

Metro | Agenda

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, January 8, 2010
Time: 9:30 a.m. to noon
Place: Council Chambers

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|----------|-----|--|-----------------------------|
| 9:30 AM | 1. | Call to Order and Declaration of a Quorum <ul style="list-style-type: none">• Welcome and Introduction of New TPAC members | Ross Roberts, Chair |
| 9:30 AM | 2. | Comments from the Chair and Committee Members | Ross Roberts, Chair |
| 9:35 AM | 3. | Citizen Communications to TPAC on Non-Agenda Items | |
| 9:35 AM | 4. | Future Agenda Items <ul style="list-style-type: none">• MOVES update• On-street Bus Rapid Transit• The State of Travel Models and How to Use Them• Active Transportation update• High Speed Rail• House Bill 2001 (e.g. congestion pricing and climate change scenario planning)• Alternative mobility standards for state facilities in the Metro region | Ross Roberts, Chair |
| 9:35 AM | 5. | * Approval of the TPAC Minutes for November 20, 2009 | Ross Roberts, Chair |
| 9:40 AM | 6. | * STIP Stakeholder Committee: Recommendation on 2012-15 STIP Eligibility and Prioritization Criteria –
<u>INFORMATION/DISCUSSION</u> <ul style="list-style-type: none">• <u>Purpose</u>: Review recommendation, discuss comment process.• <u>Outcome</u>: Direction on potential comments. | Jerri Bohard
Ted Leybold |
| | 7. | <u>ACTION ITEMS</u> | |
| 10:10 AM | 7.1 | * Resolution No. 10-XXXX, For the Purpose of Amending the Metropolitan Transportation Improvement Program (MTIP) to Add a Construction Phase to the US26: 185 th to Cornell Project –
<u>RECOMMENDATION TO JPACT REQUESTED</u> <ul style="list-style-type: none">• <u>Purpose</u>: Review draft resolution.• <u>Outcome</u>: Recommendation to JPACT on whether to add project to MTIP. | Ted Leybold |
| 10:15 AM | 7.2 | * Resolution No. 10-XXXX, For the Purpose of Amending the 2008-11 Metropolitan Transportation Improvement Program (MTIP) to Add the Springwater Corridor: Rugg Rd. to Dee St. Project and the Willamette Greenway Trail: Chimney Park Trail to Pier Park Project – <u>RECOMMENDATION TO JPACT REQUESTED</u> <ul style="list-style-type: none">• <u>Purpose</u>: Review draft resolution.• <u>Outcome</u>: Recommendation to JPACT on whether to add projects to MTIP. | Ted Leybold |

Continued on back

10:20 AM	7.3	* Resolution No. 10-XXXX, For the Purpose of Amending the FY 2010 Unified Planning Work Program (UPWP) to Add Funding for the Best Design Practices in Transportation Work Element – <u>RECOMMENDATION TO JPACT REQUESTED</u>	Ted Leybold
		<ul style="list-style-type: none"> • <u>Purpose</u>: Review draft resolution. • <u>Outcome</u>: Recommendation to JPACT on whether to amend UPWP. 	
10:25 AM	7.4	Resolution No. 10-XXXX, For the Purpose of Endorsing the Portland to Sherwood in the Vicinity of Barbur Boulevard/OR 99W (HCT Corridor #11) As the Next Regional Priority to Expand High Capacity Transit (HCT) – <u>RECOMMENDATION TO JPACT REQUESTED</u>	Tony Mendoza Deborah Redman
		<ul style="list-style-type: none"> • <u>Purpose</u>: Review draft resolution. • <u>Outcome</u>: Recommendation to JPACT. 	
10:45 AM	7.5	Resolution No. 10-XXXX, For the Purpose of Updating the Work Program for Refinement Planning Through 2020 and Proceeding with the Next Two Refinement Plans in the 2010-2013 Regional Transportation Plan Cycle – <u>RECOMMENDATION TO JPACT REQUESTED</u>	Tony Mendoza Deborah Redman
		<ul style="list-style-type: none"> • <u>Purpose</u>: Review draft resolution. • <u>Outcome</u>: Recommendation to JPACT. 	
	8.	<u>INFORMATION/DISCUSSION ITEMS</u>	
11:15 AM	8.1	* Regional Transportation Plan (RTP) Air Quality Conformity Determination – <u>CONSULTATION</u>	Mark Turpel
		<ul style="list-style-type: none"> • <u>Purpose</u>: Consult TPAC on RTP conformity methods and approach. • <u>Outcome</u>: TPAC agreement on methods and approach. 	
11:25 AM	8.2	* Federal Appropriations and Authorization Process and Project Lists – <u>INFORMATION/DISCUSSION</u>	Andy Cotugno
		<ul style="list-style-type: none"> • <u>Purpose</u>: Status report on the federal appropriation and authorization resolution. • <u>Outcome</u>: Update the committee and prepare for future adoption of the federal priorities resolution. 	
11:45 AM	8.4	# 2010-13 TIP: ODOT Administered Projects – Briefing on Public Comments Received During Comment Period – <u>INFORMATION</u>	Rian Windsheimer
		<ul style="list-style-type: none"> • <u>Purpose</u>: Update TPAC members. • <u>Outcome</u>: TPAC understanding of public comments. 	
12 PM	9.	<u>ADJOURN</u>	Ross Roberts, Chair

* Material available electronically.

** Materials will be distributed at prior to the meeting.

Material will be distributed at the meeting.

For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: kelsey.newell@oregonmetro.gov.

To check on closure or cancellations during inclement weather please call 503-797-1700#.



