may come out of land use goal exceptions processes (if required) by Metro, Washington County, and Clackamas County.** Portions of Alternative 7 may require exceptions under state land use goals that have not yet been studied or approved in order to be adopted in the RTP and to achieve needed federal and jurisdictional approvals. The extent of this issue may be affected by Metro's coming decisions on rural/urban land use reserves. Portions of proposed new transportation facilities are outside Metro's jurisdictional boundaries and will require coordination of actions between Metro and other affected jurisdictions. Possible design requirements may include forms of access management and land use control measures.
7. **State highway system routing and ODOT mobility standards must be key considerations in the design and future ownership of improvements within Alternative 7.** Current RTP assumptions are that a new limited-access connector would be built between I-5 and 99W, and that this roadway would become the new state route, possibly replacing OR 99W through Tigard. Alternative 7 does not result in

a limited-access connector, which may result in OR 99W remaining the designated state highway route through Sherwood, King City and Tigard.

8. **Strategic protection of right-of-way should be considered by agencies for the Alternative 7 elements within the UGB and along potential alignments where land development could conflict with the future implementation of corridor improvements.** Protective measures could include property setbacks, dedication of right-of-way, specific acquisition(s), and/or right-of-way purchases within the UGB consistent with NEPA process.

Following agreement on the above conditions, PSC representatives of Washington County, ODOT, Metro, and the cities of Tualatin and Sherwood voted in favor of recommending Alternative 7 with the conditions as amended above. PSC representatives of the City of Wilsonville and Clackamas County voted against this recommendation.

DRAFT 2035 RTP Project List
I-5/99W Connector Study Projects

Metro Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Start Location	Project End Location	Local Functional Classification	Project Purpose	Description	Estimated Cost ($2007)	Time Period	Federal FC Priorities
10092	Wilsonville		Tonquin Trail	Washington/Clackamas County line	Boones Ferry Landing	Other	Regional trail would connect Tualatin/Sherwood with west Wilsonville, Coffe Lake Natural Area. Connections to the trail will be provided at Wilsonville road, through Villebois, Boeckman Road, Cahalin Road,	Shared use path with some on-streeet portions.	$3,000,000	2008-2017	X
10568	Washington Co.	Washington Co.	Tualatin-Sherwood Rd. Improvements	OR 99W	Teton Ave.	Arterial	Provide congestion relief.	Widen from three to five lanes with bike lanes and sidewalks.	$49,150,000	2018-2025	X
10603	Washington Co.	Washington Co.	Tualatin-Sherwood Rd. ATMS	I-5	Teton Ave.	Arterial	Provide congestion relief.	Install integrated surveillance and management equipment.	$1,594,000	2008-2017	X
10700	Sherwood	Sherwood	Arrow Street (Herman Road)	Adams Ave	Gerda Ln/Herman Road Extension	TBD	Economic development.	Construct road to collector standards.	$8,190,000	2018-2025	X
10708	Washington Co.	Washington Co.	Roy Rogers Rd.	OR 99W	Borchers Dr	Arterial	Economic development and address safety issues.	Construct road to 5 lane collector standard.	$1,900,000	2018-2025	X
10715	Tualatin	Tualatin	Herman	Teton	Tualatin	Local	Freight movement.	Reconstruct and widen to 3 lanes from Teton to Tualatin.	$2,500,000	2008-2017	X
10718	Tualatin	Tualatin	Herman	Cipole	124th Ave	Local	Economic development and freight movement.	Reconstruction from Cipole to 124th.	$4,100,000	2008-2017	X
10731	Tualatin	Tualatin	Tualatin Rd/Lower Boones Ferry Rd	Herman Rd/ Tualatin Rd intersection	Exit 290 at I-5	Minor Arterial	Congestion relief and employment/industrial access	Complete project development and begin construction of the two-lane connection of Tualatin Road from Herman Rd intersection to I-5 at Lower Boones Ferry Road (Exit 290). Consider alternative alignments including the existing route and bridge accross the Tualatin River and potential new routes and bridges across the Tualatin River. Consider additional freeway crossing capacity in the vicinity of the I-5/Lower Boones Ferry Road interchange.	$44,900,000	2018-2025	
10732	Tualatin	Tualatin	Boones Ferry	Norwood	Day	Minor Arterial		Widen to 5 lanes from Norwood to Day Rd.	$40,050,000	2018-2025	
10735	Tualatin	Tualatin	Herman	108th	Teton	Local	Economic development and freight movement.	Widen to 5 lanes from 108th to Teton.	$1,250,000	2018-2025	X
10736	Tualatin	Tualatin	124th Ave	Tualatin-Sherwood	I-5/North Wilsonville Interchange	Minor Arterial	Economic development and freight movement.	Construct a 2-3 lane extension of SW 124th (allow for future expansion to 5 lanes as growth requires) from Tualatin-Sherwood Road to approximately SW Tonquin Rd, then east to SW Boones Ferry Road; determine needed improvements to SW Boones Ferry Road south to and including the I-5/North Stafford Interchange	$72,000,000	2008-2017	X
10743	Tualatin	Tualatin	99W	City Limits	City limits	Major Arterial	Complete gap in system.	Install sidewalks from Cipole to Tualatin River.	$10,400,000	2026-2035	
10852	Wilsonville	ODOT	95th/Boones Ferry/Commerce Circle Intersection Improvements	95th Ave.	Southbound off-ramp of I-5/Stafford Interchange	Major Arterial	Reduce congestion & improve freight access into regionally signficant industrial lands	Construct dual left-turn and right-turn lanes; improve signal synchronization, access manaagement & sight-distance	$2,500,000	2008-2017	X
10854	Metro	To be determined	Tonquin Trail	Tualatin-Sherwood Rd.	Clackamas Co. Line	NA	Connect Tualatin area with Coffee Creek Natural Area, Toquin Geologic Area & Grahams Oak Natural Area	Construct multiuse trail with some on-street segments connecting multiple communities in Washington and Clackamas County. Targeted as metro Strategic Investment priority.	$3,000,000	2008-2017	X
10872	ODOT	ODOT	Add lane: SB I-205 to SB I-5 interchange ramp and extend acceleration lane and add auxiliary lane on SB I-5 to Elligsen Road.	I-205	Elligsen Road	Interstate	Significant localized congestion occurs at the merge point of the I-205 SB ramp connection to SB I-5. This has prompted concerns that the anticipated benefits of scheduled construction of a permanent auxiliary lane in each direction on I-205, between I-5.	Add lane to SB I-205 to SB I-5 interchange ramp and extend acceleration lane and add auxiliary lane on SB I-5 to Elligsen Road.	$9,700,000	2008-2017	X
11177	ODOT	ODOT	I-5 northbound auxiliary lane from Elligsen Road interchange to I-205 interchange	Elligsen Rd	I-205	Interstate	Relieve congestion.	Construct northbound auxiliary lane on I-5 between Elligsen Road interchange and I-205 interchange.	$11,000,000	2008-2017	X

Does not include all commuter rail, TSMO, bike, pedestrian, and trail gaps.

DRAFT 2035 RTP Project List
I-5/99W Connector Study Projects

Metro Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Start Location	Project End Location	Local Functional Classification	Project Purpose	Description	Estimated Cost ($2007)	Time Period	Federal FC Priorities
11179	ODOT	ODOT	I-5 to 99W replacement projects	N/A	N/A	N/A	Improve statewide mobility and access to Portland metropolitan area.	Construct improvements consistent with recommendations from I-5/99W connector process.	$10,000,000	2008-2017	X
10598	Washington Co.		I-5/99W Southern Arterial ROW	OR 99W	I-5	Arterial	Provide congestion relief.	Purchase right-of-way when all project conditions are met: including integration with land use plans for UGB expansion areas and Urban Reserves, ~~coordinating with an~~ conducting the I-5 South Corridor Refinement Plan ~~Study~~ including Mobility Corridors 2, 3 and 20, and resolution of access between I-5 and southern arterial with no negative impacts to I-5 and I-205 beyond the forecast No-Build condition, addressing NEPA to determine the preferred alignment and addressing any conditions associated with land use goal exception for southern arterial	$90,000,000	2018-2025	
11339	Washington Co.		I-5/99W Southern Arterial Improvements: Phase 1	OR 99W	124th Ave. Extension	Arterial	Provide congestion relief.	Construct the initial 2-3 lane phase of the Southern Arterial from Hwy 99W to the SW 124th Extension when all project conditions are met: including integration with land use plans for UGB expansion areas and Urban Reserves, ~~coordinating with an~~ conducting the I-5 South Corridor Refinement Plan ~~Study~~ including Mobility Corridors 2, 3 and 20, and resolution of access between I-5 and southern arterial with no negative impacts to I-5 and I-205 beyond the forecast No-Build condition, addressing NEPA to determine the preferred alignment and addressing any conditions associated with land use goal exception for southern arterial	$130,000,000	2018-2025	
11340	Washington Co.		I-5/99W Southern Arterial Improvements: Phase 2	OR 99W	I-5	Arterial	Provide congestion relief.	Expand to 4-5 lanes to serve growth in the area after improvements to Tualatin-Sherwood Road and an improved connection from Sw Tualatin Road to the I-5/Lower Boones Ferry Interchange and when all project conditions are met: including integration with land use plans for UGB expansion areas and Urban Reserves, ~~coordinating with an~~ conducting the I-5 South Corridor Refinement Plan ~~Study~~ including Mobility Corridors 2, 3 and 20, and resolution of access between I-5 and southern arterial with no negative impacts to I-5 and I-205 beyond the forecast No-Build condition, addressing NEPA to determine the preferred alignment and addressing any conditions associated with land use goal exception for southern arterial	$80,000,000	2026-2035	
11342	Washington Co.		I-5/99W Southern Arterial/I-5 Interface	South Arterial@ I-5		Arterial	Improve access to and from the Southern Arterial and I-5	Connect the Southern Arterial to I-5 or other surface arterials in the vicinity of the I-5/North Wilsonville Interchange when all the project conditions are met: including integration with land use plans for UGB expansion areas and Urban Reserves, ~~coordinating with an~~ conducting the I-5 South Corridor Refinement Plan ~~Study~~ including Mobility Corridors 2, 3 and 20, and resolution of access between I-5 and southern arterial with no negative impacts to I-5 and I-205 beyond the forecast No-Build condition, addressing NEPA to determine the preferred alignment and addressing any conditions associated with land use goal exception for southern arterial	$50,000,000	2026-2035	

Does not include all commuter rail, TSMO, bike, pedestrian, and trail gaps.

MEMO

November 5, 2009

To: The Honorable Carlotta Collette, District 2 Councilor,
Chair, Joint Policy Advisory Committee on Transportation (JPACT)

From: Donna Jordan, Councilor, City of Lake Oswego,
Representative of the Cities of Clackamas County to JPACT

Alice Norris, Mayor, City of Oregon City,
Alternate Representative of the Cities of Clackamas County to JPACT

RE: **Modified Amendment for Draft 2035 RTP**
Pertaining to Proposed I-5/99W Connector Route

As representatives of the Cities of Clackamas County to JPACT, we seek to submit a modified amendment for consideration by JPACT for the Draft 2035 Regional Transportation Plan (RTP) that pertains to the proposed I-5/99W Connector Route, "Discussion Item 5."

This memo supersedes and replaces our prior amendment memo dated Nov. 2, 2009. This new memo relates to the Metro document entitled, "Regional Transportation Plan – Discussion Item 5; Updated 11/03/09; I-5/99W Connector Study Area – Issues, Options and Recommendations: How should the I-5/99W Connector Study recommendations be reflected in the RTP?" presented for MTAC consideration on Nov. 4, 2009.

This new memo replaces the prior memo because the Transportation Policy Advisory Committee (TPAC) adopted on Nov. 2 Amendment #1 contained our Nov. 2 memo.

Proposed Amendment — Modify Recommendation #2.d on page 6

Modify Recommendation #2.d by adding the following text in bold print:

> "d. Modify the description of the SW 124th extension to reflect a 2-3 lane project (Project #10736) from SW Tualatin-Sherwood Road to the vicinity of SW Tonquin Road, then **utilizing existing right-of-way** east to SW Boones Ferry Road, then south to the I-5/North Wilsonville interchange; define the needed improvements to the full length of this project sufficient to support its operation as an industrial access route; ensure construction of the full length is on a coordinated schedule."

# # #

WASHINGTON COUNTY
OREGON

November 25, 2009

Carlotta Collette, Chair
Joint Policy Advisory Committee on Transportation
Metro
600 NE. Grand Ave.
Portland, OR 97232

NOV 30 2009

Dear Chair Collette,

Following the JPACT meeting on November 12, I was asked to clarify my request regarding the Regional Transportation Plan – Discussion Item 5, I-5/99W Connector Study Area. My request is that TPAC recommendation 2.a., page 5 of the staff report, be amended as follows:

2. Revise the Project List (as revised and shown in Attachment 2) as follows:
   a. Include the conditions as part of the project description for the Southern Arterial with language that implementation will not proceed unless and until **all** the conditions are met, ~~**including conducting the I-5 South Corridor Refinement Plan including Mobility Corridors 2, 3 and 20.**~~

TPAC has recommended inclusion of a similar phrase to the project descriptions in Attachment 2 for projects 10598, 11339, 11340, and 11342. Again, I am requesting that this phrase be deleted, and that the original language as proposed to TPAC be restored.

The Connector Project Steering Committee was quite concerned with the way the Southern Arterial works with and connects to I-5. That concern, as approved by the Project Steering Committee, is expressed in conditions 2 and 3 of their recommendation. By referencing to the RTP Corridor Refinement Plans for Mobility Corridors 2, 3, and 20, TPAC has added consideration of a host of other issues that go considerably beyond the intent of the Project Steering Committee. Sections 5.4.2.1 and 5.4.2.2 of the draft RTP list 24 issues or design elements to be considered in analyzing Mobility Corridors 2 and 3. Only one of these issues directly relates to the I-5/99W Connector Study.

In short, I believe the TPAC recommendation goes too far and therefore request that the reference to Mobility Corridors 2, 3, and 20 be deleted.

Sincerely,

Roy Rogers

Roy Rogers
Commissioner, District 3

c. Board of Commissioners
WCCC members
Kathy Lehtola, Director

Board of County Commissioners
155 North First Avenue, Suite 300, MS 22, Hillsboro, OR 97124-3072
phone: (503) 846-8681 • fax: (503) 846-4545

OR 217 CORRIDOR STUDY RECOMMENDATIONS

BACKGROUND:

- The Washington County Coordinating Committee requested adding a six-lane OR 217 project to the state RTP strategy for $600 million and corresponding revenue assumptions to cover this new project. This is a planned project that came from the OR 217 corridor study and past RTPs. Current local plans have assumed this project to be planned for the purposes of future land use decisions.

11/2/09 TPAC AND 11/4/09 MTAC RECOMMENDATION:

- No change to RTP project list recommended. This comment will be addressed as part of the mobility corridor strategy documentation work that will be conducted in Winter 2010. All 24 mobility corridors will have a corridor strategy included as part of a new chapter in the final RTP. The mobility corridor strategies will define needs and outline the next steps for near-term, medium-term and long-term investments. The mobility corridor strategy will be developed in partnership with local, regional and state agencies in Winter 2010, prior to final adoption of the plan in June 2010. The potential solutions and costs will be documented in that effort - including the planned system recommended by the OR 217 corridor study.

11/12/09 JPACT RECOMMENDATION:

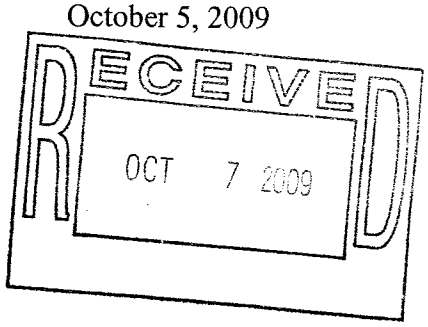
- Discussion item for December 10 meeting.

11/18/09 MPAC RECOMMENDATION:

- Approve 11/2/09 TPAC and 11/4/09 MTAC Recommendation.

WASHINGTON COUNTY
OREGON

October 5, 2009



Carlotta Collette, Chair
Joint Policy Advisory Committee on Transportation
Metro
600 NE Grand Ave.
Portland, Or 97232-2736

Dear Chair Collette,

Our preliminary review of the public review draft of the 2035 Regional Transportation Plan indicates one major issue that needs to be resolved prior to finalizing the plan.

Given the public comment period deadline for RTP comments relative to WCCC meeting dates, we anticipate this being the only comment you will receive from the WCCC on the RTP at this time. However, we anticipate that you will receive individual comments from the County and cities within the County.

At this time, we ask for the following amendments to the state RTP:

a) Add a six-lane Hwy 217 to the RTP investment strategy (Appendix 1). We believe the cost for the project is approximately $600 million. We would welcome the opportunity to work with Metro and ODOT to confirm that this is the latest and best estimate. The project would not be considered a federal priority and would only show up on "the state list".
b) Amend Chapter 3 as appropriate to add $600 million to the assumptions for the revenue pool. The current total of the revenue pool is $20.9 billion. Our recommended addition would be less than 3%.

We believe there have been a variety of previous decisions, promises and commitments that warrant these changes. The specific reasons for requesting this modification are:

- A 3-lane section in each direction on Hwy 217 has been identified as a need in Washington County's adopted and acknowledged transportation plan since 1988.

- Thousands of land use decisions have been made in the County since 1988. These investment and land use decisions were premised on various commitments made in the comprehensive plan, including the principle that Hwy 217 would ultimately be expanded to 3 lanes in each direction.

- In the late 90's, after several years of rigorous and costly analysis, the Western Bypass study concluded that the Western Bypass was not needed as long as a series of other transportation improvements were made. This conclusion was

based largely on the notion that a 3-lane Hwy. 217 in each direction would provide the needed capacity.

- A 3 lane in each direction Hwy. 217 is currently part of Metro's adopted and acknowledged RTP (project 3000).

- In 2005, Metro staff with the assistance of a policy advisory committee (PAC) that included elected officials, business interests and residents, completed the *Highway 217 Corridor Study*. In February 2006, the Metro Council adopted Resolution No. 06-3658 and Exhibit A to that resolution, which contains a PAC recommendation that the general purpose and express toll lane options be carried forward into a Hwy. 217 EIS that would further evaluate these improvements. The resolution also approved a PAC recommendation that funding should be sought to commence a corridor study of I-5 between Hwy. 217 and Wilsonville. In the 2009 draft RTP, Metro has rightly reduced the number of future corridor studies. The logic in doing so is sound only if the results of the previous corridor studies, such as the one for Hwy. 217, are folded into the RTP.