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

November 20, 2009

Metro Regional Center, Council Chambers

MEMBERS PRESENT

Sorin Garber
Elissa Gertler
Mara Gross
Nancy Kraushaar
Alan Lehto
Mike McKillip
Ron Papsdorf
John Reinhold
Paul Smith
Rian Windsheimer
Sharon Zimmerman

AFFILIATION

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

MEMBERS ABSENT

Brent Curtis
John Hoefs
Susie Lahsene
Keith Liden
Dean Lookingbill
Dave Nordberg
Louis A. Ornelas
Satvinder Sandhu
Karen Schilling
April Siebenaler

AFFILIATION

Washington County
C-TRAN
Port of Portland
Citizen
SW Washington RTC
Department of Environmental Quality
Citizen
FHWA
Multnomah County
Citizen

ALTERNATES PRESENT

Andy Back
Jane McFarland
Scott King

AFFILIATION

Washington County
Multnomah County
Port of Portland

STAFF: Robin McArthur, Ross Roberts, Deborah Redman, Tony Mendoza, Pat Emmerson, Dick Benner, Ken Ray, Ted Leybold, Joshua Naramore, Deena Platman, John Mermin, Kelsey Newell, Tom Matney.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Robin McArthur declared a quorum and called the meeting to order at 9:40 a.m.

2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Chair McArthur welcomed Ms. Tracy Ann Whalen to the committee. Ms. Whalen was selected to serve as one of three TPAC community representatives beginning in January 2010.

3. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

There were none.

4. FUTURE AGENDA ITEMS

The future agenda items were not discussed.

5. CONSENT AGENDA

Consideration of the TPAC minutes for October 30, 2009

Consideration of the TPAC minutes for November 2, 2009

MOTION #1: Mr. Paul Smith moved, Mr. Sorin Garber seconded, to adopt the October 30, 2009 TPAC minutes.

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

MOTION #2: Mr. Ron Papsdorf moved, Mr. Alan Lehto seconded, to adopt the November 2, 2009 TPAC minutes.

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

6. ACTION 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; and The Regional Transportation Functional Plan

MOTION #1: Mr. Smith moved to recommend to JPACT approval of Resolution No. 09-XXXX with all MPAC amendments.

ACTION TAKEN: Without a second, the motion failed.

MOTION #2: Mr. Papsdorf moved, Mr. Andy Back seconded, to recommend to JPACT approval of Resolution No. 09-XXXX.

TPAC Recommendation to JPACT on MPAC amendments on Exhibit F

6.1.a RTP Climate Action Plan

AMENDMENT #1: Mr. Smith moved, Mr. Lehto seconded, to recommend to JPACT approval of the following MPAC recommended amendments to Resolution No. 09-XXXX:

1. 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 review and air quality conformance analysis; now therefore...”
2. Amend “BE IT RESOLVED, #1” to read, “~~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 review and public hearings~~:
 - a. The Transportation System Management and Operations Plan (Exhibit B to this resolution)
 - b. The Regional Freight Plan (Exhibit to this resolution)
 - c. The High Capacity Transit System Plan (Exhibit D to this resolution)
 - d. The Regional Transportation Functional Plan (Exhibit E to this resolution).”
3. Amend “BE IT RESOLVED, #2” to read, “~~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.”
4. 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.”
5. Add an additional “BE IT RESOLVED” that reads, “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 GHG performance targets for the region are not met, conduct further analysis to determine which projects have the most significant impact on the system’s 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).”

Discussion: Committee members recommended the following amendments:

- Removal of "...for ~~final~~ review and public hearings" for #1, #2, #3 (ODOT);
- Addition of "...of the federal priorities project list with the Clean Air Act..." to #4 (ODOT);
- Removal of "...most significant ~~adverse~~ impacts..." to #5 (Reinhold); and
- Addition of "...impact on the system's GHG emissions..." to #5 (Reinhold).

Mr. Smith accepted all of the above recommendations as friendly amendments. **(All friendly amendments are recorded in the above amendment.)**

ACTION TAKEN: With four in favor (Gross, Smith, Lehto, Reinhold) and 10 opposed (Kraushaar, McFarland, Zimmerman, Back, Windsheimer, Papsdorf, McKillip, King, Gertler, Garber), amendment #1 failed.

AMENDMENT #2: Ms. Mara Gross moved, Mr. Smith seconded, to recommend to JPACT to amend Resolution No. 09-XXXX 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."

Discussion: ODOT recommended addition of "...of the federal priorities project list with the Clean Air Act..." Ms. Gross accepted the recommendation as a friendly amendment. **(All friendly amendments are recorded in the above amendment.)**

ACTION TAKEN: With nine in favor (Lehto, Zimmerman, Gross, Smith, King, Kraushaar, Reinhold, Garber, Back), four opposed (Papsdorf, McKillip, Gertler, McFarland) and one abstained (Windsheimer), amendment #2 passed.

6.1.b RTP Performance Targets

AMENDMENT #3: Mr. Lehto moved, Ms. Elissa Gertler seconded, to recommend to JPACT to amend Resolution No. 09-XXXX to read:

1. Amend RTP Performance Targets and Implementation, Attachment 1, footnote to read, "Consistent with the evaluation methodology used for the High Capacity Transit Plan, essential destination are defined as: hospital s and medical care centers, major retail sites, grocery stores, elementary, middle and high schools, pharmacies, parks/open spaces, major social services centers (with more than 200 monthly LIFT pick-up counts), colleges and universities, employers and greater than 1,5000 employees, sports and attraction sites and major government sites."

2. Amend RTP Performance Targets and Implementation, Attachment 1 to add a new category under the Environment performance target, titled “*Basic Infrastructure*” that reads, “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.”
3. Amend RTP Performance Targets and Implementation, Attachment 1, Equity, “*Access to Daily Needs*” performance target to read, “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.