- Decreasing the planned capacity of Hwy 217 is inconsistent with ODOT's, Metro's and the County's performance standards.

- County staff believe the RTP is a plan amendment subject to OAR 660-012-0060 of the Transportation Planning Rule. Changing the planned capacity of Hwy 217 is subject to findings under this OAR.

- Decreasing the planned capacity of Hwy. 217 will result in additional traffic on parallel facilities. To accommodate this traffic, roadways will need to be widened. Many of these roadways traverse through centers such as the Washington Square Regional Center and the Beaverton Regional Center. The projects we have submitted for the 2035 State RTP are primarily based upon current transportation plans which assume that Hwy. 217 will be widened to six lanes. If this assumption is incorrect, then we will need to submit additional or expanded projects to accommodate the shifted travel demand and meet our local adopted performance measures. The ability to make these locations transit, bike and pedestrian friendly is already a challenge. Adding more regional traffic will make this challenge even more difficult

- OAR 660-012-0015 (2)(a) is clear that regional TSPs shall establish a system of transportation facilities and services adequate to meet identified regional transportation needs . It is not enough to merely vaguely identify Hwy. 217 as a need as part of a mobility corridor. The need has to have a corresponding project, which, in this case, is a six-lane Hwy 217.

- A six-lane Hwy 217 is consistent with the throughway concept in the draft RTP. See page 32 – "....throughways are typically six-lane facilities that serve as the workhorse for regional, statewide and interstate travel..." . A six-lane Hwy 217

would seem to be consistent with Metro's vision of "building a well-connected network of complete streets", since a complete throughway is six lanes.

- As we pointed out in our August letter to JPACT, we believe that developing the State RTP based on constrained revenue targets is unwise and leaves many needs unaddressed. Constraining project needs by highly uncertain revenue projections suggests that there are no needs beyond things we think we will be able to pay for far into the future. We don't believe this level of rigorous constraint in defining needs is required under administrative rules that guide development of the RTP.

Thank you for your consideration of this request.

Sincerely,

Roy R Rogers

Roy Rogers, Chair
Washington County Coordinating Committee

Cc Kathryn Harrington, Metro Councilor
Andy Cotugno, Metro Policy Advisor
Josh Naramore, Metro Transportation Planner
Kathy Lehtola, Director, Land Use and Transportation

SUNNYBROOK ROAD EXTENSION

BACKGROUND:

- Metro received nearly 30 comments on this project.
- Comments opposed to the Sunnybrook Boulevard extensions came from individuals and community organizations concerned about potential environmental damage to sensitive natural areas. The City of Milwaukie City Council is also opposed to the connection due to impacts to adjacent neighborhoods.
- Comments in support came from local jurisdictions and area colleges wanting to improve local connectivity, including the City of Happy Valley City Council, Oregon Institute of Technology, Clackamas County Community College.
- Staff recommends retaining this project. The project is the last of a set of transportation improvements identified over 20 years ago in the Clackamas Regional Center (CRC) Plan. The project provides local connectivity and access to Harmony Community College, improving circulation for all modes of travel. Throughout the EIS and subsequent processes a number of concerns raised and addressed regarding environmental impacts. Actions already taken to address concerns raised include realignment, reduced width, and completing a Carbon Analysis/Reduction Study (the first within the State of Oregon).

11/2/09 TPAC RECOMMENDATION:

- No action taken as this was identified as an action item for the November 20 TPAC meeting.

11/4/09 MTAC RECOMMENDATION:

- Retain project in RTP. This project is the last of a set of transportation improvements identified over 20 years ago in the Clackamas Regional Center (CRC) Plan. The improvements are designed to support the CRC, an area that the region has planned to be a hub for households, employment and economic growth within unincorporated Clackamas County. The project provides local and regional connectivity, improving circulation and reducing the need to widen existing roads. Throughout the EIS and subsequent processes there were a number of concerns raised regarding environmental impacts of the roadway. Staff took actions to reduce impacts, including realignment, reduced width and completing a Carbon Analysis/Reduction Study (the first within the State of Oregon).

- No action taken on the project conditions amendment proposed by Metro Councilor Collette; the amendment was provided after the 11/4/09 MTAC action on Exhibit G.

11/18/09 MPAC RECOMMENDATION:

- Approve 11/4/09 MTAC recommendation.
- Revise the description of the Sunnybrook Road extension, project # 10019, to add the following conditions:
    - Design the street as a local access connector.
    - Apply a “practical design” approach.
    - Include green street elements in the final design of the project.
    - Minimize environmental impacts of the new street connection during future planning, engineering and construction phases.

11/20/09 TPAC RECOMMENDATION:

- Discussion item for December 10 JPACT meeting.

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COUNCILOR CARLOTTA COLLETTE, DISTRICT 2

November 5, 2009

Tom Brian, Chair
Metro Policy Advisory Committee

Kathryn Harrington, Vice Chair
Joint Policy Advisory Committee on Transportation

(Transmitted via email)

Dear Chair Brian and Vice Chair Harrington:

Thank you for the opportunity to submit amendments to the Regional Transportation Plan (RTP). The following amendment relates to the Sunnybrook Road extension project in Clackamas County. I propose that the description of the Sunnybrook Road extension, project # 10019, be modified to add the following conditions:

- Design the street as a local access connector.
- Apply a "practical design" approach.
- Include green street elements in the final design of the project.
- Minimize environmental impacts of the new street connection during future planning, engineering and construction phases.

Again, thank you for the opportunity to submit this amendment to the RTP.

Sincerely,

Carlotta Collette

cc: Chair Lynn Peterson, Kim Ellis, Robin McArthur, Metro Council, Kelsey Newell

November 19, 2009

Dear Members of TPAC and JPACT:

Over the past several months and years, the City of Milwaukie has shared its concern with Clackamas County over the County's proposed Sunnybrook Extension project.

The City is a longtime supporter and neighbor of the Clackamas Community College Harmony Campus. The City would like to see expanded educational offerings and economic development at the Harmony Campus site. However, the Milwaukie City Council does not believe that these benefits, which we understand depend on this new road, outweigh the environmental and livability impacts that would result from its construction.

The City of Milwaukie is "downstream" from this site. One of the lowest performing intersections in the City will be directly impacted by this project (Harmony/Railroad/Linwood), and Milwaukie's groundwater (which supplies our drinking water) and urban canopy both rely on the natural functions of the site. Even in its narrowed dimension, the City of Milwaukie will bear the brunt of the new road's downstream traffic congestion, stormwater runoff, and habitat degradation.

The City of Milwaukie therefore respectfully requests removal of the Sunnybrook Extension Project from the Regional Transportation Plan. This Extension will cause added congestion to the City of Milwaukie, have an adverse impact on the environment and the project design will not demonstrably mitigate traffic issues in the Clackamas Regional Center. This week the Council formally adopted a policy in regards to this issue.

The City of Milwaukie is in favor of an alternative access plan for the college and hopes that all jurisdictions can work concurrently on finding a reasonable solution.

Respectfully Submitted,

Milwaukie City Council

MILWAUKIE CITY HALL
10722 SE Main Street
Milwaukie, Oregon 97222
P) 503 786 7555 / F) 503 652 4415
www.cityofmilwaukie.org

2035 Regional Transportation Plan (RTP)

Summary of Comments Received and Recommendations - DISCUSSION ITEMS FOR CONSIDERATION

(comments received September 15 through October 15, 2009 and subsequent Metro Advisory Committee discussions)

The 2035 Regional Transportation Plan (RTP) Public Review Draft and regional plans for freight, transportation system management and operations and high capacity transit were released for public review from September 15 – October 15, 2009. This document summarizes recommended changes received in writing, at Metro Council public hearings and during discussions of the Metro Council and Metro advisory committees as part of the public comment period. This section includes recommended changes and policy issues identified for further discussion prior to action. .The Metro Technical Advisory Committee (MTAC), the Metro Policy Advisory Committee (MPAC) and the Transportation Policy Advisory Committee (TPAC) recommended approval of the recommendations on November 4, November 18 and November 20, respectively.

DISCUSSION ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
1	Performance targets	Performance Targets "Memorable and Aggressive Performance Targets: It is absolutely essential that there are well-defined, easily memorable, performance targets that drive our entire transportation investment strategy. The JPACT endorsed targets are a good start. However more clarity is needed on how they relate to the "Recommended System Evaluation Measures" on pg. 4 and the "RTP System Monitoring Performance Measures" on pg 5. Some of the primary reasons for setting targets and measuring performance are to make sure decision-makers understand what we're moving toward, how we're measuring it, and where we stand in meeting the target. Tracking the Target Direction is Not Enough Rather than measuring the target direction, we should be measuring the actual progress we're making toward meeting our targets. Otherwise the process does not provide enough discipline to ensure movement toward overall goals. Resources for Performance Monitoring: An outcomes based investment approach requires time and financial resources to monitor and adjust strategies based on performance over time. Actual travel data needs to be collected, rather than relying on the regional model. Furthermore, resources need to be committed to analyze the data.	TriMet	10/15/09	No change needed. See Discussion item on RTP performance targets.
2	Performance targets	Add a performance target for freight reliability, such as reducing hours of delay on the freight network, which would help reduce the cost of congestion on the economy.	MTAC	10/21/09, 10/23/09	Amend as requested. See Discussion item on RTP performance targets.
3	Performance targets	MPAC discussed this the climate change performance target and recommended that "transportation-related" be added to the target to be clear this is focused on transportation-related greenhouse gas emissions.	MPAC	10/23/09	Amend as requested. See Discussion item on RTP performance targets.

DISCUSSION ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
4	Performance targets	MPAC discussed this target and recommended staff to consider whether the target should be to triple the share of trips made by each mode of travel instead of the number of trips made by each mode. MPAC also recommended that targets should be set for each mode rather than as an aggregate as proposed. Staff recommends the target be revised to call for tripling the share of trips made by walking, bicycling and transit.	MPAC	10/23/09	Amend as requested. See Discussion item on RTP performance targets.F16
5	Performance targets	MPAC discussed this target and recommended staff to consider whether the target should be more aggressive given the connection of reducing VMT per person to reductions in greenhouse gas emissions. Federal legislation has called for a 16 percent reduction in VMT per person given forecasted growth in population and economic activity, which will result in continued growth in overall VMT in the region.	MPAC	10/23/09	No change recommended. This should be considered as part of the climate change scenarios work that follows the RTP update. See Discussion item on RTP performance targets.
6	Performance targets	The affordability target should be revised to call for a reduction in the percent of households in the region spending more than 50 percent of income on housing and transportation combined.	MTAC, Metro Council, MPAC	10/21/09, 10/21/09, 10/23/09	Amend as requested. See Discussion item on RTP performance targets.
7	Performance targets	The access to daily needs target should be revised to include "trails" and "sidewalks" and to report the information at a regional-level as well as for traditionally disadvantaged populations. MPAC recognized the importance of tracking progress toward improving access and the number of transportation options available to low-income and minority populations, but also felt it was important to improve access and options for everyone.	MPAC	10/23/09	Amend as requested. An equity analysis will help ensure low-income and minority populations share in the benefits of transportation investments without bearing a disproportionate share of the burden. The analysis will also help the region meet federal Civil Rights and environmental justice policies through the long-range transportation planning process. See Discussion item on RTP performance targets.
8	Corridor refinement plans	Support for prioritizing completion of Barbur/99W/Sherwood/I-5 corridor refinement plan.	Wilsonville Chamber of comerce, Sysco, Xerox, Southwest Neighborhoods, Inc.	10/14/09, 10/15/09, 10/15/09, 10/15/09	See Discussion item on refinement plan priorities. On November 20, TPAC recommended deferring action on refinement plan priorities to January 2010.

DISCUSSION ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
9	Corridor refinement plans	Prioritize completion of I-84 to US 26 connector study. Interstate-84 to US 26 is a primary access route linking East Multnomah County and the Portland Metro region with Damascus and key commercial and recreational centers within Oregon such as Bend and Mt. Hood. Currently four roads provide options for north-south travel through and within East County: 181st, 202nd, 238th/242nd/Hogan Road, and 257th/Kane Road. Of these roads, not one is a defined route to service north-south travel. In addition, not one of them was designed to accommodate all of the projected 2035 traffic volumes as modeled in the RTP. A Corridor Refinement Plan (CRP) is necessary to determine what improvements can be made to most effectively manage and accommodate existing and projected traffic demands within and through this corridor for all modes, including but not limited to freight and transit. Historically, regional support for an I-84 to US 26 study has been strong and it was identified as a top priority for the region in the most recent RTP. Within East County there is consensus for the need for a CRP; the Mayors of the four East County cities (Fairview, Gresham, Troutdale and Wood Village) have adopted a Memorandum of Understanding that recognizes the critical importance of improving north-south travel.	City of Damascus, Kelley Creek Neighborhood Area and Coalition of Gresham Neighborhood Associations, Gresham Transportation Committee, East Multnomah County Transportation Committee, Multnomah County, City of Gresham,	9/15/09, 10/1/09, 10/1/09, 10/5/09, 10/15/09, 10/15/09	See Discussion item on refinement plan priorities. On November 20, TPAC recommended deferring action on refinement plan priorities to January 2010.
10	Project	Figure 2.10 on page 94 of Chapter 2 of the draft RTP, designates the section of Tualatin Rd. between Herman Rd. and OR 99W as a "Regional Street", which is illustrated on pg. 31 of Chapter 2 the draft plan as "4 lanes".	Bethany Wurtz	9/30/09	See Discussion item on I-5/99W Study recommendations.
11	Project	Do not support project #10731 - Tualatin Rd./Lower Boones Ferry Rd. (northern arterial). As proposed, it would increase the width of Herman Road and Tualatin Road; it will also cross over Tualatin Community Park and the Tualatin River. Many coments raised concerns that this connection would be a highway connection - and funnel significant volumes of traffic through existing neighborhoods.	Kathy Newcomb, Carol Cesnalis, Dian Leth, Robert L. and Frances M. Barnes, Dwight Raikoglo, Jeanne Raikoglo, Toni Anderson, Nicole Ingram, Laura White, Marilyn D. Perry, Pat Carroll, Charlie Goodson, Rod Mai, Saari Mai, Glenn Bailey, Linda Russell, David scoutx@gmail.com (no last name provided), Helen : Crimesucks@aol.com (no last name provided), Bethany Wurtz, Marianne Germond, Delores Hurtado	10/8/2009 - 10/15/2009	See Discussion item on I-5/99W Study recommendations.

DISCUSSION ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
12	Project	Do not support northern arterial due to Tualatin community parks impacts.	Lyn Glover, Ed Casey, Marlene Reischman, Beth Roach, Sarah Draper, Lori Sierhuis, Beverly Robinson, Mark and Stacee Taft, Candice Kelly, Chris Hein, Stacey Swanson, Carl Rumpf, Diane H. Barry, James Sullivan, Rowena and Randy Hill, Martha Bailey, Brad Parker, Shelby & Jon Peterson, Richard & Mary Neely, Phillipa Peach, Christine Nyberg Tunstall	10/2/2009 - 10/15/2009	See Discussion item on I-5/99W Study recommendations.
13	Project	Do not support central arterial due to increased traffic impacts on downtown Tualatin/adjacent neighborhoods, and would divide city.	Lyn Glover, Ed Casey, Beth Roach, Sarah Draper, Lori Sierhuis, Beverly Robinson, Mark and Stacee Taft, Candice Kelly, Chris Hein, Carl Rumpf, Diane H. Barry, Phillipa Peach, Bethany Wurtz	10/2/09	See Discussion item on I-5/99W Study recommendations.
14	Project	Please remove projects 10598, 11339, 11340, and 11342 that relate to Southern Arterial as part of Alternative 7 of the I-5/99W study recommendation due to environmental, community and traffic impacts.	Michael Feves, Anne Voegtlin, Darren McCarthy, Jeffrey Kleinman, John Broome, Mayor Tim Knapp, City of Wilsonville\, Cara Hollock, Joan Steinfeld, Barb Belknap, Shelby Crecraft, Citizens for Farmland Preservation	10/13/2009 - 10/15/2009	See Discussion item on I-5/99W Study recommendations.
15	Project	Supportive of all three arterial proposals (Northern, Central and Southern) through Tualatin with the following condition that all would be designed as 4 lane with landscaped median strip (or 5 lane) and limited and/or controlled access to prohibit left turn movements.	Joe Lipscomb	10/5/09	See Discussion item on I-5/99W Study recommendations.
16	Project	Supportive of all three arterial proposals with approved conditions (Northern, Central and Southern)	Steve Gilmore, Wilsonville Chamber of Commerce, Sysco PAC/WEST, City of Sherwood, City of Sherwood Chamber of Commerce, Clarence and Pam Langer, Les Schwab Tire Center #259	10/15/09	See Discussion item on I-5/99W Study recommendations.
17	Project	Support for central arterial.	Marlene Reischman, Stacey Swanson, James Sullivan	10/2/09	See Discussion item on I-5/99W Study recommendations.

DISCUSSION ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
18	Project	Support for southern arterial/124th Ave. extension.	Lyn Glover, Ed Casey, Sarah Draper, Beverly Robinson, Mark and Stacee Taft, Candice Kelly, Stacey Swanson, Diane H. Barry, James Sullivan, Phillipa Peach, Bethany Wurtz, Christine Nyberg Tunstall, Monique Beikman	10/2/2009 - 10/15/2009	See Discussion item on I-5/99W Study recommendations.
19	Project	Not able to support adoption of the RTP if it includes the Southern Arterial in the project list without the conditions approved by the Project Steering Committee.	Clackamas County	10/8/09	See Discussion item on I-5/99W Study recommendations.
20	Project	Add a six-lane OR 217 project to the state RTP strategy for $600 million and corresponding revenue assumptions to cover this new project. This is a planned project that came from the OR 217 corridor study and past RTPs and current local plans have assumed this project to be planned for the purposes of future land use decisions. The project is consistent with throughway concept in draft RTP.	Washington County Coordinating Committee	10/7/09	See Discussion item on OR 217 Study recommendations. No change to RTP project list recommended. This comment will be addressed as part of the mobility corridor strategy documentation work that will be conducted in Winter 2010. All 24 mobility corridors will have a corridor strategy included as part of a new chapter in the final RTP. The mobility corridor strategies will define needs and outline the next steps for near-term, medium term and long term investments. The mobility corridor strategy will be developed in partnership with local, regional and state agencies in Winter 2010, prior to final adoption of the plan in June 2010. The potential solutions and costs will be documented in that effort - including the planned system recommended by the OR 217 corridor study.

DISCUSSION ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
~~21~~	~~Project~~	~~Sunset the Columbia River Crossing (CRC) Project by September 1, 2011~~ ~~Option 1~~ ~~Add 5.4.2.7: Portland Central City to Vancouver (Mobility Corridor #1) (chapter 5, following p. 15)~~ ~~To a description of the CRC project in the corridor (to be drafted), add the following:~~ ~~"If commitments to fund the Locally Preferred Alternative (LPA) for the Columbia River Crossing project from the federal, state, regional and local governments have not been made, evidenced by an adopted intergovernmental agreement, by September 1, 2011, the LPA shall be withdrawn and funds identified for further study of the project shall be reserved for study of potential alternative investments in the corridor."~~ ~~Option 2~~ ~~Add the following language to section 5.7.1 (chapter 5, p. 20):~~ ~~"If commitments to fund the Locally Preferred Alternative (LPA) for the Columbia River Crossing project from the federal, state, regional and local governments have not been made, evidenced by an adopted intergovernmental agreement, by September 1, 2011, the LPA shall be withdrawn and funds identified for further study of the project shall be reserved for study of potential alternative investments in the corridor."~~ ~~Option 3:~~ ~~Add the following footnote to the list of projects in Appendix 1 on the page that lists the CRC project:~~ ~~"If commitments to fund the Locally Preferred Alternative (LPA) for the Columbia River Crossing project from the federal, state, regional and local governments have not been made, evidenced by an adopted intergovernmental agreement, by September 1, 2011, the LPA shall be withdrawn and funds identified for further study of the project shall be reserved for study of potential alternative investments in the corridor."~~	~~Robert Liberty, Metro Councilor~~	~~11/2/09~~	TPAC recommended this item be moved to Exhibit G, consent items for consideration with the following recommendation, "No action in response to this comment." On Nov. 18, MPAC (with Councilor Liberty's support) recommended withdrawing this proposed amendment and deferring a more detailed discussion in January/February 2010 on finance and the CRC project relative to other investment priorities.
22	Projects	Supports Sunnybrook extension project (#10019) . This road will help alleviate traffic problems at Sunnyeside and Harmony roads. Currently OIT's only access point (Harmony Rd) is crowded and dangerous. The Sunnybrook extension would provide another access point. This project will be a major contributing factor in OIT's decision about its ability to expand class offerings in the east metro region and make future investments at the Harmony Campus location.	City of Happy Valley City Council, Oregon Institute of Technology, Clackamas County Community College	10/1/09, 10/12/2009 and 10/13/09	See Discussion item on Sunnybrook Road extension. No change recommended. TPAC recommended this item be moved to Exhibit F for JPACT discussion.

DISCUSSION ITEMS FOR CONSIDERATION

#	Category	Comment	Source	Date	Recommendation
23	Projects	Several comments requesting that Metro remove the Sunnybrook extension project (#10019) from the RTP because of environmental and traffic impacts of the road; 3 creeks natural and rare native old growth White Oak trees (300-500 years old) are in the project area, which provide needed canopy and drainage control.	Steve Berliner, Friends of Kellogg & Mt. Scott Creeks Watershed; Pat Russell, North Clackamas Citizens Association; Catherine Blosser & Terrence Dolan, Susan Shawn, Urban Green, Friends of North Clackamas Parks, North Clackamas Urban Watersheds Council; Dolly Macken-Hambright, Linwood Neighborhood Association, The Grove Homeowner's Association; Richard Till; Dick Shook; Christopher Swain, David Aschenbrenner; Patricia Holloway, Southgate Planning Association; Lynne Gibbons; Greg Ciannella; Lewis Miller; Walker Leiser; Matt Krueger; Jan Esler-Rowe; Michele Eccleston; Daniel Platter; Donald Wiley; Jeremy Person; Alex Bigazzi; Sean Sweeney; Genevieve Layman; Debbie Reynolds; Kathleen Mcfarlane; Matt Krueger, Grey to Green Tree Canopy Program - City of Portland Environmental Services; Chris Runyard; City of Milwaukie	9/15 - 10/15/09	See Discussion item on Sunnybrook Road extension. No change recommended. TPAC recommended this item be moved to Exhibit F for JPACT discussion. This project is the last of a set of transportation improvements identified over 20 years ago in the Clackamas Regional Center (CRC) Plan. The improvements are designed to support the CRC, an area that the region has planned to be a hub for households, employment and economic growth within unincorporated Clackamas County. The project provides local and regional connectivity, improving circulation and reducing the need to widen existing roads. Providing access to the Harmony Community College Campus from the south reduces traffic congestion in surrounding neighborhoods. Connecting Sunnybrook to Fuller road would improve both east/west and north/south connectivity. The project would improve the bicycle and pedestrian connectivity in all directions. For example the connection to Sunnybrook Boulevard provides a high quality multimodal link from the Harmony campus to the ODOT's I-205 multiuse path, one of the most significant multimodal links to the I-205 Green Line, and areas to the east. Throughout the last decade Clackamas County has invested millions of dollars in transportation improvements to realize the densities outlined within the CRC plan. Though significant development has occurred, significant development opportunities are still to be realized. The project provides congestion relief and safety improvements necessary to support the existing and planned development. Existing safety/congestion issues exist at the intersections of 82nd Avenue with Sunnybrook Boulevard and Sunnyside Boulevard. These existing congestion issues are not only impacting current expansion opportunities at the Harmony Community Campus, but are also hampering development potential within the entire Clackamas Regional Center. Safety issues also exist at the Fuller Road/Harmony Road intersection, which ranks high on the County's pedestrian/vehicle incident list. Throughout the EIS and subsequent processes there were a number of concerns raised regarding environmental impacts of the roadway. Staff has listened to these concerns and took actions to reduce impacts. Some of these actions include realignment, reduced width, and completing a Carbon Analysis/Reduction Study (the first within the State of Oregon).
24	Project	Revise the description of the Sunnybrook Road extension, project # 10019, be modified to add the following conditions: • Design the street as a local access connector. • Apply a "practical design" approach. • Include green street elements in the final design of the project. • Minimize environmental impacts of the new street connection during future planning, engineering and construction phases.	Carlotta Collette, Metro Councilor	11/5/09	See Discussion item on Sunnybrook Road extension. Amend as requested. MTAC did not take action on this recommendation as the amendment was provided after the 11/4/09 MTAC action on Exhibit G. On Nov. 18, MPAC recommended approval of this recommendation as part of approving Exhibit G as a package. TPAC recommended this item be moved to Exhibit F for JPACT discussion.

RTP CLIMATE ACTION PLAN - GREENHOUSE GAS EMISSIONS AND HB 2001 LAND USE AND TRANSPORTATION SCENARIOS

FULL BACKGROUND ON THIS ITEM CAN BE FOUND IN THE GREEN PACKET – EXHIBIT F PAGES 1-9

11/2/09 TPAC AND 11/4/09 MTAC RECOMMENDATION:

- Metro will lead this effort in coordination with local, regional and state partners.
- MPAC, JPACT and the Metro Council approval of the RTP targets and land use targets to be developed by early 2010 to be used to guide development and evaluation of the performance of HB 2001 land use and transportation scenarios in 2011.
- MPAC, JPACT and the Metro Council commitment to policy discussions on the application of pricing strategies in the Metro region in 2010.
- Between 2011 and 2014, develop two or more alternative land use and transportation scenarios" designed to reduce GHG emissions from light-duty vehicles and adopt one scenario that meets the state targets after public review and comment.
- Metro will incorporate recommendations from this effort in the next RTP update in 2014.

11/12/09 JPACT RECOMMENDATION:

- Approve TPAC and MTAC Recommendation.
- Amend the RTP Climate Action Plan into Chapter 5 of the RTP as the region's commitment to address this important issue prior to the next RTP update**. (see pages 7-8 of Exhibit F)**

11/18/09 MPAC RECOMMENDATION:

- Approve TPAC and MTAC Recommendation and 11/12/09 JPACT amendment.
- Amend RTP Resolution to:
    - Amend the final "WHEREAS" to read, "WHEREAS, JPACT and MPAC have recommended ~~acceptance~~ approval of the state and federal components of the 2035 RTP by the Metro Council for final review and air quality conformance analysis; now therefore…"
    - Amend "BE IT RESOLVED" to read:
        1. ~~Accepts~~ Approves the Draft 2035 Regional Transportation Plan ("RTP") (Exhibit A ~~and Appendices to this resolution~~), with the following elements, ~~for analysis of air quality conformance under federal law and~~ for final review and public hearings:
        - The Transportation System Management and Operations Plan (Exhibit B to this resolution)

- The Regional Freight Plan (Exhibit C to this resolution)
- The High Capacity Transit System Plan (Exhibit D to this resolution)
- The Regional Transportation Functional Plan (Exhibit E to this resolution).

2. ~~Accepts~~ Approves for final review and public hearings the revisions to the federal component of the 2035 RTP to reflect additional technical analysis and policy development completed after adoption of Resolution No. 07-3831B.

3. Accepts the RTP project lists solely for the purposes of obtaining public comment and determining conformance with the Clean Air Act.

4. Directs Metro staff to: (A) Prepare a technical memorandum explaining the methodology for projecting greenhouse gas (GHG) emissions for the 2035 RTP. (B) Have an expert in the field review the methodology and suggest improvements. (C) During the period that Metro staff is conducting the air quality conformity analysis (January – February 2010), re-run the GHG projections using the improved methodology. (D) With the improved GHG projection results and assuming that the GHG performance targets for the region are not met, conduct further analysis to determine which projects have the most significant adverse impact on GHG emissions. (E) Report these findings to JPACT, MPAC and the Metro Council and consider changes to the project list during the public comment period (March – April 2010).

11/20/09 TPAC RECOMMENDATION:

- Approve 11/2/09 TPAC and 11/4/09 MTAC Recommendation and 11/12/09 JPACT Recommendation.
- Amend RTP Resolution to add an additional "BE IT RESOLVED" that reads, "Accepts the RTP project lists solely for the purposes of obtaining public comment and determining conformance of the Federal Priorities project list with the Clean Air Act."

JPACT ACTION REQUESTED:

Reconcile conflicting MPAC and TPAC recommendations.

RTP PERFORMANCE TARGETS AND IMPLEMENTATION

FULL BACKGROUND ON THIS ITEM CAN BE FOUND IN THE GREEN PACKET – EXHIBIT F PAGES 10-14

11/2/09 TPAC AND 11/4/09 MTAC RECOMMENDATION:

- MPAC, JPACT and Metro Council adoption of the RTP performance targets a proposed in Table 1. The targets can be revised over time based on additional information on performance or effectiveness. Adopting the targets now allows the process to begin; and allows the targets to guide the development and evaluation of land use and transportation scenarios in 2011.

- Monitor the regional-level performance targets as part of periodic updates to the RTP.

- In Winter 2010, develop functional plan amendments to direct how local plans will be consistent with the new RTP policies and performance targets.

- Identify RTP policies and performance targets to emphasize and criteria for evaluating individual projects in the next policy update to the Metropolitan Transportation Improvement Program (MTIP). The next update is scheduled to begin in winter 2010.

- MPAC, JPACT and Metro Council adoption of a broader set of measures and targets for the *Making the Greatest Place* effort by early 2010 that include land use as well as equity, economic and environmental measures that align with the region's desired outcomes and policy objectives. Metro will use the RTP targets and yet to be developed land use targets to evaluate the performance of HB 2001 land use and transportation scenarios in 2011. The collective set of targets will elevate the dialogue about land use and transportation policies and their respective roles in meeting regional and state objectives, including climate change goals.

- Metro will expand current regional data collection efforts to monitor these and other indicators that cannot be forecasted through the regional land use or transportation models to provide accountability for achieving the region's desired outcomes. Decision-makers can use this information to adapt local and regional policies and investment strategies based on what is learned.

- As the region increasingly shares similar desired outcomes, the need to use similar performance measures increases. To take advantage of this, Metro is embarking on an effort with PSU's Institute of Metropolitan Studies to develop a coordinated regional approach to develop and utilize performance measures. As this new regional approach is developed, the performance targets and indicators identified in the draft RTP can be included into a broader, even more holistic performance measure system for the region.

RTP PERFORMANCE TARGETS AND IMPLEMENTATION

MTAC and TPAC discussed the importance of highlighting the RTP is not currently required to meet any of the performance targets, including the state greenhouse gas emission reduction targets. The performance targets are self-imposed and intended to be used to show how the region is performing as a baseline for the HB 2001 scenarios work and future RTP updates. Furthermore, the HB 2001 scenarios work program should allow sufficient time and iterations of analysis to inform refinements to the performance targets.

TPAC recommended that local plans not be required to evaluate local transportation system plan performance relative to the regional-level performance targets because local governments do not currently have the tools, resources or expertise to conduct this analysis. Tools, resources and expertise in the region will be further developed as part of the HB 2001 climate change scenarios work program presented in Discussion item #1. MTAC recommended that functional plan amendments be developed in 2010 to direct how local plans will be consistent with the new RTP policies and targets.

11/12/09 JPACT RECOMMENDATION:

- Approve 11/2/09 TPAC and 11/4/09 MTAC Recommendation.

11/18/09 MPAC RECOMMENDATION:

- Approve 11/2/09 TPAC and 11/4/09 MTAC Recommendation and 11/12/09 JPACT Recommendation
- Add a new Basic infrastructure performance target that reads, "**Basic infrastructure** – By 2035, increase by 50 percent the number of essential destinations accessible within 30 minutes by trails, bicycling and public transit or within 15 minutes by sidewalks for all residents compared to 2005."
- Amend "Essential Destinations" definition to include parks/open spaces.
- Amend the "Access to Daily Needs" performance target to read, "**Access to daily needs** – By 2035, ~~increase~~ decrease by 50 percent the disparity in the number of essential destinations accessible within 30 minutes by trails, bicycling and public transit or within 15 minutes by sidewalks for low-income, minority, senior and disabled populations relative to the general population compared to 2005."

11/20/09 TPAC RECOMMENDATION:

- Approve 11/2/09 TPAC and 11/4/09 MTAC Recommendation, and 11/12/09 JPACT Recommendation.
- Approve the 11/18/09 MPAC Recommendation, amending the "Access to Daily Needs" performance target to read, "**Access to daily needs** – By 2035, increase ~~decrease~~ by 50 percent the ~~disparity in the~~ number of essential destinations accessible within 30 minutes by trails, bicycling and public transit or within 15 minutes by sidewalks for low-income, minority, senior and disabled populations relative to the general population compared to 2005."

RTP PERFORMANCE TARGETS AND IMPLEMENTATION

RTP Performance Targets

Economy	Safety – By 2035, reduce crashes, injuries and fatalities per capita by 50 percent compared to 2005.
	Congestion – By 2035, reduce vehicle hours of delay per person by 10 percent compared to 2005.
	Freight reliability – By 2035, reduce vehicle hours of delay per truck 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 ~~the share of~~ walking, biking and transit ~~trips~~ mode share compared to 2005.
	Basic infrastructure – By 2035, increase by 50 percent the number of essential destinations[1] accessible within 30 minutes by trails, bicycling and public transit or within 15 minutes by sidewalks for all residents compared to 2005.
	Clean air – By 2035, ensure zero percent population exposure to at-risk levels of air pollution.
	Travel – By 2035, reduce vehicle miles traveled per person by 10 percent compared to 2005.
Equity	Affordability – By 2035, reduce the share of ~~average~~ households in the region spending more than 50 percent of income ~~combined cost of~~ on housing and transportation ~~by 25 percent~~ combined compared to 2000.
	Access to daily needs – By 2035, increase ~~decrease~~ by 50 percent the ~~disparity in the~~ number of essential destinations accessible within 30 minutes by trails, bicycling and public transit or within 15 minutes by sidewalks for low-income, minority, senior and disabled populations relative to the general population compared to 2005.

JPACT ACTION REQUESTED:

Reconcile conflicting MPAC and TPAC recommendations.

[1] Consistent with the evaluation methodology used for the High Capacity Transit plan, essential destinations are defined as: hospitals and medical centers, major retail sites, grocery stores, elementary, middle and high schools, pharmacies, parks/open spaces, major social service centers (with more than 200 monthly LIFT pick-up counts), colleges and universities, employers with greater than 1,500 employees, sports and attraction sites and major government sites.

Oregon
Theodore R. Kulongoski, Governor

Oregon Department of Transportation
ODOT Region 1
123 NW Flanders St
Portland, OR 97209 - 4037
Telephone (503) 731-8200
FAX (503) 731-8259

December 1, 2009

To: Members of JPACT
From: Jason Tell, ODOT Region 1
Subject: Safety Goals and Measures

ODOT's Traffic Safety Performance measures incorporate elements of the Oregon Benchmarks, Oregon Transportation Safety Action Plan, the Safety Management System, and nationally recognized measures. Both long-range (by the year 2015) and short-range (current year) measures are utilized and updated annually. The Oregon Traffic Safety Performance Plan includes measurable outcomes the state traffic safety program is designed to achieve on both the regional and statewide levels.

Action item #1, Much of the traffic safety data is currently broken down by county, not the MPO boundary. As an initial step, we recommend that the RTP aspire to contribute on a percentage of VMT basis to meeting the outcomes identified in the 2010 Oregon Traffic Safety Performance Plan.

1) Support the statewide goals, performance measures and strategies as described in the Oregon Traffic Safety Performance Plan, including but not limited to:

   Maintain current 96.34% statewide safety belt usage percentage in the region.[1]

   Contribute to decreasing the number of annual speed related fatalities in Region 1 from the 2004-2007 average of 63 fatalities to 52 by December 31, 2010.[2]

   Contribute to decreasing the number of annual alcohol and drug-related fatalities in Region 1 from the 2004-2007 average of 59 to 48 by December 31, 2010 [3]

   Contribute to decreasing the number of statewide pedestrian injuries from 600, the five-year average from 2003 to 2007, to 456, a 3 percent reduction per year, by 2015.