Discussion: Mr. Papsdorf recommended amending the access to daily needs target to “By 2035, ~~increase~~~~decrease~~ by 50 percent ~~the disparity in the~~ number...” Mr. Lehto accepted this recommendation as a friendly amendment. **(All friendly amendments are recorded in the above amendment.)**

ACTION TAKEN: With nine in favor, (Smith, McFarland, Gross, Windsheimer, Papsdorf, Lehto, King, Gertler, Garber), four opposed (Kraushaar, Back, McKillip, Reinhold) and one abstained (Zimmerman), amendment #3 passed.

Exhibit G (Consent items for consideration as a package)

Mr. Lehto withdrew *Consent Items for Consideration* #66 and #67.

AMENDMENT #4: Mr. Papsdorf moved, Mr. Lehto seconded, to recommend to JPACT approval of Resolution No. 09-XXXX Exhibit G, *Consent Items for Consideration*.

Discussion: Mr. Smith recommended amendments to *Consent Items for Consideration* #202, #203, #204 and #296. (Complete list of source comments and City of Portland recommended amendments included as part of the meeting record.) Mr. Papsdorf accepted this recommendation as a friendly amendment. **(All friendly amendments are recorded in the above amendment.)**

Mr. Windsheimer recommended amendments to Consent Item #364 in Exhibit G, *Consent Items for Consideration*, as follows: “Consider a wide range of value pricing strategies and techniques as a management tool, including but not limited to parking management to encourage walking, biking and transit ridership and selectively promote short-term and long-term strategies as appropriate.” Mr. Papsdorf accepted this recommendation as a friendly

amendment to Exhibit G, *Consent Items for Consideration*. (**All friendly amendments are recorded in the above amendment.**)

Ms. Kraushaar recommended amendments to Exhibit G, *Consent Items for Consideration*, Consent items #300, #308 and #367 regarding the Sunnybrook Extension project. (Letter from City of Milwaukie City Council included as part of meeting record.) Mr. Papsdorf did not accept this recommendation as a friendly amendment.

ACTION TAKEN: With all in favor and one opposed (Reinhold), amendment #4 passed.

AMENDMENT #5: Ms. Kraushaar moved, Mr. Reinhold seconded, to recommend to JPACT removal of *Consent Items for Consideration* #300, #308 and #367 regarding the Sunnybrook Extension project from Exhibit G for JPACT discussion.

ACTION TAKEN: With 10 in favor (McFarland, Kraushaar, Back, Smith, Papsdorf, Lehto, Gross, Reinhold, Garber, McKillip), two opposed (Windsheimer, Gertler), and two abstained (Zimmerman, King), amendment #5 passed.

Other TPAC Amendments

AMENDMENT #6: Mr. Windsheimer moved, Mr. Garber seconded, to recommend to JPACT to move Exhibit F, Discussion Items for Consideration, #21 regarding the sunset of the Columbia River Crossing project to Exhibit G, *Consent Items for Consideration* with a recommendation of no action in response to this comment.

ACTION TAKEN: With 12 in favor (Windsheimer, Back, Smith, Papsdorf, Lehto, King, Garber, Kraushaar, McFarland, Gertler, Zimmerman, McKillip) and two opposed (Gross, Reinhold), amendment #6 passed.

Draft schedule for completion of Corridor Refinement Plans and near-term HCT plans

Mr. Ross Roberts of Metro provided a brief presentation on the schedule for completion of the Corridor Refinement Plan and the near-term High Capacity Transit corridor plans over the next 10 years. The committee agreed to spend more time discussing the Corridor Refinement Plan priorities and near-term HCT corridor priorities before JPACT makes a final decision. The HCT subcommittee will meet on November 30th to continue this discussion.

AMENDMENT #7: Mr. Mike McKillip moved, Mr. Reinhold seconded, to recommend to JPACT removal of the Corridor Refinement Plan prioritization from Resolution No. 09-XXXX pending further discussion.

ACTION TAKEN: With all in favor, amendment #7 passed.

Final recommendation on RTP Resolution as amended

Mr. Back recommended that “BE IT RESOLVED, #4” be amended to read, “Directs staff to work with ODOT, TriMet and local governments to prepare draft amendments to Exhibit E to this resolution and the Urban Growth Management Functional Plan by ~~March 31, 2010~~ February 12, 2010, to direct how local plans will implement the new RTP.” Mr. Papsdorf did not accept this recommendation as a friendly amendment to the Resolution.

ACTION TAKEN ON MOTION: With six in favor (Kraushaar, McFarland, Back, Papsdorf, Lehto, Gertler), four opposed (Gross, McKillip, Reinhold, Smith), and two abstained (Windsheimer, Zimmerman), motion #2 passed as amended.

8. ADJOURN

Chair McArthur adjourned the meeting at 12:05 p.m.

Respectfully submitted,



Tom Matney
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR NOVEMBER 20, 2009

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
	Agenda	11/20/09	Revised Agenda	112009t-01
5	Minutes	11/2/09	Updated Minutes	112009t-02
6.1.a	Amendment	n/a	RTP Amendment	112009t-03
6.1.b	Amendment	n/a	RTP Amendment	112009t-04
6.1	Attachment	11/17/09	RTP Regional Corridor Refinement Plan	112009t-05
6.1	Letter	11/19/09	Sunnybrook Extension Project Amendment Request	112009t-06
6.1	Letter	11/18/09	City of Portland Amendment Request	112009t-07
6.1	Memo	11/20/09	2035 Regional Transportation Plan - Consent Items for Consideration	112009t-08
6.1	Memo	11/21/09	Staff Proposal for Corridor Refinement Plan	112009t-09

6.1	Schedule	11/20/09	DRAFT Schedule3 for Completion of Corridor Refinement Plan and Near-Term High-Capacity Transit Plans over Next 10 Years	112009t-10
	Attachment	10/31/09	ARRA Transportation Reporting Summary: Oregon and Metro Region	112009t-11
	Publication	Fall 2009	OTREC News	112009t-12

**2012-2015 STIP Eligibility Criteria and Prioritization Factors
Directions and Guidance for Use**

I. Introduction

The Statewide Transportation Improvement Program (STIP) Project Eligibility Criteria and Prioritization Factors apply to the Development STIP, Modernization, Preservation, and State Bridge programs, which cover most of the Oregon Department of Transportation's (ODOT's) major transportation investments. The criteria are renewed with the help of the STIP Stakeholder Committee every two years. The STIP Stakeholder Committee represents a variety of transportation interests including freight, public transit, cities, counties, state agencies, Metropolitan Planning Organizations (MPOs), Area Commissions on Transportation (ACTs), and private interests.