Action Item #2, Metro should work with ODOT to refine the existing traffic safety data to reflect conditions within the Metro boundary. When the MPO specific data is made available, Metro's Regional Transportation Safety Workgroup should develop its own outcomes based plan to address safety issues in the MPO.

2) Develop an MPO Traffic Safety Plan by December, 2010, with goals, performance measures, and strategies specific to the MPO, through the Regional Transportation Safety Workgroup in coordination with ODOT and local traffic safety groups such as Portland's Traffic Safety Committee.[4]

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[1] Page 61, 2010 Oregon Traffic Safety Performance Plan (http://www.oregon.gov/ODOT/TS/docs/2010PublicPerformancePlan.pdf)
[2] Page 77, Region 1 Performance Measure, 2010 Oregon Traffic Safety Performance Plan,
[3] Page 77, Region 1 Performance Measure, 2010 Oregon Traffic Safety Performance Plan
[4] A list of Local Traffic Safety Groups can be found on Page 22, 2010 Oregon Traffic Safety Performance Plan

DRAFT

Supplemental Comments on I-5/99W Study Recommendations

Good day,

I would like to offer our company's support for the Alt.7 project to alleviate the gridlock we experience in Tualatin on a daily basis. We are frequently up against time restraints to deliver our customer's product on time or before they close. The 30 to 40 minutes we can spend just trying to get to I-5 can be the difference of whether or not we make it on time. We at Lumber Products understand the problems and costs that can be involved in a project like this and that it is impossible to please everyone. But we also understand the need for a project to connect 99W to I-5 and if it makes sense for the majority of the people. Thank You for considering our needs.

PAT DEVINE
LUMBER PRODUCTS TUALATIN OPERATIONS
503-691-3165

CASCADE
COLUMBIA
DISTRIBUTION
COMPANY

PORTLAND WAREHOUSE • 14200 SW TUALATIN-SHERWOOD RD. • SHERWOOD, OR 97140
SEATTLE BILLING ADDRESS • P.O. BOX 24745 • SEATTLE, WA 98124-0745
SPOKANE • 3808 N SULLIVAN RD., BLDG 32 • SPOKANE, WA 99216

Metro Council
600 NE Grand Avenue
Portland, Oregon 97232-2736

October 21, 2009

Re: I-5 to 99W Connector

Dear Council,

I am the general manager for Cascade Columbia Distribution Co. in Sherwood Oregon. We selected our current site on the Tualatin-Sherwood Road in the mid 90's because of its location and access to both I-5 and I-205. It is an ideal area for distribution based companies. Since that time we have seen tremendous growth in the area which has caused some significant problems for companies like ourselves. We are only 3.3 miles from I-5 on the Tualatin-Sherwood Road but it can take up to 45 minutes for our trucks to reach I-5 due to traffic congestion. This problem is only growing worst each year.

When we built our facility in the 90's we were under the impression that a west side by-pass was in the planning stages and would be a strategic part of the economic development of the region. That need for an I-5 to 99W connector is even greater now. I want to express my support for the Alternative 7 plan for this connector. It would be disastrous for the growth of this region if the council were to delay the planning and implementation of the connector until 2035. Further delays will only bring additional costs, greater congestion impact to existing businesses and communities and fewer options of land to use in a by-pass.

Sincerely,

Joe Price
General Manager

ORDERS: 503-625-5293 • Toll Free: 877-625-5293 • Fax: 503-625-4335

Dear President Bragdon:

I am writing this letter to show our companies support of Metro's 2035 RTP and the implementation of Alternative 7.

As a business operator in Sherwood, we are constantly battling the traffic in and around the Tualatin, Sherwood industrial developments. We have a great deal of "offsite" work that is completed at not only local businesses, but I-5 as well. When we are responding to an offsite call, the consumer must wait for transit to his site, this is chargeable time. In some instances it may take in upwards of 45 minutes to go the 4.5 miles to the onramp of I-5. When we have a Fleet call out, we have 30 minutes to respond to our customers, from the time the call is placed to our facility. As you can see this can create a hardship between our commercial customers and our business.

We cannot afford to let this transportation issue continue without a change. The residents in all three communities deserve to have the improvements made, as presented in the RTP, Alternative 7. It has come to point where we must put down the pen and pick up the shovel.

Thank you for your time and consideration.

Respectfully,

Cam Durrell

Les Schwab Tire Center #259

Sherwood Or. 97140

Dear President Bragdon and Council Members:

I am writing this letter to show our companies support of Metro's 2035 RTP and the implementation of Alternative 7.

As a business operator in Sherwood, we are constantly battling the traffic in and around the Tualatin, Sherwood industrial developments. We do a great deal of "offsite" work that is completed at not only local businesses, but I-5 as well. When we are responding to an offsite call, the consumer must wait for transit to his site, this is chargeable time. In some instances it may take in upwards of 45 minutes to go the 4.5 miles to the onramp of I-5. When we have a Fleet call out, we have 30 minutes to respond to our customers, from the time the call is placed to our facility. As you can see this can create a hardship between our commercial customers and our business.

We cannot afford to let this transportation issue continue without a change. The residents in all three communities deserve to have the improvements made, as presented in the RTP, Alternative 7. It has come to point where we must put down the pen and pick up the shovel.

Thank you for your time and consideration.

Respectfully,

Cam Durrell

Les Schwab Tire Center #259

Sherwood Or. 97140

To Whom It May Concern,

Our family owns a large piece of land that will soon be developed. My husband and I still live on Tualatin-Sherwood Road.

We have known for a long time that the roads in the Sherwood area, especially Tualatin-Sherwood Road, are not large enough to carry the amount of traffic they do now.

Friends have always talked about how hard it is to get from Tualatin to Sherwood at certain times of the day over this road. When the road was widened years ago we told the steering committee that it needed to be widened to 4 lanes from Tualatin to Sherwood. Several years later it has played out to be a nightmare of stops and starts.

I must say that there have been small improvements. We do not have any trouble getting in and out of our driveways. I am not sure why, there are lots of factors; the economy, timing of signals, other routes being taken.

We do feel it is imperative that the connector be built. All of the businesses in Sherwood, and our new development, will benefit from the increased ease of travel in our area. Already, just the short 124th connector has made a big difference here, but not in Tualatin where it takes way too much time to pass through the core area.

Please do not delay in making the much needed decision to build the connector. The choice has been put off too long now. Traffic will only increase in years to come.

Clarence and Pam Langer
15585 SW Tualatin-Sherwood Road
Sherwood, Oregon 97140

Northstar
SERVING YOUR CHEMICAL NEEDS

Northstar Chemical, Inc.
14200 S.W. Tualatin-Sherwood Rd.
Sherwood, Oregon 97140
Tel: (503) 625-3770
Fax: (503) 625-1478

October 15, 2009

METRO
Portland, OR

LETTER IN SUPPORT OF THE I-5 TO 99W CONNECTOR PROJECT: Alternative 7

Dear METRO Council Members;

I am writing this letter in support of the I-5 to 99W connector project: Alternative 7.

As a resident and business operator in the area, I am very concerned with the regions traffic congestion that continues to worsen. Residential and commercial building has occurred in the area at a tremendous pace and the continuation of this trend is very evident. Due to this growth the number of vehicles traveling between 99W and I-5 creates lengthy delays, hazardous conditions and growing costs.

As the manager of a distribution company located in Sherwood, we have 12 delivery trucks and 21 employees, so traffic between Sherwood and I-5 is very important to our business. In 1996, the commute time for our delivery trucks between 99W and I-5 was 5-8 minutes with approximately 5 traffic lights. And in 2009, our commute can take up to 40 minutes and approximately 13 traffic lights exist. Yet in that time and with the growth that has occurred, nothing of great significance has been done to expand the roadway system to alleviate traffic. The extra amount of time needed for this commute is a quantitative cost to my company, as well as our vendors, and to area residents.

Something has to change in our traffic flow between 99W and I-5; the area is only going to grow and the traffic is going to worsen. I appreciate the work that has been put into studying this project but at this point construction needs to take place to improve the viability and livability for residence and commerce in this area. In addition, this project would be a good stimulus for jobs and economic recovery of our State.

Thank you for your consideration of Alternative 7.

Respectfully,

Matthew J. Werger
Northstar Chemical, Inc
General Manager

From: Marlene Reischman [mreischman@rfmseating.com]
Sent: Tuesday, November 10, 2009 3:21 PM
To: Kelsey Newell
Subject: Arterial 7

Categories: Blue Category, Red Category

It would be greatly appreciated if you would take the time to re-evaluate the Northern Arterial project. I am greatly opposed to this project and feel we need to look at other alternatives. The area behind my resisdence, 8720 SW Tualatin Rd, is visited by many walkers, runners and bicyclists. We already have a heavy flow of traffice behind my condominium complex, that safety is a real big concern as well as noise level increases that could happen if we widen the roads.

Please reconsider the project,

Thank you,

Marlene Reischman
Customer Service Manager
RFM Preferred Seating
619 SW Wood Street
Hillsboro, OR 97123
800-447-5542ph/800-734-6377fx
marlene@rfmseating.com
www.rfmseating.com

From: Reba Tobey [rtdoglover@yahoo.com]
Sent: Sunday, November 29, 2009 8:21 PM
To: Kelsey Newell
Subject: Fw: project 10731

Dear Kelsey Newell,

I'm writing to you regarding Project 10731 (formerly the Northern Arterial) Connecting Hwy 99 to I-5.
I am extremely opposed to this project for many reasons, most importantly due to the complete lack of citizen involvement obtained by the City of Tualatin which is the #1 goal of the State of Oregon Department of Land Use and Conservation. I am requesting that this project be referred back to the City of Tualatin whereby the proper citizen involvement can be obtained.

I am also requesting that my letter be entered into the official record and copies of this letter be distributed to the all Committee Members prior to the JPACT meeting scheduled for December 10, 2009.

Thank you,

Reba Tobey
17815 SW Cheyenne Way
Tualatin, Oregon 97062

From: Linda Russell [lrussell3@comcast.net]
Sent: Wednesday, December 02, 2009 4:09 PM
To: Kelsey Newell
Subject: FW: PROJECT 10731

Categories: Yellow Category

------ Forwarded Message
From: Linda Russell <lrussell3@comcast.net>
Date: Wed, 02 Dec 2009 14:57:46 -0800
To: <Carlotta.Collette@oregonmetro.gov>
Conversation: PROJECT 10731
Subject: PROJECT 10731

I strongly oppose THE ALTERNATIVE 7, or PROJECT 10731, the Northern Arterial proposal to change Tualatin Road to five lanes with a bride over the park and river.

I live on Cheyenne Way and our only exit out of our area is Tualatin Road. The amount of traffic this plan would cause would be unbelievable and NOT ACCEPTABLE. It will also cause damage to our property value, damage to the community park and to the environment. I STRONGLY OPPOSE THIS ACTION.

The people that this plan would effect have had NO say in this whole project. WE WANT A VOICE IN PROJECTS THAT WILL DIRECTLY AFFECT US!!!!

I request that this proposal be sent back to the City of Tualatin with directions to meet the requirements for appropriate public outreach and hearings.

Respectfully,

Linda J. Russell
17435 SW Cheyenne Way
Tualatin, Oregon
97062
lrussell3@comcast.net
(503) 692-1688

------ End of Forwarded Message

From: Beverly Robinson [robinbev43@yahoo.com]
Sent: Wednesday, November 11, 2009 10:19 AM
To: Kelsey Newell
Subject: I-5 Connector

Categories: Blue Category

I am writing to request that JPAC remove the Northern Arterial of Alernative 7 from the proposed Metro Transportation Plan, conduct additional study and gather more community input.

I support the 124th street expansion as the best, least disruptive method of connecting 99W and I-5.

I have lived in my zip code 97062 for 20 yrs and watched Tualatin's phenomenal growth. The thoughtful planning of our community leaders has produced parks and green spaces that coexist with vital industrial areas and shopping. The city's livability, however, has always been diminished by the traffic bottleneck connecting to I-5. Do not separate neighborhoods further or lessen the appeal of our town with the proposed arterial. Please consider our local needs in addition to regional ones.

Beverly Robinson
20690 SW 103rd Ave
Tualatin, OR 97062
503.486.5784
robinbev43@yahoo.com

From: Lee Marsden [marsdenlee@mac.com]
Sent: Thursday, November 12, 2009 12:42 PM
To: Kelsey Newell
Subject: JPAC meeting - Alternative 7

Categories: Blue Category

To: Carlotta Collette, chair, and members of JPAC

We are writing to request that the JPAC consider and pass a resolution to remove the Northern Arterial of Alternative 7 from the proposed Metro Tranportation Plan and send this sector back for additional study and community input. The latest proposal for the Northern Arterial being considered by JPAC on November 12 is described in the new Draft 2035 RTP Project List as follows: the "Tualatin-Boones Ferry Road project would consist of a two-lane connection from Herman Road to I-5 at Lower Boones Ferry Road....this route is not intended to serve through traffic but rather is intended to provide access to the surrounding industrial areas and neighborhoods. " The plan further states that the portion of Tualatin Road between Herman Road and 99W would be a "collector" and not a regional street at all. Despite the reduction in size, the project is still likely to present problems which are unacceptable to many of the Tualatin residents in the area. Our concerns include:

1) No matter what size is proposed, this project would still run through the middle of Tualatin's largest and most popular city park, including a river greenway, bringing pollution and noise to a park which residents of this area treasure and enjoy. This puts commercial convenience above good community planning.

2) This route would still require building a bridge over the Tualatin River, with major concerns about high cost and undesirable environmental impact, such as the harvesting of old growth forest along the riverbanks. It could also interfere with its recreational uses, as pointed out by the kayaking groups.

3) Developing this route would drastically impact the residential part of Tualatin Road, diminishing quality of life and property values. This upper part of the road is already being used as a shortcut by many trucks. Using upper Tualatin Road is attractive to commercial traffic because it is .7 mile shorter than going down to Herman and then across to the east and downtown Tualatin. It is attractive to commercial traffic between Bridgeport and Herman Road because it saves time. Creating a bridge offering direct access to 72nd and Bridgeport would make this route even more attractive. It could add to the problem for residents of access in and out of the neighborhood as well as a major increase in the amount of traffic surrounding their homes.

None of these problems surfaced during the public intput portion of this project two years ago because open houses and outreach were focused on the first six alternatives. There has been virtually no public outreach this year to describe Alternative 7 and invite public comment. This proposal was adopted by the Steering Committee at the beginning of this year only a

month after it was first proposed. The residents of this area are just beginning to become aware of its potential impacts; most are still unaware. Virtually all of the residents who have heard of it are opposed for some or all of the above reasons.

If the proposal goes forward in its present form, there is the possibility that the delay granted in the new MTP proposal to planners of the Southern Arterial could mean that the other two selected venues (one of which is the Northern Arterial) would be required to handle the projected 9000 additional cars each day for an unknown period of time. This would clearly be well beyond their capacity. A delay in the development of one part of the proposal should not involve an undue burden on other areas.

We respectfully request that JPAC pass a resolution to send this proposal back for further study and research to identify a solution which does not impact so heavily and negatively on the quality of life of our residents. This should include a healthy quest for community input. We appreciate your diligence in pursuing a reasonable solution.

Donald and Lee Marsden
17900 SW Shawnee Trail
Tualatin, OR 97062
503-855-3813
marsdenlee@mac.com

From: KathyNewc@aol.com
Sent: Sunday, November 22, 2009 9:36 PM
To: David Bragdon; Carlotta Collette
Cc: Kelsey Newell; Carl Hosticka
Subject: Please Refer Northern Arterial aka Project #10731 Back for Citizen Involvement

To: David Bragdon, President, Metro Council
and to: Carlotta Collette, Metro Councilor and TPACT Chair
Copy to other councilors, especially Councilor Carl Hosticka, and to TPACT members
c/o Kelsey Newell for distribution right away, please.

From: Kathy Newcomb of Tualatin, 17515 SW Cheyenne Way, Tualatin OR 97062 503-692-5227 after 10 a.m., please

Request for Citizen Involvement re the "Northern Arterial,"
Based on Erroneous Information in MTAC Material

REQUEST: As part of the Regional Transportation Plan process, please refer the Northern Arterial, also known as Project #10731 recommendation back to the Project Steering Committee and/or preferably to the City of Tualatin with the requirement to seek citizen involvement, and especially citizen input, relating to the current version of the Northern Arterial proposed within Alternative 7.

Councilor Carl Hosticka recognized this problem during the September 24, 2009 hearing in Beaverton, responding to a concern I expressed there, and he agreed that there had been inadequate public involvement.

*****

Erroneous Information in MTAC Written References
to the Northern Arterial Portion of Alternative 7

There exists erroneous written information prepared for MTAC (see below) which was relayed to TPACT. MTAC's related recommendations relating to the Northern Arterial should be vigorously overridden by TPACT and by all of you.

Source: "Regional Transportation – Discussion Item 5, updated 11/03/09.
"I-5/99W Connector Study Area – Issues, Options and Recommendations."

PROBLEM #1. Page 4, #6, "Public Process."

The staff's description of the public process is badly flawed and glosses over a serious lack of public involvement with the process.

In particular the state's Goal 1 for Public Involvement was omitted for the so-called Northern Arterial portion of Alternative 7. (Now known as Project #10731.)

Neither the I-5/99W Project Steering Committee nor the City of Tualatin provided any proper opportunity for explanation to or input from affected citizens in Tualatin. The Committee closed their process too hastily, and the City of Tualatin totally failed to provide proper opportunities.

In fact, last spring, the mayor of Tualatin emailed to one city resident that he and the council did not support the Northern Arterial – omitting any mention of the substitution of Project 10731 for the Northern Arterial. This should be described as NEGATIVE CITIZEN INVOLVEMENT.

Please note that in the MTAC material, there is no mention of the impact of a planned traffic bridge over a major Tualatin park, nor of the fact that *north Tualatin is dependent on Tualatin Road for access to all other parts of the city and regional roads*. In fact our school buses pick up and drop off students routinely along Tualatin Road – the only major through road available for school buses. (Nor is there mention of the fact that vehicles traveling between I-5 and 99W would choose Tualatin Road over Herman Road, because it is a shorter distance – contrary to unrealistic assumptions in the consultant's materials.)

PROBLEM #2: Page 5, #2e under "STAFF RECOMENDATION."

The staff recommendation is unrealistic. Here following is the staff's explanation for its recommendation as it relates to the "Northern Arterial," now known as "project #10731.