The STIP Stakeholder Committee meets to agree on a draft of the new criteria to send out for review and comment by ACTs, MPOs, ODOT Regions, and local jurisdictions. After the comment period, the STIP Stakeholder Committee prepares a revised draft to forward to the Oregon Transportation Commission (OTC) for approval. After approval, the STIP Project Eligibility Criteria and Prioritization Factors (known as the "STIP criteria") are distributed for use in STIP project selection. The STIP criteria are used throughout the STIP development process to narrow the list of possible investments.

Upon approval, the STIP criteria are used immediately by ODOT and local jurisdiction staff to decide which projects should be "scoped" in more detail, meaning more information about the cost and extent of the project is developed. Scoping and project prioritization and selection continue for about six months until the draft STIP program is complete. The ACTs, MPOs, and local jurisdictions, in coordination with their respective ODOT Regions, use the approved criteria to prioritize and select investments to fund in the STIP primarily during the six months of scoping and project selection for the Draft STIP. Steps between the Draft STIP and Final STIP approval include making sure expected revenues and expenditure totals match, public review and comment, air quality conformity modeling, and approval and inclusion of the MPO transportation investment programs in the STIP. Altogether, it is approximately a year and nine months between the OTC approval of the STIP criteria and the approval of the Final STIP. The OTC (and the Federal Highway and the Federal Transit Administrations) must approve the Final STIP before investments in the recommended projects can go forward.

The STIP criteria themselves consist of two parts: Eligibility Criteria and Prioritization Factors. The Eligibility Criteria list criteria that projects must meet for any further consideration. If at any time during scoping and consideration of a project, it is found not to meet the Eligibility Criteria, then it is eliminated from further evaluation. Investments that do meet the Eligibility Criteria are then prioritized by ODOT and the ACTs, MPOs, and local jurisdictions using the approved Prioritization Factors.

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How project comparison and prioritization is done varies by area and region of the state. Some ACT or MPO areas have project application processes where project proponents fill out an application that relates to the Eligibility Criteria and Prioritization Factors. Other areas may compare projects in a discussion format. They may also choose to add criteria to aid their local project selection, so long as these additional criteria do not conflict with the approved statewide STIP criteria. In all cases, Development, Modernization, Preservation, or State Bridge projects or investments recommended for inclusion in the STIP are documented showing how they meet the approved Eligibility Criteria and Prioritization Factors. This documentation is delivered to the OTC for their consideration and is published on ODOT's website for stakeholders statewide.

This document clarifies expectations for the Development STIP, Modernization, Preservation, and State Bridge programs and the STIP decision process for those programs. This document, as a whole, will be approved by the OTC before it is released for use. It explains overall expectations and direction for STIP project selection, lists the STIP Project Eligibility Criteria and Prioritization Factors for the 2012-2015 STIP, and describes the documentation necessary to show how a project meets each criterion or factor.

Further descriptions of the STIP development procedures are provided in various documents available on ODOT's website on the STIP Background Information page. A short summary brochure describes the STIP process in general, and the STIP User's Guide includes more detailed information about the processes and procedures for developing the STIP. The STIP Background Information page can be found at: www.oregon.gov/ODOT/TD/TP/Background.shtml.

The Policy on Formation and Operation of the Area Commissions on Transportation (the "ACT Policy") explains the roles and responsibilities of the ACTs. The ACT Policy and other information about the ACTs can be found on the ACT homepage at: www.oregon.gov/ODOT/COMM/act_main.shtml.

II. Goal Context

The Oregon Transportation Commission (OTC) approves the Project Eligibility Criteria and Prioritization Factors to declare expectations for projects that are recommended for inclusion in the STIP by the Oregon Department of Transportation (ODOT), Area Commissions on Transportation (ACTs), Metropolitan Planning Organizations (MPOs), or regional or statewide advisory groups. This document gives basic information and provides guidance pertaining to using the criteria for project prioritization and selection and explains expectations for project documentation.

The OTC establishes program goals, funding levels and regional funding distribution at the start of each two-year STIP update. Those policy decisions are made separate from the STIP Eligibility Criteria and Prioritization Factors and are not part of this document.

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Those decisions establish how much funding is available to various STIP programs. The STIP Eligibility Criteria and Prioritization Factors are then used to prioritize and select projects for the Development STIP and Construction STIP (Modernization, Preservation, and State Bridge programs) to the funding levels approved by the OTC.

The OTC's decisions reflect the goals and priorities adopted in the Oregon Transportation Plan (OTP). The OTP sets forth policies that guide decisions and actions of the agency, including project and program funding decisions. The OTP's goals are:

1. Mobility and Accessibility
2. Management of the System
3. Economic Vitality
4. Sustainability
5. Safety and Security
6. Funding the Transportation System
7. Coordination, Communication, and Cooperation

These goals recognize the importance of providing an efficient, optimized, safe, secure, and well-integrated multimodal transportation system that allows for access and connectivity throughout the state to enable a diverse economy while not compromising the ability of future generations to meet their needs. These goals are implemented through the Oregon Highway Plan (OHP) and the other mode and topic plans.