"….this route is not intended to serve through traffic, but rather is intended to provide access to the surrounding industrial area and neighborhoods." (underline added)

This is utterly naïve. Any staff people who believe that a "minor arterial" providing direct access for through traffic from I-5 to 99W will not immediately be seized upon as a convenient shortcut by regional traffic surely are deceiving themselves – if not also trying to deceive us.

(Again, let me point out, please, that the technical staff displays no concern about a vehicle traffic bridge right over Tualatin Community Park – our very special city park, which houses the yearly Crawfish Festival, innumerable sports and recreational activities, a children's playground, and constant use of picnic shelters, etc.)

PROBLEM #3. Page 5, #1 under "Alternatives Considered But Not Recommended."

An alternative described in the first sentence was rejected, apparently by staff. This excellent alternative suggested sending "it," presumably Alternative 7, **"back to the Project Steering Committee with the requirement to seek public input on the recommended alternative."** As you could see by emails sent to Metro during the hearing period, citizens of Tualatin heartily agree.

Staff reasoning: "This is not recommended because public involvement in the follow-on steps will be required and will be more focused if built upon adoption of this recommendation in the RTP." This notion is absurd.

Please note again that, Councilor Carl Hosticka recognized this problem in the September 24 hearing in Beaverton, and **agreed** that there had been inadequate public involvement.

In this recommendation, the staff is denying ANY public involvement for residents impacted in North Tualatin. However, we still have not yet been provided with reasonable opportunity* for public involvement – especially for input opportunities -- to this point.

*Specifically, there has been no reasonable opportunity for residents of Tualatin to hear technical personnel presenting maps, diagrams, and explanations of details relating to the impact of the Northern Arterial on both our Tualatin Community Park and our north Tualatin residential neighborhood. Nor have the technical personnel involved had any opportunity to hear, and to agree or disagree, with specific details and concerns relating to the project. For instance, no hearings have been held to discuss the damaging impact the project would have on neighborhoods, parks, or homes. In fact, some homes will be demolished, without any reasonable citizen involvement. Nor have any explanations been provided through our city newsletter. No explanations by our city have appeared in newspapers. Nor even has there been an opportunity for our Tualatin Parks Advisory Committee to comment on the proposal's impact on Tualatin Community Park.

Thank you for your time and attention to this matter.

(Please note that, aside from the erroneous material shown above related to MTAC, several of us have had excellent helpful responses from various Metro staff people. This has been much appreciated, and has contributed to our ability to try to obtain citizen involvement.)

From: Jim Russell [jimruss2@comcast.net]
Sent: Wednesday, December 02, 2009 8:43 PM
To: David Bragdon; Carl Hosticka; Rod Park; Carlotta Collette; Kathryn Harrington; Rex Burkholder; Robert Liberty; Kelsey Newell; lou.ogden@juno.com
Subject: Project # 10731 Northern Arterial; Alternative 7; 2035 Regional Transportation Plan; JPACT

Categories: Yellow Category

I am adamantly opposed to this ill-conceived project. Why didn't the public know about this until it was a completed proposal?

Are you seriously proposing 5 lanes on Tualatin Road and a bridge over the park and river? I live on Cheyenne Way, and the maps you used for the planning show Cheyenne Way in the wrong location. Some officials have said the plan would mean an increase in traffic of 3,000 vehicles for west-bound evening rush-hour traffic on Tualatin and Herman Roads. How does that amount of traffic get down Tualatin and Herman Roads? Who planned that mess? Tualatin already has traffic problems.

Are any homes to be confiscated? This is a very important question to the homeowners who did not know of your plan.

I have lived here since 1972, and the only way out is on Tualatin Road. We have enough traffic in Tualatin and do not need a 5-lane Tualatin Road. This project would also cause the property value of all homes in this area to depreciate even more than they have.

Your proposed costs of $44,900.00 to $95,000.00 are a joke. You and anyone with government experience should know better. The costs will increase greatly. Who pays for that?

Where can I get a full copy of the proposal? I go to Metro website, and it is difficult to find anything. If you type in the names or project numbers in the "Find" block, you don't get the proposal.

Why was there a total lack of citizen involvement in this proposed project? The citizens whom this project affects have had no input from the beginning. I request the entire proposal be sent back to the City of Tualatin with directions to meet the State's Goal 1 Requirements for Citizen Involvement.

Please acknowledge the receipt of this email and let me know the answers to my questions. Please let me know what I can do to further oppose this ridiculous proposal.

Thank you,
James E. Russell
17435 SW Cheyenne Way
Tualatin, Oregon 97062
(503) 691-6104

From: Saari Mai [saarimai@msn.com]
Sent: Wednesday, November 11, 2009 7:22 AM
To: Kelsey Newell
Subject: Request for recognition in November 12th meeting packets

Categories: Blue Category

Dear members of JPAC,

I'm writing in regards to the proposed Alternative 7 plan. I am a resident of Tualatin and have been for the last seventeen years. My street directly feeds on to Tualatin Rd. and am strongly against this short sided, quick-fix, plan. Seventeen years ago, a wait to turn on to Tualatin Rd. didn't exist; today I'll expect a wait no matter the time of day. With the Alternative 7 plan, my expected delay will become a recurring nightmare that is permanent. This inconvenience is minuscule to the real issue that is going to arise. The plan is going to destruct a prosperous and historical section of Tualatin, including a long-standing city park/river access, that provides a gathering space for many of the community at events such as the Tualatin Crawfish Festival. Other community improvements like the footbridge connecting Tualatin and Cook Parks will be negated. Honestly, who is going to want to take a morning walk or ride through an interstate bypass that is obnoxious? Activities that are an everyday part of the park's atmosphere such as the skate park, playground, sports fields, senior citizen center, family gathering area, and several other aspects that add to the wellbeing of the park users.

On a financial note, the cost of building a reasonably sized thorough-fare to minimize the grid lock during the Tualatin rush hours, is a waste of tax dollars. The area where the Alternative 7 plan is proposed; is much too small to alleviate the stresses of the commuters from Tualatin, Tigard, Sherwood, and Wilsonville. Not only is it a mask to the traffic of today's commute, but in ten to twenty years the problem will be much worse because of the growing infrastructure. Then we're left with another poorly designed backup that has destroyed the hometown charm that Tualatin's citizens and visitors enjoy. For example, the highway 99 bypass that avoids the historic Main St. of Downtown Tigard, is a perfect example of a flawed traffic solution. Not once since I've lived in the area have I successfully made it through the intersection of 99W and Greenburg/Main St. without waiting several minutes. We've all sat through that log jam more then once, is that what you want for the future of Tualatin?

Spend a few moments considering the arguments and concerns that my family has with this Alternative 7 plan.

Thank you,

Saari Mai

Hotmail: Trusted email with Microsoft's powerful SPAM protection. Sign up now.

From: phillipa peach [phillipa_peach@yahoo.com]
Sent: Wednesday, November 11, 2009 10:24 AM
To: Kelsey Newell
Subject: Resident input for JPAC meeting

Categories: Blue Category

To: Chair and Members of JPAC

From: Phillipa Peach

I am writing, as a resident of Tualatin, to request that the JPAC pass a resolution to remove the Northern Arterial route of Alternative 7 from the proposed Metro Tranportation Plan, and send this sector back for additional study and community input.

The latest proposal for the Northern Arterial being considered by JPAC on November 12 is a reduction in lane size from the original planned four lane road to a two lane road. The plan however still includes building a road over the Tualatin River, passing through the Tualatin Community Park.

As a resident I am still highly opposed to the building of any kind of road in this vicinity.

The Tualatin Community Park is the jewel in the park system of the town. In recent years the city has invested in the park, making it a center for recreation for all ages, and interests, and a focus for the town's community events. As I am sure you are aware the park provides a play structure and sand area, soccer fields, basketball and tennis courts. The river is a beautiful part of the town and used by kayakers. The community center is an important focus for the elderly, and the recent building of a footbridge over the Tualatin River has provided a great walking and biking route between the Community Park and Durham and Cook Parks.

My family take much pride in this area and spend many hours enjoying the tranquility of this natural space. A road, of any size, running near or through this area would bring pollution and noise, and change the whole recreational experience for the worse. It would be a huge loss to the town and the people of Tualatin.

In addition, the proposal for the Northern Alternative Route has received limited public outreach to describe the proposal and to invite comment. Most of the residents that I have spoken with are surprised to hear of this proposal, being only aware of the previous six alternatives that the initial public outreach focused on. This alternative should be given extra time to ensure that the residents of Tualatin are aware of the additional plans being discussed for the future of their community.

I thank you for taking the time to read my objection to this planned route, and trust that as a

committee you will do your best to ensure all resident input is considered.

Yours sincerely

Phillipa Peach

10145 SW Hazelbrook Road, Tualatin, OR, 97062

A proposal for FY '11 Federal Appropriations Priorities

(December 2, 2009)

With the exception of funding for light rail expansion, the region has had minimal success in securing earmarks through the annual federal transportation appropriations bill. The prospect for the future looks equally limited and is in a state of transition. The last six-year authorization bill, SAFETEA-LU, expired September 30, 2009; it is uncertain when the new authorization bill will be adopted, and the current level of receipts into the trust fund can only support a fraction of the past annual funding level. For these reasons, a revised approach to seeking earmarks is recommended:

- Focus project requests on each Congressional District rather than units of government in the Metro region. Each member will have a limited capacity for seeking earmarks and a limited number of projects should be prioritized through the agreement of the governments represented.

- Priorities should be developed in consultation with the Congressional offices so that our requests are consistent with the policy interests of each member.

- Candidate projects should be limited to 2-per agency or group of agencies, as follows:
  - Portland
  - Multnomah County and Cities of Multnomah County
  - Clackamas County and Cities of Clackamas County
  - Washington County and Cities of Washington County
  - TriMet
  - Metro
  - ODOT

- **JPACT members representing the candidate projects for each Congressional District should meet by February 1 to <u>prioritize</u> the projects for that district.**

- Priorities should be organized for each district as follows:
  - New Starts/Small Starts - based upon regional priorities for projects in the pipeline and consistent with the FTA oversight process and the new Regional HCT System Plan;
  - All other aspects of the transportation appropriations bill;
  - Other non-transportation appropriations bills.

- Project selection criteria should include:
  - Consistency with interests of member of Congress;
  - Job creation during construction and on-going support of permanent jobs
  - Project readiness – must be deliverable within the federal fiscal year
  - Inclusion in the financially constrained element of the new RTP
  - Ability to proceed with a partial earmark (must include a written approach to implementation with a partial earmark)

- There should be a written explanation describing how this request links to a broader strategy, including the relationship of the project to the region's broader land use and transportation improvement strategy and the relationship of these funds to other federal, state or local funds.

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A proposal for setting priorities for the FY 10-15 Federal Transportation Authorization Bill

(December 2, 2009)

The current six-year transportation authorization bill, SAFETEA-LU, expired September 30, 2009. The next authorization bill, the Surface Transportation Act of 2009, has been passed by the House Transportation and Infrastructure Committee, Subcommittee on Highways and Transit and is pending before the full Committee. However, it is not yet clear when the bill will be passed by Congress and signed into law by the President. Both the Senate and the President have proposed an 18-month delay, while the House leadership has enacted and is expected to continue to enact short-term extensions to the current bill. In addition, there is a possibility that the bill could take on more urgency as a jobs stimulus bill. Finally, both a 2-year bill and a 6-year bill are on the table. Complicating adoption are the Congressional priorities to address health care and climate change, the need for a substantial funding increase in the Trust Fund and the general weakness of the economy and federal budget.

POLICY PRIORITIES

In February, 2009, in anticipation of the new authorization bill, the region, through JPACT, adopted a comprehensive statement of policy priorities to pursue. In addition, the region assembled an aggressive compilation of projects that either could be considered for earmarking or could be candidates for implementation through new programs that may be created in the new authorization bill. In this environment, the following actions are recommended:

- Emphasize the importance of adopting a new six-year authorization bill soon. The bill should be structured based upon the policy initiative established through the bill pending before the House T&I Committee. If such a policy initiative is not embraced, adopt a stop-gap 2-year extension.

- Support a substantial increase to the revenue base, both to address current shortfalls now being supported by transfers from the General Fund and to provide for an increase in the program.

- Support the House Transportation and Infrastructure Committee bill as the framework for the new authorization bill. In particular, support the following program structure elements:

    - Creation as the region's highest priority of a new discretionary Metropolitan Mobility and Access Program;

    - Support for other improvements in the bill, including:
        - ⇒ Creation of a new competitive "Projects of National Significance" program from which the region would seek the federal share of the highway elements of the Columbia River Crossing Project.
        - ⇒ Strong linkage to a Climate Change policy direction;
        - ⇒ Incorporation of a "practical design" directive;
        - ⇒ Continuation of the current Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ) Programs;
        - ⇒ Consolidation of the current Interstate, National Highway System (NHS) and Highway Bridge Repair and Replacement Program (HBRR) into a program to

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maintain a "Good State of Highway Repair;"
- ⇒ Creation of a new Freight Improvement Program;
- ⇒ Significant program improvements in the New Starts and Small Starts Programs;
- ⇒ Consolidation of several smaller programs into a new Critical Access (transit) Program;
- ⇒ Consolidation of several smaller programs into a comprehensive Safety Program.

- Continue to seek refinements in the bill through the remainder of the House and Senate authorization bill process based upon the adopted policy direction last year.

PROJECT PRIORITIES

- Review and restructure the region's project requests to more clearly distinguish between projects that may be implemented through new or revised programs, including the New Starts/Small Starts Program and a possible Active Transportation Program vs. projects that are earmark requests. Take into account changes in projects due to funding decisions from ARRA or TIGER.

- Refresh the region's HCT funding requests consistent with the status of projects in the pipeline and the newly adopted HCT System Plan.

- Review and restructure earmark requests on a Congressional District basis consistent with the appropriations proposal as follows:

    - Focus project requests on each Congressional District rather than units of government in the Metro region. Each member will have a limited capacity for seeking earmarks and a limited number of projects should be prioritized through the agreement of the governments represented.

    - Priorities should be developed in consultation with the Congressional offices so that our requests are consistent with the policy interests of each member.

    - Candidate projects should be limited to 2-per agency or group of agencies, as follows:

        - ⇨ Portland
        - ⇨ Multnomah County and Cities of Multnomah County
        - ⇨ Clackamas County and Cities of Clackamas County
        - ⇨ Washington County and Cities of Washington County
        - ⇨ TriMet
        - ⇨ Metro
        - ⇨ ODOT

    - **JPACT members representing the candidate projects for each Congressional District should meet by February 1 to <u>prioritize</u> the projects for that district.**

    - Priorities should be organized for each district as follows:

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- ⇒ New Starts/Small Starts - based upon regional priorities for projects in the pipeline and consistent with the FTA oversight process and the new Regional HCT System Plan;
- ⇒ All other aspects of the transportation appropriations bill;
- ⇒ Other non-transportation appropriations bills.

- o Project selection criteria should include:
  - ⇒ Consistency with the interested of the member of Congress
  - ⇒ Job creation during construction and on-going support of permanent jobs
  - ⇒ Project readiness – must be deliverable within the federal fiscal year
  - ⇒ Inclusion in the financially constrained element of the new RTP
  - ⇒ Ability to proceed with a partial earmark (must include a written approach to implementation with a partial earmark)

- o There should be a written explanation describing how this request links to a broader strategy, including the relationship of the project to the region's broader land use and transportation improvement strategy and the relationship of these funds to other federal, state or local funds.

DRAFT

Materials following this page were distributed at the meeting.

Proposed order of business for adoption of the RTP Resolution by JPACT

1. Cotugno - Provide an **overview of the printed material in the packet, the legislation** JPACT is requested to take action on **and the order of business for December 10**

   - Printed materials in the packet include:
     1. **Yellow**: The resolution recommended for adoption.
     2. **Pink**: Exhibit G Amendments proposed for adoption on a **Consent** basis without discussion. Included is Consent item 368 (last page) proposed for removal from the Consent packet relating to the CRC project.
     3. **Green**: Exhibit F Amendments for consideration after **Discussion** by JPACT. Some of these **"Discussion"** items were acted on at the November 12 JPACT meeting. The remainder are itemized for individual action on today's agenda.
     4. **Cherry:** The 7 specific action items itemized on the agenda for discussion and action are summarized in the **cherry** colored pages. These are the same as in the green packet but without the actions already taken in November and without all the discussion details.
     5. **Purple:** The further refinement of the **Safety** performance target requested by ODOT.

   For each action, there will be:
   - a brief staff introduction, including MPAC and/or TPAC recommendations
   - a request for a motion/second
   - committee discussion
   - action on the motion

   Each amendment will be considered individually concluding with action on the main resolution as amended.

2. Chair Collette – Recognize that the resolution as amended at the November 12 meeting was continued and is now **back on the table** and further discussion and amendment is now in order. The amendments approved at the November 12 meeting and included in the Resolution are:
   a. Inclusion of a Climate Change Action Plan into Chapter 5 of the RTP
   b. Inclusion of performance measures and targets in the RTP

3. Chair Collette – Ask if there are any Consent items that a member wishes to be **removed from the Consent packet** for discussion as an individual item.
   Metro Councilor request removal of item 368 relating to an expiration date for the CRC project to be scheduled for discussion in the next few months.
   Chair Collette – Ask for a motion to approve the balance of the Consent packet – Exhibit G.
   Action on the Motion.

4. Staff present the proposed TPAC and MTAC recommended approach to developing **Alternative Mobility** Standards with ODOT and OTC.
   Chair Collette – Ask for a motion/second to approve the TPAC/MTAC Recommendation.
   Facilitate discussion by the Committee.
   Call the question to either approve or disapprove the proposed amendment.

5. Staff present the proposed amendment for the **I-5/99W Connector Study**.
   Chair Collette – Ask for a motion/second to amend the Resolution to incorporate the TPAC/MTAC recommended amendments.
   Commissioner Rogers has asked to further amend the TPAC/MTAC recommendation.
   Facilitate discussion by the Committee.
   Call the question to either approve or disapprove Commissioner Rogers proposed amendment.
   Call the question to either approve or disapprove the TPAC/MTAC proposed amendment.