Projects recommended for inclusion in the STIP are expected to be consistent with the Oregon Transportation Plan and the Oregon Highway Plan. Both plans contain goals and policies; the OTP has strategies to implement the goals and policies while the OHP has actions to implement its goals and policies. These goals and policies set a general framework for projects to advance. The STIP Project Eligibility Criteria and Prioritization Factors then set specific thresholds to meet and factors to use for determining eligibility and prioritization of possible STIP projects.

III. House Bill 2001 Implementation

The STIP Project Eligibility Criteria and Prioritization Factors (the "STIP criteria") for 2012-2015 included in this document are an interim step as ODOT moves toward implementing least cost planning methodologies, as directed by the 2009 Oregon State Legislature in HB 2001. Least cost planning is defined in HB 2001 as "a process of comparing direct and indirect costs of demand and supply options to meet transportation goals, policies, or both, where the intent of the process is to identify the most cost-effective mix of options." In the same legislation, ten "considerations" were listed for use in development of criteria for STIP project selection. The considerations listed also reflect least cost planning ideas and other priorities of the state. These 2012-

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2015 STIP criteria respond to the criteria considerations in HB 2001 and help move towards a least cost planning process.

The ten STIP criteria considerations in House Bill 2001 are:

1. Improves the state highway system or major access routes to the state highway system on the local road system to relieve congestion by expanding capacity, enhancing operations or otherwise improving travel times within high-congestion corridors.
2. Enhances the safety of the traveling public by decreasing traffic crash rates, promoting the efficient movement of people and goods and preserving the public investment in the transportation system.
3. Increases the operational effectiveness and reliability of the existing system by using technological innovation, providing linkages to other existing components of the transportation system and relieving congestion.
4. Is capable of being implemented to reduce the need for additional highway projects.
5. Improves the condition, connectivity and capacity of freight-reliant infrastructure serving the state.
6. Supports improvements necessary for this state's economic growth and competitiveness, accessibility to industries and economic development.
7. Provides the greatest benefit in relation to project costs.
8. Fosters livable communities by demonstrating that the investment does not undermine sustainable urban development.
9. Enhances the value of transportation projects through designs and development that reflect environmental stewardship and community sensitivity.
10. Is consistent with the state's greenhouse gas emissions reduction goals and reduces this state's dependence on foreign oil.

The 2012-2015 STIP criteria respond to these considerations in HB 2001 in the following ways:

- Adding new emphasis and project reporting requirements reflecting OTP Policy 1.1 and OHP Policy 1G that prioritize operations, management, and other non-construction improvements first, ahead of capacity construction improvements (considerations 1, 2, 3, and 4).
- Providing explanations and documentation requirements to clarify use of off-system improvements (consideration 4) and to better address the prioritization factor addressing freight (consideration 5).
- Adding new prioritization factors to address safety (consideration 2), economic development (consideration 6), the land use and transportation relationship (consideration 8), and environmental concerns (consideration 9).

HB 2001 considerations 7: benefit-cost comparison and 10: greenhouse gas and foreign oil dependency reduction are included in this document in general ways rather than as specific criteria or factors for use in the 2012-2015 STIP. This is because methods, tools, and measures for how to consider these factors and report on their use are under

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development at this time. For example, another section of House Bill 2001 and House Bill 2186 require development of targets and processes for metropolitan area greenhouse gas planning. This work has recently started, and specific metropolitan level targets for greenhouse gas reduction will be set by rule in 2011. “Toolkits” and best practices that assist in considering greenhouse gas reduction in planning are expected to be developed by the end of 2010. These will help inform future STIP criteria and project documentation requirements.

The final 2012-2015 STIP criteria will be approved by the Oregon Transportation Commission in the spring of 2010. They will be immediately used to start deciding which projects should be evaluated further for the 2012-2015 STIP. Once the STIP criteria are approved, the STIP Stakeholder Committee will turn its attention to development of the least cost planning process required by HB 2001. It is expected that the least cost planning process and implementation methods that are developed will provide agreed-upon methods and measures for incorporating both benefit-cost comparisons and greenhouse gas reduction factors in a decision-making framework. Criteria for future STIPs will reflect what is learned through the development of the least cost planning process.

Implementing the least cost planning process will require a broad perspective on possible solutions to transportation problems and methods of comparison to find cost-effective options that respect the goals and policies of the Oregon Transportation Plan as well as state targets such as those for greenhouse gas emission reduction. Also, much of the least cost planning process will likely need to be implemented at the transportation system or corridor planning levels. Selection of possible transportation solutions for funding and implementation, through application of the STIP criteria, is a later process that follows the transportation system or corridor planning stages.

However, the 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors begin to reflect the priorities of least cost planning and other current concerns by setting appropriate eligibility thresholds and prioritization factors. The 2012-2015 STIP criteria represent a first step toward this perspective. Indeed, the HB 2001 considerations likely reflect priorities that the least cost planning process must address, and these STIP criteria take steps to integrate these considerations in the STIP decision process. Further agency and stakeholder time and effort will be spent on determining least cost planning methodologies after the 2012-2015 STIP criteria are approved, and later criteria will be further adapted to reflect the conclusions of that process.

Following approval of the 2012-2015 STIP criteria, the STIP Stakeholder Committee will consider the broader subject of least cost planning and assist ODOT to develop least cost planning implementation methods. The least cost planning process will require comparison of possible investments to find the best transportation solutions, ideally without regard to limitations due to program funding rules and “silos” that allow funding for some types of work and not others. However, at this time, the constraints of various program funding limitations do apply. While the 2012-2015 STIP criteria apply across

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programs, they do not change program funding requirements. The grouping of the Modernization, Preservation, and State Bridge criteria indicate broad concerns that all projects may address, facilitate reading of and reduce duplication in this document, and are intended to encourage prioritizing the best solutions no matter the type of work. However, the application of the criteria does not change the funding sources or their restrictions. The level of funding allocated for each program is determined separately by the OTC and various rules and laws.

For several STIP cycles, documentation has been required to show how the Development STIP and Construction STIP (Modernization, Preservation, and State Bridge) projects meet the approved criteria. This documentation requirement will be strengthened for 2012-2015. Explanation of what meeting the criteria means will be provided in this documentation and responses on the reporting “templates” will be expected to be thorough enough to answer the questions posed by the criteria. This is also an interim step towards identifying future criteria that projects may be expected to meet following development of least cost planning methodologies.

ODOT staff, stakeholders, and project proponents should develop the information needed to show how proposed projects meet the appropriate criteria before identifying STIP priorities and narrowing the list of projects. This will provide information to assist decision-making. ODOT staff, stakeholders, and proponents should communicate and share this and other STIP-related information as early as practicable to enable timely and informed project prioritization.

IV. Additional Principles for STIP Project Selection

There are principles that should be employed by ACTs, MPOs, local jurisdictions, and ODOT Regions during the selection of STIP projects, in addition to the criteria listed on the following pages. These principles reflect transportation policies described in the Oregon Transportation Plan (OTP), the Oregon Highway Plan (OHP) and in House Bill 2001 , particularly considerations 7 and 10, benefit-cost comparison and greenhouse gas reduction. These are not included as specific criteria to answer at this time and documentation of these is not required for the 2012-2015 STIP. However, ACTs, MPOs, ODOT Regions, and local jurisdictions are expected to consider and discuss these principles as STIP selections are made. If any project information is developed to respond to these principles, it should be included in the project documentation.

OTP / OHP Policies

One additional principle is the goal context of projects. Projects are expected to be consistent with the OTP and the OHP goals and policies. In the past, OHP goal support in general was one prioritization factor, but this proved difficult to apply. For the 2012 – 2015 STIP, certain policies are called out in the prioritization factors because they contain a set of ideas that will likely prove important as least cost planning is developed,

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or because they list ways of implementing these ideas. These include OTP Policy 1.1 and OHP Policies 1B: Land Use and Transportation, 1G: Major Improvements, and 5A: Environmental Resources. This does not imply that only these policies apply when considering what solutions to fund in the STIP. Rather, the goals of the OTP and OHP overall should be furthered by choices made for the STIP. OTP and OHP goals and policies should be kept in mind during STIP project prioritization and selection and appropriate choices made, even though documentation required will focus on certain policies.

Long-term Perspective

A second principle is that a long-term broad perspective should be used when choosing solutions to fund. Whether a project will be effective in the short term or the long term and how well the transportation solution will further transportation goals should be considered in relation to the overall cost of the project. Similarly, the corridor or system level effects of the project and how well it integrates with other applicable plans should be considered. For example, does the proposed transportation solution make sense with the context of land use plans and other investments within the planning area or along the transportation corridor? STIP decisions should reflect consideration of the long-term impacts of the investment.

House Bill 2001 Considerations 7 and 10

Project proponents should expect that these considerations regarding benefit-cost comparison and greenhouse gas reduction will be included as criteria for future STIPs. Data, methods, and measures to evaluate these meaningfully are not yet developed for the 2012-2015 STIP, therefore these considerations are not yet included as criteria to evaluate and report on. Methods and measures for evaluating these will be developed through the greenhouse gas reduction planning and least cost planning implementation efforts. Even though formal evaluation procedures are not yet developed, benefit-cost comparison and greenhouse gas reduction should be considered and discussed by ACTs, MPOs, ODOT Regions, and local jurisdictions as part of 2012-2015 STIP project selection. An appropriate way to consider these for the 2012-2015 STIP would be to try to select solutions for funding that are consistent with and support the ideas described. If interim methods of evaluating and reporting on these have been developed by affected jurisdictions, then any results of project evaluations should be included in the project documentation.

Cost-efficiency, or benefit-cost comparison reflected in HB 2001 consideration 7, is not an explicit criterion or factor for the 2012-2015 STIP because information and procedures to evaluate cost-efficiency for projects are not yet in place for this STIP. However, cost-efficiency should be considered throughout STIP development and project prioritization. *Cost-efficient* or *cost-effective* refers to achieving maximum or optimum results or return relative to the expenditure. For the purposes of a transportation investment, cost-efficiency refers to results over the long-term (generally

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20 or more years), and results and return as well as costs should be thought of broadly in terms of goal achievement not just dollars saved or spent. Various goals that transportation projects may help achieve include economic development, community livability, and environmental sustainability. In order to be considered cost-efficient, transportation projects should help advance goals over the long-term. For example, an inexpensive project that is contrary to broader community goals should not be considered cost-efficient.

Transportation investments generally have a long life and major investments should result in improved outcomes over the long-term. A major project that creates an improved outcome for only a few years should not be considered cost-effective. Also, an inexpensive solution that will provide only moderate improvements for a short time or that does not meet the approved prioritization factors well should not necessarily be considered more cost-effective than an expensive solution that provides long-term improvements and better meets the prioritization factors. However, if a temporary solution is affordable while the long term solution is not likely to be funded in the foreseeable future, then the benefits of implementing the temporary solution may make it cost-effective.