6. Staff present the TPAC recommendation regarding whether to include the full **Hwy. 217 Corridor Study** recommendations into the project list.
   Chair Collette – Ask for a motion/second to confirm the TPAC recommendation to not add the additional projects to the project list but to add the overall corridor strategy to the Mobility Corridor chapter.
   Facilitate discussion by the Committee.
   Call the question to either approve or disapprove the TPAC Recommendation.

7. Staff present the TPAC recommended conditions for the **Sunnybrook Road Extension project**.
   Chair Collette – Ask for a motion/second to approve the TPAC recommended amendment.
   Facilitate discussion by the Committee.
   Call the question to either approve or disapprove the TPAC Recommendation.

8. Staff present the recommendation from TPAC to defer finalizing the proposed schedule for **RTP Corridor Refinement Plans and HCT** plans to January.
   Chair Collette – Ask for a motion/second to accept the TPAC recommendation.
   Facilitate discussion by the Committee.
   Call the question to either approve or disapprove the proposed recommendation.

9. Staff will present the conflicting recommendation from MPAC and TPAC relating to further amendments to the RTP with respect to **Climate Change**. In addition, staff will review further amendment recommendations from several Metro Councilors and Mayor Adams.
   Councilor Burkholder will offer a motion based upon the Metro Council's assessment of the various amendment recommendations.
   Facilitate discussion by the Committee.
   Call the question to either approve or disapprove the proposed amendment.

10. Staff present the proposed amendments to the **Performance Measures and Targets** recommended by MPAC and TPAC relating to improving access to essential destinations by walk, bike or transit for the general population and specially recognized populations. Both TPAC and MPAC's recommendations are consistent but TPAC's recommendation is more clear.
    Chair Collette – Ask for a motion/second to accept the TPAC recommendation.
    Facilitate discussion by the Committee.
    Call the question to either approve or disapprove the proposed recommendation.

11. Chair Collette – Ask if there are **any additional amendments** from JPACT members to consider.

    The Performance Measures and Targets approved by JPACT in November included the following **Safety** measure and target: ***By 2035, reduce crashes, injuries and fatalities per capita by 50% compared to 2005.*** ODOT requested consideration of a further amendment and their request is included on purple paper.
    Chair Collette – Ask Jason Tell for a motion to include the **safety** amendment. Staff recommends inclusion of the proposed safety performance measures in "Table 4.2 RTP System Monitoring Performance Measures."
    Facilitate discussion by the Committee.
    Call the question to either approve or disapprove any additional amendments.

    Chair Collette – Ask for a motion/second for **any final additional amendments**.
    Facilitate discussion by the Committee.
    Call the question to either approve or disapprove any additional amendments.

12. Chair Collette – Indicate that the **original resolution** as now amended is ready for action.
    Facilitate discussion by the Committee.
    Call the question to either approve or disapprove the resolution as amended.

RTP CLIMATE ACTION PLAN - GREENHOUSE GAS EMISSIONS AND HB 2001 LAND USE AND TRANSPORTATION SCENARIOS

FULL BACKGROUND ON THIS ITEM CAN BE FOUND IN THE GREEN PACKET – EXHIBIT F PAGES 1-9

11/2/09 TPAC AND 11/4/09 MTAC RECOMMENDATION:

- Consistent with House Bill 2001, Metro will lead the effort to address greenhouse gas reductions in coordination with local, regional and state partners.
- Between 2011 and 2014, develop two or more alternative land use and transportation scenarios" designed to reduce GHG emissions from light-duty vehicles and adopt one scenario that meets the state targets after public review and comment.
- Metro will incorporate recommendations from this effort in the next RTP update in 2014.

11/12/09 JPACT RECOMMENDATION:

- Approve TPAC and MTAC Recommendation.
- Amend the RTP Climate Action Plan into Chapter 5 of the RTP as the region's commitment to address this important issue prior to the next RTP update**. (see pages 7-8 of Exhibit F)**

11/18/09 MPAC RECOMMENDATION:

- Approve TPAC and MTAC Recommendation and 11/12/09 JPACT amendment.
- Amend RTP Resolution to:
    - Amend the final "WHEREAS" to read, "WHEREAS, JPACT and MPAC have recommended ~~acceptance~~ approval of the state and federal components of the 2035 RTP by the Metro Council for final review and air quality conformance analysis; now therefore…"
    - Amend "BE IT RESOLVED" to read:
        1. ~~Accepts~~ Approves the Draft 2035 Regional Transportation Plan ("RTP") (Exhibit A ~~and Appendices to this resolution~~), with the following elements, ~~for analysis of air quality conformance under federal law and~~ for final review and public hearings:
            - The Transportation System Management and Operations Plan (Exhibit B to this resolution)
            - The Regional Freight Plan (Exhibit C to this resolution)
            - The High Capacity Transit System Plan (Exhibit D to this resolution)
            - The Regional Transportation Functional Plan (Exhibit E to this resolution).

2. ~~Accepts~~ Approves for final review and public hearings the revisions to the federal component of the 2035 RTP to reflect additional technical analysis and policy development completed after adoption of Resolution No. 07-3831B.

3. Accepts the RTP project lists solely for the purposes of obtaining public comment and determining conformance with the Clean Air Act.

4. Directs Metro staff to: (A) Prepare a technical memorandum explaining the methodology for projecting greenhouse gas (GHG) emissions for the 2035 RTP. (B) Have an expert in the field review the methodology and suggest improvements. (C) During the period that Metro staff is conducting the air quality conformity analysis (January – February 2010), re-run the GHG projections using the improved methodology. (D) With the improved GHG projection results and assuming that the GHG performance targets for the region are not met, conduct further analysis to determine which projects have the most significant adverse impact on GHG emissions. (E) Report these findings to JPACT, MPAC and the Metro Council and consider changes to the project list during the public comment period (March – April 2010).

11/20/09 TPAC RECOMMENDATION:

- Approve 11/2/09 TPAC and 11/4/09 MTAC Recommendation and 11/12/09 JPACT Recommendation.
- Amend RTP Resolution to add an additional "BE IT RESOLVED" that reads, "Accepts the RTP project lists solely for the purposes of obtaining public comment and determining conformance of the Federal Priorities project list with the Clean Air Act."

JPACT ACTION REQUESTED:

Reconcile conflicting MPAC and TPAC recommendations and subsequent amendments recommended by Metro Councilors and Mayor Adams.

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December 9, 2009

Burkholder/Collette/Harrington/Park Proposed Amendments to RTP Resolution No. 09-XXXX

Before JPACT
Introduced by Councilor Burkholder

Amend existing "BE IT RESOLVED" # 8 as follows:

8. Directs staff to work with ODOT, TriMet and local governments to develop and evaluate, by January 1, 2012, two or more alternative land use and transportation scenarios designed to reduce GHG emissions ~~by January 1, 2012~~, as directed by the 2009 Legislature through House Bill 2001, and select one scenario for regional and local implementation that meets the state targets**.** The Metro Council, JPACT and MPAC will consider ~~forward~~ recommendations from this effort prior to the next RTP update ~~in 2014~~ in June, 2012. Recommendations may include ~~refinements~~ amendments to ~~the~~ RTP policies, performance targets, ~~and~~ investment priorities and functional plan requirements in order to accelerate implementation. Additional amendments may be identified for MPAC, JPACT and Metro Council consideration as part of the next RTP update between June, 2012 and June, 2014.

Add two new "BE IT RESOLVED" actions:

- Directs staff to prepare amendments to the RTP if new tools, legislation, and/or scientific understanding demonstrate that additional RTP policies, performance targets, investment priorities or functional plan requirements should be adopted prior to the next RTP update.

- Directs staff to develop tools and methods to evaluate the effects of land use and transportation projects on greenhouse gas emissions in the Metro region by December 2010. This work should include developing a baseline regional greenhouse gas inventory, utilizing the Environmental Protection Agency's final MOVES model and preparing guidance on conducting qualitative and/or quantitative greenhouse gas analyses on transportation projects and/or land use projects with impacts to the transportation system.

City of Portland
Proposed Amendments (additions) to RTP Resolution NO. 09-XXXX

Before JPACT
Introduced by Mayor Adams

BE IT RESOLVED that the Metro Council:

1) Accepts the RTP project lists for the purposes of obtaining public comment and determining conformance with the Clean Air Act

2) Directs Metro staff to:
   A. Use existing RTP data and analysis and other currently available information to sort projects from the 2035 RTP project lists into three categories based on the **potential** of the project to increase CO_2 emissions: Negative to Low, Moderate, and Higher;
   B. Denote projects in the "Higher" category with a "potential for higher emissions" label on the 2035 RTP lists;
   C. After adoption of the RTP and project lists, conduct further GHG analysis on projects in the "Higher" category before proceeding with additional funding, planning or construction
   D. Report these findings for discussion and consideration by JPACT.

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RTP PERFORMANCE TARGETS AND IMPLEMENTATION

FULL BACKGROUND ON THIS ITEM CAN BE FOUND IN THE GREEN PACKET – EXHIBIT F PAGES 10-14

11/2/09 TPAC AND 11/4/09 MTAC RECOMMENDATION:

- MPAC, JPACT and Metro Council adoption of the RTP performance targets a proposed in Table 1. The targets can be revised over time based on additional information on performance or effectiveness. Adopting the targets now allows the process to begin; and allows the targets to guide the development and evaluation of land use and transportation scenarios in 2011.

- Monitor the regional-level performance targets as part of periodic updates to the RTP.

- In Winter 2010, develop functional plan amendments to direct how local plans will be consistent with the new RTP policies and performance targets.

- Identify RTP policies and performance targets to emphasize and criteria for evaluating individual projects in the next policy update to the Metropolitan Transportation Improvement Program (MTIP). The next update is scheduled to begin in winter 2010.

- MPAC, JPACT and Metro Council adoption of a broader set of measures and targets for the *Making the Greatest Place* effort by early 2010 that include land use as well as equity, economic and environmental measures that align with the region's desired outcomes and policy objectives. Metro will use the RTP targets and yet to be developed land use targets to evaluate the performance of HB 2001 land use and transportation scenarios in 2011. The collective set of targets will elevate the dialogue about land use and transportation policies and their respective roles in meeting regional and state objectives, including climate change goals.

- Metro will expand current regional data collection efforts to monitor these and other indicators that cannot be forecasted through the regional land use or transportation models to provide accountability for achieving the region's desired outcomes. Decision-makers can use this information to adapt local and regional policies and investment strategies based on what is learned.

- As the region increasingly shares similar desired outcomes, the need to use similar performance measures increases. To take advantage of this, Metro is embarking on an effort with PSU's Institute of Metropolitan Studies to develop a coordinated regional approach to develop and utilize performance measures. As this new regional approach is developed, the performance targets and indicators identified in the draft RTP can be included into a broader, even more holistic performance measure system for the region.

RTP PERFORMANCE TARGETS AND IMPLEMENTATION

MTAC and TPAC discussed the importance of highlighting the RTP is not currently required to meet any of the performance targets, including the state greenhouse gas emission reduction targets. The performance targets are self-imposed and intended to be used to show how the region is performing as a baseline for the HB 2001 scenarios work and future RTP updates. Furthermore, the HB 2001 scenarios work program should allow sufficient time and iterations of analysis to inform refinements to the performance targets.

TPAC recommended that local plans not be required to evaluate local transportation system plan performance relative to the regional-level performance targets because local governments do not currently have the tools, resources or expertise to conduct this analysis. Tools, resources and expertise in the region will be further developed as part of the HB 2001 climate change scenarios work program presented in Discussion item #1. MTAC recommended that functional plan amendments be developed in 2010 to direct how local plans will be consistent with the new RTP policies and targets.

11/12/09 JPACT RECOMMENDATION:

- Approve 11/2/09 TPAC and 11/4/09 MTAC Recommendation.

11/18/09 MPAC RECOMMENDATION:

- Approve 11/2/09 TPAC and 11/4/09 MTAC Recommendation and 11/12/09 JPACT Recommendation
- Add a new Basic infrastructure performance target that reads, "**Basic infrastructure** – By 2035, increase by 50 percent the number of essential destinations accessible within 30 minutes by trails, bicycling and public transit or within 15 minutes by sidewalks for all residents compared to 2005."
- Amend "Essential Destinations" definition to include parks/open spaces.
- Amend the "Access to Daily Needs" performance target to read, "**Access to daily needs** – By 2035, ~~increase~~ decrease by 50 percent the disparity in the number of essential destinations accessible within 30 minutes by trails, bicycling and public transit or within 15 minutes by sidewalks for low-income, minority, senior and disabled populations relative to the general population compared to 2005."

11/20/09 TPAC RECOMMENDATION:

- Approve 11/2/09 TPAC and 11/4/09 MTAC Recommendation, and 11/12/09 JPACT Recommendation.
- Approve the 11/18/09 MPAC Recommendation, amending the "Access to Daily Needs" performance target to read, "**Access to daily needs** – By 2035, increase ~~decrease~~ by 50 percent the ~~disparity in the~~ number of essential destinations accessible within 30 minutes by trails, bicycling and public transit or within 15 minutes by sidewalks for low-income, minority, senior and disabled populations relative to the general population compared to 2005."

RTP PERFORMANCE TARGETS AND IMPLEMENTATION

RTP Performance Targets

Economy	Safety – By 2035, reduce crashes, injuries and fatalities per capita by 50 percent compared to 2005.
	Congestion – By 2035, reduce vehicle hours of delay per person by 10 percent compared to 2005.
	Freight reliability – By 2035, reduce vehicle hours of delay per truck 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 ~~the share of~~ walking, biking and transit ~~trips~~ mode share compared to 2005.
	Basic infrastructure – By 2035, increase by 50 percent the number of essential destinations[1] accessible within 30 minutes by trails, bicycling and public transit or within 15 minutes by sidewalks for all residents compared to 2005.
	Clean air – By 2035, ensure zero percent population exposure to at-risk levels of air pollution.
	Travel – By 2035, reduce vehicle miles traveled per person by 10 percent compared to 2005.
Equity	Affordability – By 2035, reduce the share of ~~average~~ households in the region spending more than 50 percent of income ~~combined cost of~~ on housing and transportation ~~by 25 percent~~ combined compared to 2000.
	Access to daily needs – By 2035, increase ~~decrease~~ by 50 percent the ~~disparity in the~~ number of essential destinations accessible within 30 minutes by trails, bicycling and public transit or within 15 minutes by sidewalks for low-income, minority, senior and disabled populations relative to the general population compared to 2005.

JPACT ACTION REQUESTED:

Reconcile conflicting MPAC and TPAC recommendations.

[1] Consistent with the evaluation methodology used for the High Capacity Transit plan, essential destinations are defined as: hospitals and medical centers, major retail sites, grocery stores, elementary, middle and high schools, pharmacies, parks/open spaces, major social service centers (with more than 200 monthly LIFT pick-up counts), colleges and universities, employers with greater than 1,500 employees, sports and attraction sites and major government sites.

Oregon
Theodore R. Kulongoski, Governor

Oregon Department of Transportation
ODOT Region 1
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Portland, OR 97209 - 4037
Telephone (503) 731-8200
FAX (503) 731-8259

December 10, 2009

To: Members of JPACT
From: Jason Tell, ODOT Region 1
Subject: Safety Goals and Measures

At our last JPACT meeting I raised concern about the proposed safety performance measure in the RTP because it was based on a per capita measure. It was also limited to one mode of travel. I said I would provide an alternative measure for consideration at today's meeting. The briefing packet includes a memo dated December 1st that explains the amendment before you today.

ODOT Amendment
Amend the Safety Performance Target (Table 1.) to read:

"Safety – Contribute to meeting goals identified in the 2010 Oregon Traffic Safety Performance Plan based on the Metro region's share of Vehicle Miles Traveled (VMT)."

Amend Chapter 5, Implementation of the RTP, to include the following action:

"Directs Metro to work with ODOT and members of the Regional Safety Work Group, or develop an official transportation safety committee, to refine the existing statewide traffic safety data to reflect conditions within the subset of the Metro boundary and develop a regional Traffic Safety Plan by December, 2011, with goals, performance measures, and strategies specific to the MPO. Upon adoption of the plan by JPACT, the MPO Traffic Safety Plan measures will replace the existing Safety Performance Target."

Background
ODOT's Traffic Safety Performance measures incorporate elements of the Oregon Benchmarks, Oregon Transportation Safety Action Plan, the Safety Management System, and nationally recognized measures. Both long-range (by the year 2015) and short-range (current year) measures are utilized and updated annually. The Oregon Traffic Safety Performance Plan includes measurable outcomes the state traffic safety program is designed to achieve on both the regional and statewide levels.

Ideally, we should review the MPO specific safety data and develop measures and goals that address areas of specific interest or need. Since that data is not currently reported by MPO boundary, as an initial step, we recommend that the RTP performance target contribute on a percentage of VMT basis to meeting the outcomes identified in the 2010 Oregon Traffic Safety Performance Plan until such time as the MPO specific Safety Action Plan is developed. The regional and statewide goals, performance measures and strategies as described in the Oregon Traffic Safety Performance Plan include:

- Reducing the number of traffic fatalities and injuries
- Reducing the number of bicyclists killed and injured in motor vehicle crashes
- Reducing the number of pedestrian fatalities and injuries

Metro should lead development of Traffic Safety Plan to address safety issues in the MPO. The RTP performance measure would then be amended to reflect the MPO specific safety goals once they are adopted by JPACT.

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■ TRANSPORTATION SAFETY DIVISION ■

OREGON TRAFFIC SAFETY PERFORMANCE PLAN

Fiscal Year 2010

Public Version

■ OREGON DEPARTMENT OF TRANSPORTATION ■

From:	Andy Cotugno
To:	Kelsey Newell
Subject:	FW: RTP Question
Date:	Thursday, December 10, 2009 6:51:51 AM

From: Whitman, Richard [mailto:richard.whitman@state.or.us]
Sent: Wednesday, December 09, 2009 9:40 PM
To: Andy Cotugno; Carlotta Collette
Cc: Richard Benner
Subject: RTP Question

Andy: Per your request.

-----Original Message-----
From: Whitman, Richard [mailto:richard.whitman@state.or.us]
Sent: Tuesday, December 08, 2009 12:00 PM
To: Carlotta Collette
Subject: RE: RTP completion

Carlotta: I have been buried the past 36 hours with some other things, but wanted to get you at least a general response to your questions.

As you know, the current deadline for action (by Metro Council resolution) on the state component of the RTP is this month. In general, LCDC rules require that for MPOs, the state RTP be done within a year of completion of the federal RTP. The underlying purpose of the time limit is to avoid having the state RTP get too far out of sync with the federal -- ideally, we like them to be done at the same time. LCDC already allowed Metro more than a year in setting the December 2009 deadline - recognizing the complexity of the work involved in this RTP round.

The timing of this Metro RTP update is particularly important for a couple of reasons. First, to the extent that Metro expects to rely on measures in or coming out of the RTP as the basis for UGB decisions at the end of 2010, the RTP must be adopted and approved by DLCD/LCDC in order for Metro to rely on the RTP. Second, we understand that this RTP likely will set the basis for Metro and ODOT (and the OTC) to evaluate alternate mobility standards necessary to implement some parts of the 2040 growth concept. Having that basis completed before the UGB decision is undertaken is highly desirable, and will help clarify the way forward for individual cities within the region.

Finally, we do not believe adopting the RTP at this time means that Metro and the region cannot (or should not) at the same time begin to consider interim steps to reduce or avoid major GHG impacts. Under HB 2001, the state will determine a GHG reduction target for Metro by June of 2011 (work on this will be starting shortly), and Metro will then develop at least two land use and transportation scenarios that illustrate how the region might achieve that target. There are many technical and policy details to work out between now and June of 2011, but from DLCD's perspective the region and jurisdictions in the region could still begin interim actions to move toward that likely target in the meantime. In other words, adoption of the RTP now need not conflict with developing short term actions to reduce GHG emissions from transportation.

I hope this helps clarify our perspective on this matter. I will try and get you a bit more information this evening.

Richard Whitman | Director
Oregon Dept. of Land Conservation and Development
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richard.whitman@state.or.us | www.oregon.gov/LCD

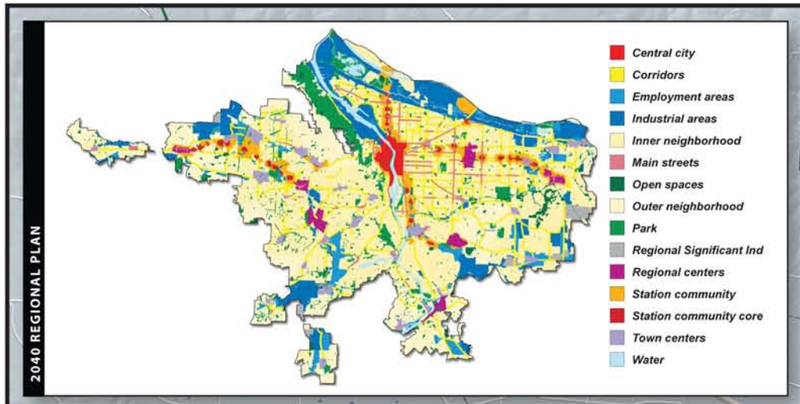
-----Original Message-----

DRAFT, 12/9/09

FY 2011 APPROPRIATION REQUESTS

Project Number	Project Description	Funding Request ($millions)	Sponsor	Congressional District	Source of Federal Funds	Purpose
New Starts/Small Starts						
NS-1	Portland to Milwaukie Light Rail	$60.00	TriMet	OR-1,3,5	FTA - 5309 New Starts	PE/ROW/Final Design
NS-2	Barbur Blvd/99 W HCT	$2.50	TriMet/Metro	OR-1,5	FTA - 5339 Alternatives Analysis	AA/PE
NS-3	Hillsboro to Forest Grove HCT	$0.50	City of Forest Grove	OR-1	FTA - 5339 Alternatives Analysis	AA
Transit						
T-1	TriMet Bus Replacement	$15.82	TriMet	OR-1,3,5	FTA - 5309 Bus & Bus Facilities	Acquisition
T-2	Canby Bus Replacement and Site Planning	$0.60	Canby Area Transit	OR-5	FTA - 5309 Bus & Bus Facilities	Acquisition
T-3	Wilsonville SMART Fleet Services Facility	$2.00	City of Wilsonville	OR-5	FTA - 5309 Bus & Bus Facilities	Design/Construction
Road/Street/Bridge/Highway						
T-4	I-5 Columbia River Crossing	$3.00	ODOT	OR-3/WA-3	FHWA - Interstate Maintenance Discretionary Program	Design/ROW
T-5	OR 217 Improvements	$4.00	Washington County	OR-1	FHWA - Surface Transportation Program	Construction
T-6	U.S. 26 - Helvetia/Brookwood Parkway Interchange Improvement Project*	$2.00	City of Hillsboro	OR-1		
T-7	99W/Elwert/Kruger/Sunset Intersection Safety Improvements	$1.00	City of Sherwood	OR-1	FHWA - Surface Transportation Program	Design/ROW
T-8	OR 8/OR 10/Beaverton-Hillsdale Hwy Adaptive Signal Control System	$0.75	City of Beaverton	OR-1	FHWA - Surface Transportation or Congestion Mitigation/Air Quality Programs	Construction
T-9	Sellwood Bridge Replacement Project	$5.00	Multnomah County	OR-3, 5	FHWA - Transportation, Community & System Preservation (TCSP) Program	Final Design/ROW
T-10	SW Vermont St. Bicycle and Pedestrian Connection - SW 30th Ave. to SW 37th Ave.	$1.16	City of Portland	OR-1	FHWA - Surface Transportation Program	PE/ROW/Construction
T-11	MLK-Columbia Transportation Improvement Program	$1.90	City of Portland	OR-3	FHWA - Surface Transportation Program	ROW/Construction
T-12	U.S. 30/Sandy Boulevard between 185th Ave. and 201st Ave.	$1.97	City of Gresham	OR-3	FHWA - Surface Transportation Program	PE/ROW/Construction
T-13	Campus Drive Safety and Accessibility Improvements	$0.46	OHSU	OR-1	FHWA	PE/Construction
T-14	Lake Road (Phase 2)	$2.00	City of Milwaukie	OR-3	FHWA- Surface Transportation Program	PE//ROW/Construction
T-15	95th/Boones Ferry/Commerce Circle Intersection Improvements	$1.25	City of Wilsonville	OR-5		Construction
Active Transportation (bike/ped/trail)						
T-16	I-205 Multi-Use Path	$2.00	ODOT	OR-3	FHWA - Transportation, Community & System Preservation (TCSP) Program	Design/Construction
T-17	Fanno Creek Regional Trail Infill	$0.785	City of Tigard	OR-1	FHWA - Surface Transportation Program	Construction
T-18	Tickle Creek Trail (Sandy to Springwater Connection at Cazadero Trail)	$1.50	City of Sandy	OR-3	FHWA - Surface Transportation Program	Design/ROW/Construction
T-19	Oregon City Main Street: 5th to 15th Streets	$3.00	City of Oregon City	OR-5	FHWA - Surface Transportation Program	
T-20	North/NE Bike Way Network, Portland (TIGER)	$1.00	Metro/Portland	OR-3	FHWA - Surface Transportation Program	Preliminary Engineering
T-21	Last Mile Transit Connection, Hillsboro (TIGER)*	$1.00	Metro/Hillsboro	OR-1	FHWA - Surface Transportation Program	Preliminary Engineering
T-22	Active Access to Industrial Jobs, Milwaukie/Clackamas Co.*	$1.00	Metro/Clackamas	OR-3	FHWA - Surface Transportation Program	Preliminary Engineering
T-23	Urban to Rural: Mt. Hood Connections, Boring & Unincorportated Clackamas Co. *	$1.00	Metro/State Parks	OR-3	FHWA - Surface Transportation Program	Preliminary Engineering
Other Non-Surface Transportation Bills						
O-1	Beaver Creek Culvert Replacement	$6.00	Multnomah County	OR-5	Interior & Environment / Fish & Wildlife	PE/ROW/Construction
O-2	Sandy River Trail Connections (East of Sandy River)	$5.100	Multnomah County	OR-3	Agriculture/ National Scenic Area Act	PE/Construction
O-3	Willamette Falls Locks	$1.00	Clackamas County	OR-5	Energy/Water	Operations
O-4	St. Johns Rail Line Relocation	$2.00	Port of Portland	OR-3	FRA - 9002 Rail Line Relocation & Improvement Program	Relocation

*May be dropped if TIGER grant is awarded



Portland Metropolitan Region

Federal Fiscal Year 2011 Appropriations

METRO

Appropriation Category	
New Starts/ Small Starts	NS-1
Transit	T-1
Other Elements of the transportation bill	T-4
Active Transportation (bicycle/pedestrian/trail)	T-16
Other Non-Surface Transportation Bills	O-1

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Planning and Development Department
Corridor Planning Division
Created: December 8, 2009

0 2.0

WA-3

OR-1

OR-3

OR-5

Vancouver

Camas

Washougal

Portland

Gresham

Fairview

Wood Village

Troutdale

Mayw[illegible]od Park

Beaverton

Hillsboro

Forest Grove

Cornelius

Gaston

Tigard

King City

Tualatin

Sherwood

Rivergrove

West Linn

Oregon City

Gladstone

Milwaukie

Lake Oswego

Johnson City

Happy Valley

Damascus

Wilsonville

Canby

Barbur Blvd/ 99W HCT NS-2

Hillsboro to Forest Grove HCT NS-3

Portland to Milwaukie Light Rail NS-1

T-2 Canby Bus Replacement and Site Planning

T-3 Wilsonville SMART Fleet Services Facility

T-4 I-5 Columbia River Crossing

T-5 OR 217 Improvements

T-6 US 26 - Helvetia/Brookwood Parkway Interchange Improvement Project

T-7 99W/Elwert/ Kruger/Sunset Intersection Safety Improvements

T-8 OR 8/OR 10 Beaverton-Hillsdale HWY Adaptave Signal Control System

T-9 Sellwood Bridge Replacement Project

T-10 SW Vermont St Bicycle and Pedestrian Connection

T-11 MLK-Columbia Transportation Improvement Program

T-12 US 30/Sandy between 185th Ave. and 201st Ave.

T-13 Campus Drive Safety and Accessibility Improvements

T-14 Lake Rd. (Phase 2)

T-15 95th/Boones Ferry/ Commerce Circle Intersection Improvements

T-16 I-205 Multi-Use Path

T-17 Fanno Creek Regional Trail infill

T-18 Tickle Creek Trail (Sandy to Springwater connection at Cazedero Trail)

T-19 Oregon City Main Street: 5th to 15th Streets

T-20 North/Northeast Bikeway Network

T-21 Last Mile Transit Connections Hillsborro

T-22 Active Access to Industrial Jobs, Milwaukie/ Clackamas County

T-23 Mt Hood Connections

O-1 Beaver Creek Culvert Replacement Project

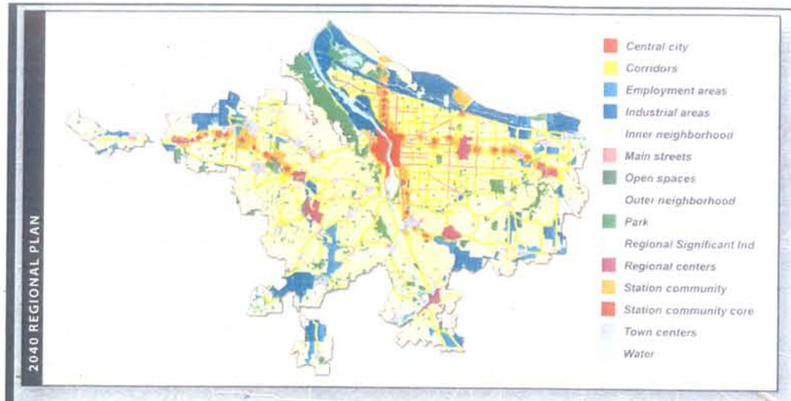
O-2 Sandy River Trail Connections

O-3 Willamette Falls Locks

O-4 St. Johns Rail Line Relocation

Not mapped:

T-1 TriMet Bus Replacement



Portland Metropolitan Region

Federal Fiscal Year 2010 Appropriations

Appropriation Category	
Metropolitan Mobility	M-1
Freight	F-1
Managing the Existing System	S-1
System Management	ITS-1
Transit and Greenhouse Gases	T-1
Critical Highway Corridors	H-1
Green Infastructure	G-1
New Starts/ Small Starts	NS-1
Walking and Cycling	TBP-1

METRO
PEOPLE PLACES • OPEN SPACES

Planning and Development Department
Corridor Planning Division

OR-1

OR-5

WA-3

Columbia River

Willamette River

$26.6m
Columbia River Channel Deepening F-3

$2.0m.
$1.0m.
H-1 I-5 Columbia River Crossing

South Corridor Light Rail NS-1

NS-3 Eastside Streetcar Loop
$75m.
FFGA

NS-2 Portland to Milwaukie Light Rail

NS-1 South Corridor Light Rail
$74.3m.

SW Farmington Rd. Arterial Adaptive Signal Control ITS-1

SE Vermont St./ Capitol Highway M-3

Portland to Lake Oswego Streetcar NS-4

Sellwood Br
$1.3m.

TBP-1 TBP-2 Sandy River Bridge Trail Connections

TBP-3 SE 122nd Ave. Safety Improvements

G-1 Beaver Creek Culvert Replacement Project

F-1 Springwater Industrial Area Phase I Access

M-2 122nd/129th Ave. Improvements

City of Sandy Transit T-3

TBP-5 17th Ave. Trolley Trail - Springwater Connector

High Priority Trail Projects Washington County (Fanno Creek Trail) TBP-4

124th Ave. Extension: Tualatin-Sherwood to Tonquin F-2

S-1 Willamette Locks
$.9m.

Tooze Road Improvements M-1
$.8m

French Prairie Bridge TBP-6

T-2 Wilsonville SMART Fleet Services Facility

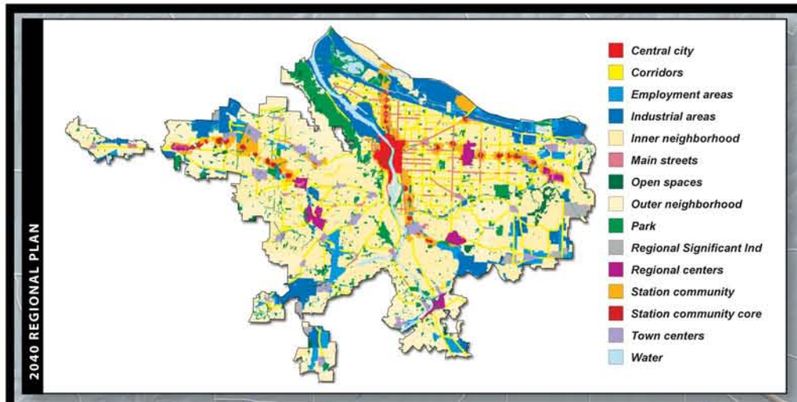
T-4 Canby Area Transit

South Clackamas Transportation District Bus Facility T-5

WASHINGTON COUNTY
CLACKAMAS COUNTY
MULTNOMAH COUNTY

Not mapped:

- T-1 TriMet Bus Replacement
- NS-5 Next Corridor Analysis



OR-3

WA-3

OR-1

OR-5

Columbia River

Willamette

MULTNOMAH COUNTY

CLACKAMAS COUNTY

WASHINGTON COUNTY

CLACKAMAS COUNTY

Columbia River Crossing: New Starts NS-5

H-1 I-5 Columbia River Crossing

M-7 Hwy 26/Shute Road Interchange

Union Station Rehabilitation M-15

M-3 I-205/Airport Way Interchange

F-4 Troutdale Reynolds Industrial Park Road Impovements

MB-3 East Burnside/ Couch Couplet

F-1 I-84/257th Troutdale Interchange

Bethany Overcrossing of Hwy 26 M-8

South Corridor Light Rail NS-1

Rockwood Town Center TOD-4

Gresham Civic Neighborhood Station TOD-2

College Station at PSU TOD-1

Walker Road: 158th to Murray M-10

NS-2 Eastside Streetcar Loop

OR 10: Oleson/ Scholls Ferry Intersection M-9

MB-4 102nd Ave. Street Improvement

OR 10/Farmington Rd. at Murray Blvd. M-6

Main Street Improvements MB-2

NS-7 Hillsboro to Forest Grove AA

M-16 SW Capital Hwy

G-2 Tabor to River SE Division Reconstruction

Farmington Road: Kinnaman to 198th M-11

NS-1 South Corridor Light Rail

NS-3 Portland to Milwaukie New Starts

Nimbus Extension from Hall Blvd. to Denney Rd. M-14

M-13 72nd Ave.: Dartmouth to Hampton

M-4 172nd Ave. Improvements

NS-8 East Metro North South HCT Alternatives Analysis

OR 99W/ McDonald/ Gaarde Intersection M-2

Sellwood Bridge B-1

Portland to Lake Oswego Streetcar NS-4

Portland to Tigard and Sherwood AA NS-6

City of Sandy Transit T-8

P-1 Sunrise System: Parkway Demonstration Project

F-2 Sunrise System Improvements

Kellogg Creek Bridge Replacement G-1

Downtown Milwaukie Station Streetscape MB-1

Hwy 99W/ Sunset/Elwert/ Kruger Intersection M-12

I-5/I-205 Interchange M-1

Light Rail to Oregon City AA NS-9

124th Ave. Extension: Tualatin-Sherwood to Tonquin F-5

OR 213/ Redland Road Improvements M-5

Kinsman Road Freight Route Extension Project, Phase I F-3

T-5 Wilsonville SMART Fleet Services Facility

South Clackamas Transit T-10

Wilsonville SMART Offices/ Administration Facility T-7

T-9 Canby Area Transit

Portland Metropolitan Region Authorization

Authorization Category		Authorization Category	
Metropolitan Mobility	M-1	TDM-1	Demand Management
Freight	F-1	TOD-1	Transit Oriented Development
Managing the Existing System	S-1	T-1	Transit and Greenhouse Gases
System Management	ITS-1	NS-1	New Starts/ Small Starts
Bridges	B-1	TBP-1	Walking and Cycling
Critical Highway Corridors	H-1	MB-1	Boulevards/ Main Streets
Parkways	P-1	R-1	Research
Green Infastructure	G-1		

Metro Planning and Development Department
Corridor Planning Division

0 2.5

Not mapped:

TBP-1	Non-Motorized Mobility Strategy	TOD-3	Transit Station Area Connectivity Program
TBP-2	Portland Citywide Bike Boulevard Construction	T-1	TriMet Buses
TBP-3	Congressional District 1 Trails/Bikepath Program	T-2	West Metro HCT Bus Rapid Transit AA
TBP-4	Congressional District 3 Trails/Bikepath Program	T-3	Central East HCT Bus Rapid Transit AA
TBP-5	Congressional District 5 Trails/Bikepath Program	T-4	Prototype Diesel Multiple Unit (Commuter Rail Vehicles)
ITS-1	I-84/Central Multnomah County ITS	T-6	SMART Bus Replacements
ITS-2	Regional Arterial Mangement Program	S-1	Regional Multi-Modal Safety Education Initiative
R-1	Oregon Transportation Research & Education Consortium (OTREC)	TDM-1	Drive Less Save More Marketing Pilot Project
		NS-10	Portland Streetcar Planning and AA

H.R. xxxx, the Active Transportation Fund Act of 2009

Congressman Earl Blumenauer ■ Third District of Oregon ■ *www.blumenauer.house.gov*

The Challenge

Communities across the country are realizing the importance of encouraging active lifestyles, for the health of their citizens, the environment and the community itself. One way to create more active lifestyles is to encourage citizens to use active transportation modes, such walking and biking. Since half of the trips taken in the United States today are within a 20 minute bicycle ride, and a quarter of all trips are within a twenty minute walk, there is plenty of opportunity to incorporate walking and biking into American's daily lives. In fact, a survey done by the National Association of Realtors in 2007 suggests that 90% of Americans wish their cities were more walkable. Active transportation modes also result in fewer greenhouse gas emissions, fewer air quality pollutants that are linked to chronic breathing issues, and higher home values. On average, homes with better access to safe walking and biking routes are worth an additional $4,000 to $34,000 more, depending on their location within an urban area.