Greenhouse gas reduction is another priority for the state and is reflected in HB 2001 consideration 10. Methods, rules, procedures, and regional targets to evaluate project contributions to state greenhouse gas (GHG) reduction goals are currently under development. Consequently, this is not included as a criterion to be answered during project selection and prioritization for the 2012-2015 STIP. However, project proponents should be aware of the state greenhouse gas reduction targets and any local greenhouse gas reduction plans and are encouraged to select investments that contribute to achievement of the goals described. The state GHG reduction targets are listed in ORS 468A.205:

- (a) By 2010, arrest the growth of Oregon's greenhouse gas emissions and begin to reduce greenhouse gas emissions.
- (b) By 2020, achieve greenhouse gas levels that are 10 percent below 1990 levels.
- (c) By 2050, achieve greenhouse gas levels that are at least 75 percent below 1990 levels.

Possible prioritization factors to address greenhouse gas reduction in future STIP solution prioritization processes include the following:

- Demonstrate a material contribution to reducing greenhouse gas emissions consistent with adopted state goals (HB 2001 consideration #10)
- Reduce Oregon's dependence on imported fossil fuels (HB 2001 consideration #10)
- Reduce vulnerability of essential transportation infrastructure (and of the communities and commerce that rely upon it) to climate change-associated effects such as flooding and fire
- Project designs that anticipate future needs to reduce greenhouse gas emissions and adaptation to climate change

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Application of the first two possible prioritization factors should recognize that different communities and regions within the state, such as urban and rural areas, will have different capabilities to reduce GHG emissions and fossil fuel consumption. Such differences should be explicitly acknowledged; while also acknowledging that all areas should be capable of reductions of emissions as compared to their historical record.

V. STIP Project Documentation

This document lists and explains expectations for meeting approved eligibility criteria and prioritization factors for the Development STIP and the Construction STIP (Modernization, Preservation, and State Bridge programs). Project documentation is expected to show how the selected project meets the criteria. The information required to show that the project meets the criteria is listed in this document. There are two types of criteria listed in this document: Eligibility Criteria and Prioritization Factors.

- *Eligibility Criteria* are criteria that must be met in order for the project to be considered further. All of the eligibility criteria listed must be met or the project may not move on to prioritization. The eligibility criteria are a pass-fail test that a project must pass.
- *Prioritization Factors* are criteria that are used to choose projects to be funded from among eligible projects. All prioritization factors may not apply to all projects. Generally, a project that meets more prioritization factors or meets them more fully should be advanced ahead of a project that meets fewer prioritization factors or meets them to a lesser degree.

The project documentation must clearly show how all the applicable eligibility criteria are met by providing the information requested. The prioritization factors are designed to be broadly applicable to the different programs. However, as Preservation and State Bridge projects typically maintain existing infrastructure, fewer of the prioritization factors may apply. Documentation for Preservation and State Bridge projects should answer all of the eligibility criteria and answer the prioritization factors that apply or were used to help prioritize projects, not necessarily all of them. Preservation project criteria can still be answered on a region-wide basis, and State Bridge criteria can still be answered on a statewide basis, with some information provided by each region.

Development STIP projects and modernization projects typically make substantial changes to the transportation system, so their documentation should show how they meet all of the approved STIP Eligibility Criteria and how all the Prioritization Factors were evaluated. Documentation for D-STIP and modernization projects will answer all the eligibility criteria and all of the prioritization factors and will be answered on an individual project basis; if a factor does not apply to a particular project, that fact may be noted in the documentation.

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Here are some overall principles to use for documentation:

- Use brief but sufficient explanations; extensive explanations are not required.
- Yes or no without explanation is not an acceptable answer, except where yes or no is the only possible answer, i.e. is the project on a designated freight route?
- If data or other documentation is available to support the explanation, cite or use it. For example, if travel model data is available that shows the impact of the proposed project, describe those results. Or, if a letter of commitment from another partner or investor or an intergovernmental agreement is in place, include those facts in the explanation.
- It is not required that any special study be done to show that the project meets the criteria. At this time, descriptions of expected effects are sufficient. However, if information from such a study is already available, describe those results in the explanation.

The documentation requirements described here are more extensive than in the past and are designed to explain what is needed to sufficiently show that the criteria are met. Due to the short timeline available to implement the 2012-2015 STIP criteria, explanations in the documentation are expected to rely primarily on narrative descriptions of anticipated effects, though project proponents should provide data to support their conclusions where such data is available. In the future, more objective and data-based criteria may be implemented, particularly as analysis methods and measures are agreed to during the least cost planning methodology development process. Future STIP project documentation may therefore require more objective data.

Conditions of Approval

ODOT staff and project proponents should remember that Conditions of Approval may be applied to projects. Applying Conditions of Approval should be considered where they will assist the project to meet these criteria or overall goals. What Conditions of Approval are applied and what they are expected to accomplish should be included in the project documentation.

Staff and proponents should consider whether conditions would benefit the investment in terms of better meeting the approved criteria or in terms of lengthening the time that the investment successfully resolves the transportation problem. For example, ODOT regularly requires an Interchange Area Management Plan (IAMP) that includes binding implementation steps and strategies with interchange improvements. Would a similar management plan or other type of agreement between affected jurisdictions and ODOT be beneficial for non-interchange projects? If so, applying such conditions to the project should be considered.

These conditions reflect specific implementation steps that a jurisdiction or ODOT must take to maintain the integrity of the recommended transportation solution. The Conditions of Approval are delivered to the OTC for approval as a part of the

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1 transportation solution's final STIP approval. They are considered a part of the
2 transportation solution and are binding on the jurisdiction and ODOT.