However, citizens will not walk and bike unless these modes are safe and convenient. Although we know that people bike and walk more when they feel safer, American cities have not traditionally viewed pedestrian and bicycle networks as legitimate transportation investments, choosing instead to invest in road systems that support automobile travel.

Given that walking and biking improve personal health, reduce air and water pollution, and improve the livability of a community, it is time for the federal government to support communities' infrastructure investments that make these active transportation modes safe and convenient for all citizens. Encouraging communities to dedicate their resources to active transportation networks is a necessary step to encourage healthier, more livable, walkable and bikeable communities.

What this Legislation Would Do

The Active Transportation Fund Act of 2009 establishes a $2 billion competitive grant program in the Department of Transportation. The competitive grant program provides concentrated funding for communities to create active transportation networks that provide safe and convenient access for pedestrians and bicyclists. Qualified applicants include any local or regional governmental organizations that can demonstrate broad community support for their active transportation network plan and indicate how their investment will contribute to a significant mode shift.

The Active Transportation Fund will have two grant application rounds. The first application round will take place 180 days after the passage of the bill. Qualified communities will receive annual grants ranging from $5 million to $15 million for five years. Up to 75% of the total funds will be obligated within the first round of grant applications. The second application round will take place two years after the passage of the bill. Qualified communities will receive annual grants ranging from $5 million to $15 million for three years. If a community fails to meet its obligations under the program, the Secretary is authorized to discontinue funds.

The Active Transportation Fund provides concentrated, long term funding to communities that are prepared to provide their citizens with healthier, more environmentally friendly transportation options.

For more information on Congressman Blumenauer's Livability agenda, contact Tyler Frisbee in DC at (202) 225-4811, or Meeky Blizzard in Portland at (503) 231-2300, or online at http://blumenauer.house.gov/.

[DISCUSSION DRAFT]

111TH CONGRESS
1ST SESSION

H. R. _____

To direct the Secretary of Transportation to carry out an active transportation investment program to encourage a mode shift to active transportation within selected communities by providing safe and convenient options to bicycle and walk for routine travel, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

Mr. BLUMENAUER introduced the following bill; which was referred to the Committee on _____

A BILL

To direct the Secretary of Transportation to carry out an active transportation investment program to encourage a mode shift to active transportation within selected communities by providing safe and convenient options to bicycle and walk for routine travel, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the ''Active Transportation Act of 2009''.

SEC. 2. FINDINGS.

Congress finds the following:

(1) Nearly half of the trips taken in the United States are within a 20 minute bicycle ride, and a quarter of such trips are within a 20 minute walk.

(2) Approximately 90 percent of public transportation trips are accessed by walking or bicycling.

(3) Communities that invest in active transportation infrastructure experience significant increases in bicycling and walking rates over time, and such investments are in strong demand because they enhance the livability of communities.

(4) The communities that perform best in encouraging active transportation create interconnected systems that make it convenient and safe to travel on foot or by bicycle to destinations on a routine basis.

(5) Achieving a mode shift to active transportation within a community requires intensive, concentrated funding of active transportation systems rather than discrete, piecemeal projects.

(6) Increased use of active transportation leads to reductions in traffic congestion, greenhouse gas emissions, vehicle miles traveled, oil dependence, air pollution, and obesity and diseases associated with physical inactivity.

(7) Given the contribution that active transportation makes to these national policy goals, and the opportunity active transportation provides to accommodate short trips at the least cost to the public and individuals, funding of active transportation is one of the most strategic and cost effective Federal transportation investments available.

SEC. 3. DEFINITIONS.

In this Act, the following definitions apply:

(1) ACTIVE TRANSPORTATION.—The term ''active transportation'' means mobility options powered solely by human energy, such as bicycling and walking.

(2) PROGRAM.—The term ''program'' means the active transportation investment program established under section 4.

SEC. 4. ACTIVE TRANSPORTATION INFRASTRUCTURE INVESTMENT PROGRAM.

(a) IN GENERAL.—The Secretary of Transportation shall carry out an active transportation investment program in accordance with the requirements of this section.

(b) PURPOSE.—The purpose of the program shall be to encourage a mode shift to active transportation within selected communities by providing safe and convenient options to bicycle and walk for routine travel.

(c) SELECTION OF COMMUNITIES.—

(1) APPLICATIONS.—A community seeking to participate in the program shall submit to the Secretary an application that is in such form and contains such information as the Secretary may require.

(2) INITIAL AND ADDITIONAL SELECTIONS.—

(A) INITIAL SELECTIONS.—The Secretary shall select initial communities to participate in the program. Such communities shall participate in the program in each of fiscal years 2011 through 2015.

(B) ADDITIONAL SELECTIONS.—Following the initial selections under subparagraph (A), the Secretary shall select additional communities to participate in the program. Such communities shall participate in the program in each of fiscal years 2013 through 2015.

(3) CRITERIA.—

(A) IN GENERAL.—In selecting communities to participate in the program, the Secretary shall consider, at a minimum, the extent to which a community—

(i) provides a plan for development of walking and bicycling infrastructure that is likely to contribute to a significant trans-

portation mode shift to walking and bicycling;

(ii) demonstrates broad community support that will facilitate successful and expeditious implementation;

(iii) demonstrates a cohesive plan in which noninfrastructure elements, where proposed, reinforce achievement of the purpose of the program;

(iv) provides evidence of regulatory or financial incentives or community design policies that facilitate significant increases in bicycling or walking; and

(v) commits State or local funds, in addition to Federal funds made available under this section, to projects eligible for assistance under this section.

(B) STRATEGIC PRIORITIES THAT FACILITATE SUCCESS.—For purposes of subparagraph (A)(i), strategic priorities that facilitate success in increasing walking and bicycling include effective plans—

(i) to create a network of active transportation facilities connecting neighborhoods with destinations such as work-

places, schools, residences, businesses, recreation areas, and other community activity centers;

(ii) to integrate active transportation facilities with transit services, where available, to improve access to public transportation; and

(iii) to deliver safe, convenient, cost-effective mobility via walking and bicycling.

(C) INDICATORS OF COMMUNITY SUPPORT.—For purposes of subparagraph (A)(ii), indicators of community support include—

(i) the use of public input in the development of transportation plans; and

(ii) the commitment of community leaders to the success and timely implementation of projects eligible for assistance under this section.

(d) GRANTS.—

(1) IN GENERAL.—The Secretary shall make grants to each community selected to participate in the program.

(2) RECIPIENTS.—A recipient of a grant representing a community under the program shall be a local or regional governmental organization, multi-

county special district, or tribal agency that the Secretary determines is suitably equipped and organized to carry out the objectives and requirements of this section. Such organizations include metropolitan planning organizations and other regional planning organizations.

(3) SUBRECIPIENTS.—A recipient of a grant under the program may suballocate funds from the grant to a nonprofit organization to carry out the purposes of the program.

(4) INCLUSION OF CERTAIN COMMUNITIES.—To fulfill the Nation's need to achieve and document mode shift to bicycling and walking over time, the 4 communities that received pilot funding under section 1807 of SAFETEA–LU (119 Stat. 1460) may be among the communities selected by the Secretary under subsection (c).

(5) GRANTS AMOUNTS.—

(A) IN GENERAL.—The Secretary may make a grant as low as $5,000,000 and as high as $15,000,000 per fiscal year for a community participating in the program. The Secretary shall ensure that grant awards under the program are sufficiently high to enable a mode shift to active transportation.

(B) JUSTIFICATION FOR LARGER GRANTS.—Subject to the $15,000,000 per fiscal year limit set forth in subparagraph (A), the Secretary may justify a grant in a higher amount for a community under the program based on the population served, greater opportunities to shift trips to bicycling and walking, or use of innovative design features.

(e) ELIGIBLE PROJECTS.—Grants made to communities under this section shall be used for one or more of the following purposes:

(1) To carry out projects to construct networks of active transportation infrastructure facilities, including sidewalks, bikeways, and pedestrian and bicycle trails, that connect people with public transportation, workplaces, schools, residences, businesses, recreation areas, and other community activity centers.

(2) To carry out projects to provide for bicycle boxes, cycle tracks, bicycle boulevards, dual traffic signals, and bicycle sharing stations.

(3) To carry out projects to restore and upgrade current active transportation infrastructure facilities.

(4) To carry out projects to support educational activities, safety-oriented activities, and technical assistance to further the purpose of the program.

(f) PROGRAM MEASURES.—In carrying out the program, the Secretary shall develop statistical information on changes in motor vehicle, active transportation, and public transportation usage in communities participating in the program and assess how the changes impact congestion and energy usage, impact the frequency of bicycling and walking, and impact health, safety, and the environment. In addition, the Secretary shall develop interim measures of progress, which may include indicators of public engagement, educational outcomes, and projects advancement into planning and development.

(g) DEADLINES.—

(1) REQUEST FOR APPLICATIONS.—Not later than 60 days after the date of enactment of this Act, the Secretary shall publish in the Federal Register a request for applications pursuant to subsection (c)(1).

(2) SELECTION OF INITIAL COMMUNITIES.—Not later than 180 days after such date of enactment, the Secretary shall select initial communities to participate in the program under subsection (c)(2)(A).

(3) SELECTION OF ADDITIONAL COMMUNITIES.—Not later than September 30, 2012, the Secretary shall select additional communities to participate in the program under subsection (c)(2)(B).

(4) GRANTS.—The Secretary shall make grants to selected to participate in the program under subsection (c)—

(A) for fiscal year 2011, not later than the later of—

(i) the 60th day after the date of the selection of communities under subsection (c)(2)(A); and

(ii) the 30th day of the fiscal year; and

(B) for each of fiscal years 2012 through 2015, not later than 30th day of the fiscal year.

(h) REPORTS.—

(1) IN GENERAL.—The Secretary shall submit to Congress—

(A) an interim report on progress made under the program not later than September 30, 2014; and

(B) a final report on progress made under the program not later than September 30, 2016.

(2) CONTENTS.—Each report submitted under paragraph (1) shall include the Secretary's findings concerning the best practices of communities participating in the program and the impediments experienced by such communities relating to program development and achieving a mode shift to active transportation.

(i) FUNDING.—

(1) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated out of the Highway Trust Fund (other than the Mass Transit Account) to carry out this section—

(A) $300,000,000 for fiscal year 2011;

(B) $300,000,000 for fiscal year 2012;

(C) $466,666,666 for fiscal year 2013;

(D) $466,666,666 for fiscal year 2014; and

(E) $466,666,668 for fiscal year 2015.

(2) CONTRACT AUTHORITY.—Funds authorized to be appropriated by this section shall be available for obligation and administered in the same manner as if the funds were apportioned under chapter 1 of title 23, United States Code, except that the Federal share of the cost of a project carried out using the funds shall be 100 percent, and the funds shall re-

main available until expended and shall not be transferable.

(3) ADMINISTRATIVE COSTS.—

(A) SET ASIDE.—Each fiscal year, the Secretary shall set aside not more than 1.5 percent of the funds made available to carry out this section to cover the costs of administrative, research, technical assistance, communications, and training activities under the program.

(B) CONTRACTS AND OTHER AGREEMENTS.—The Secretary may enter into contracts with for-profit organizations, or contracts, partnerships, or cooperative agreements with other government agencies, institutions of higher learning, or nonprofit organizations, to perform activities with amounts set aside under subparagraph (A). The Federal share of the cost of such activities may be up to 100 percent.

(C) LIMITATION ON STATUTORY CONSTRUCTION.—Nothing in this paragraph may be construed to prohibit a community from receiving research or other funds under title 23 or 49, United States Code.

(j) TREATMENT OF PROJECTS.—Noninfrastructure projects assisted under this section shall not be treated as projects on Federal-aid highways under chapter 1 of title 23, United States Code. Infrastructure projects assisted under this section shall be treated as projects on Federal-aid highways under such chapter, except as determined by the Secretary to be inconsistent with this section.

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OTREC
OREGON TRANSPORTATION RESEARCH AND EDUCATION CONSORTIUM

OTREC • NEWS

Volume 4, Issue 1 Fall 2009

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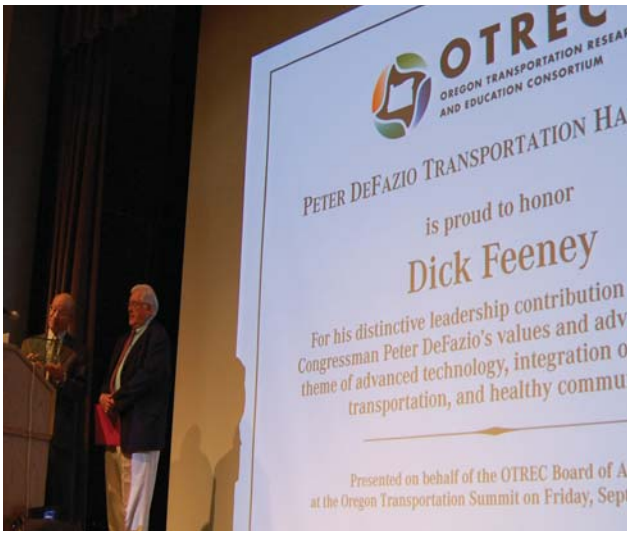
Edited by Jon Makler, AICP
makler@otrec.us

OTREC is a National University Transportation Center, and is a partnership between Portland State University, the University of Oregon, Oregon State University and the Oregon Institute of Technology

Transportation Summit Helps Shape OTREC

The inaugural Oregon Transportation Summit was held at Portland State University on Friday, September 11th. Approximately 250 participated in the day-long event, which featured a faculty retreat, policy briefings, eleven workshops, two congressional visits and a keynote address by best-selling author, Tom Vanderbilt.



Congressman Peter DeFazio and Hall of Fame inductee Dick Feeney

The event was made possible by OTREC's partnership with the Women's Transportation Seminar, American Planning Association, and Institute of Transportation Engineers. Congressman Earl Blumenauer and OTREC's new director, Dr. Jennifer Dill, provided welcoming remarks.

For the 200 practitioners in attendance, the Summit began with plenary sessions that examined transportation strategies to reduce greenhouse gas emissions and recent research on tolling policy.

At the same time, nearly fifty faculty from OTREC's four partner universities held a retreat to identify opportunities to collaborate across campuses and disciplines. They also worked with OTREC's program staff to identify ways to enhance the value of the UTC in their research and educational endeavors.

At midday, the luncheon included remarks by Portland State University President Wim Weiwel, Portland Mayor Sam Adams, and Congressman Peter DeFazio, who presented OTREC's inaugural Transportation Hall of Fame award to Dick Feeney, who served as TriMet's director of government relations for 25 years. The luncheon also featured a keynote presentation by Tom Vanderbilt, author of *Traffic: Why We Drive the Way We Do (and What It Says about Us)*.

In the afternoon, workshops examined eleven different subjects, including active living, rural applications of intelligent transportation systems, safety, and electric vehicles. At the most heavily attended session, USDOT Assistant Undersecretary for Policy Beth Osborne described the new federal Livability Partnership initiative. The workshops provided the defining feature of the Summit: the opportunity for academic and practicing transportation professionals to collaborate.

OTREC Director Appointed to USDOT Leadership Position

Dr. Robert Bertini has been appointed to the post of Deputy Administrator for the Research and Innovative Technology Administration (RITA). He has left an indelible mark in Oregon by creating the Intelligent Transportation Systems Lab and launching the transportation seminar series at Portland State University. The ITS Lab currently supports 30 students and over $4.5 million of transportation research. He was paramount in establishing OTREC; his tireless work, vision, leadership, and ability to inspire collaboration will surely be missed!

3-Creeks

Say YES to the White Oak Habitat of 3-Creeks

- ***City of Milwaukie*** opposes the Sunnybrook extension.
- The 3 ***local neighborhood associations*** and the ***local CPO*** oppose the Sunnybrook extension.
- The Sunnybrook extension planned right of way ***will*** require the removal of up to 50 White Oaks.
- This area is declared a high priority from ***Friends of Kellogg and Mt. Scott Creeks***
- Metro spends 10's of millions of dollars protecting and ***restoring*** White Oak habitat, a special habitat of concern under Title 13. Sunnybrook would undermine this work.
- The planned Sunnybrook extension will fragment remnant White Oak forest habitat with trees up to 500 years old.
- Why fix the failing 82nd and Sunnyside intersection by sacrificing the failing Mt. Scott Creek watershed?
- Last fish survey showed some Coho, Steelhead and Cutthroat in Mt. Scott Creek; increasing construction will decrease these numbers.
- "This rare Oak upland is essential to protect the wetlands of the 3-Creeks."
- The 3-Creeks is "the only Oak forest between the Clackamas and the Columbia and is essential to neo-tropical migrant birds."

Take Sunnybrook off the RTP

www.3-Creeks.org