3 4 Intergovernmental Agreements (IGA)

5
6 Intergovernmental agreements (IGAs) are another tool that may be used to specify
7 actions that will be taken, instead of or in addition to Conditions of Approval. IGAs may
8 be sufficient for some projects or a Condition of Approval can be used to formalize
9 agreements, such as where local jurisdictions have agreed to contribute funds or other
10 resources to the project. Because the OTC approves the project and conditions
11 together, thereby making the project approval dependent on the condition, specifying
12 important aspects of intergovernmental agreements in a Condition of Approval may give
13 them more weight and clarify that they are binding.
14

VI. Development STIP

The Development STIP (D-STIP) is intended for transportation solutions that will take more than the four years of the STIP to reach construction or implementation. The ACTs, MPOs, and ODOT Regions determine what financial resources available to their area they will assign to their D-STIP programs; there is no funding level for the D-STIP set by the OTC. If the ACT, MPO, or Region determines that a solution needing further development work is a high priority, that work may be funded in the D-STIP. Note, though, that inclusion in the Development STIP does not guarantee future funding in the Construction STIP. Generally work is beginning in the D-STIP that will go to final completion via the C-STIP, but the solution must have sufficient priority and funding at the time of C-STIP development in order to move on.

Development STIP solutions do not have construction funding assigned to them. Solutions may need to complete further planning such as refinement planning or environmental documentation such as an Environmental Impact Statement. Solutions should remain in the D-STIP through completion of the environmental documentation phases, when these are necessary. In many cases, the final specific solution is not yet defined at the Development STIP stage. The Eligibility Criteria and Prioritization Factors for Development STIP projects reflect this special nature of Development STIP work. Also, the term “solution” is used in the criteria for work in the Development STIP. “Solution” reflects that the final decision developed through D-STIP work may be a modernization or other construction project or another type of transportation solution such as an operational or system management strategy.

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Development STIP Eligibility Criteria and Prioritization Factors

Development STIP Eligibility Criteria
<p>Development work on major transportation solutions may be eligible for funding if it:</p> <ul style="list-style-type: none">• Supports the definition of “Development STIP” approved by the Oregon Transportation Commission.¹• Addresses an unmet transportation need in the applicable acknowledged transportation system plan(s) (TSP) or, in the absence of an applicable acknowledged TSP(s), the applicable acknowledged comprehensive plan and any applicable adopted TSP(s); or addresses project need, mode, function and general location for a transportation need identified in an acknowledged TSP; or is identified as a federal discretionary project.²• Has funding adequate to complete the identified milestone.³

Development STIP Prioritization Factors
<p>Priority shall be given to transportation solution development work that:</p> <ul style="list-style-type: none">• Implements Oregon Transportation Plan Policy 1.1.⁴• Is suitable for the D-STIP (work needed to achieve the planned D-STIP milestone can be completed within the four years of the STIP).⁵• Is for a solution that has already completed one or more D-STIP milestones.⁶• Is for a solution that has funding identified for development or construction.⁷

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A. Development STIP Eligibility Criteria Explanations

These eligibility criteria establish what types of projects are eligible for funding in the Development STIP. The eligibility criteria are not listed in any particular order nor is there any implied weighting of the various criteria. Development STIP projects must meet all these eligibility criteria in order to be eligible for funding.

¹Supports Development STIP Definition

Solutions selected for funding in the Development STIP must meet this definition for D-STIP projects approved by the Oregon Transportation Commission:

Projects approved and funded for development through specific milestones and within specific timeframes, which include the following characteristics:

- A. Projects approved for funding through specific milestones such as National Environmental Policy Act (NEPA) design-level environmental documents, right of way acquisition, and final plans; or*
- B. Projects for which needed improvements have been identified but a final solution either has not been determined or needs further design and analysis.*

The types of projects that tend to have one or more of the above characteristics include federal earmark or demonstration projects, modernization or major bridge replacement projects, and discretionary projects (projects eligible to receive federal discretionary funds).

Documentation provided in response to this criterion must:

- Briefly explain how the proposed project meets this definition

²Addresses an Unmet Need in a Plan

Transportation solutions funded for further development in the D-STIP must:

- Address an unmet need described in a plan,
- Address the general need, mode, function, and location described in an acknowledged TSP, or
- Be identified as a federal discretionary project.

Projects in the STIP are expected to support and implement state, regional, or local transportation and land use plans. Projects selected for further development in the D-STIP should develop specific solutions for needs described in plans, typically

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transportation system plans or comprehensive plans, or be identified in legislation as a discretionary project. Occasionally, funding for specific projects may be included in federal legislation as a discretionary project. If that project is still under development, it will be a high priority to include in the Development STIP.

Documentation provided in response to this criterion must:

- Note the federal discretionary project status of the proposed work and/or
- Describe the planning history of the solution and the unmet need:
 - Identify the plan that describes the need
 - Describe briefly how the work will meet the need

³D-STIP Milestone(s) Funded

D-STIP projects must have funding to complete the identified milestone. Partially funded milestones or those with no funding will not be included in the STIP. Possible D-STIP milestones include those listed below. Not all projects are required to complete all the milestones.

- Project specific refinement plan completion
- Project specific refinement plan adoption
- Land use consistency. This may include land use decisions that establish need, mode, function and general location for a project that is included in the acknowledged comprehensive plan or transportation system plan as a planned facility and that is expected to be constructed within the next 20 years with available financial resources
- Interchange Area Management Plan or Access Management Plan
- Location Environmental Impact Statement (EIS) Record of Decision (ROD)
- Design EIS ROD
- Environmental Assessment (EA) and Finding of No Significant Impact (FONSI)
- Right of way acquisition
- Advance plans (or any other applicable project development design milestone)
- Plans, specifications and estimates (PS&E)

Documentation provided in response to this criterion must:

- Identify what milestone(s) will be completed during the four years of the STIP

B. Development STIP Prioritization Factors Explanations

Use these factors to prioritize among possible Development STIP projects. These prioritization factors are not listed in any particular order. Not all the Prioritization

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Factors will apply to all projects, but D-STIP project documentation should respond to each prioritization factor, indicating any that do not apply. Work that better meets more of the factors generally should be chosen over work that meets fewer prioritization factors or meets them less well.

⁴Implements OTP Policy 1.1

Priority should be given to Development STIP solutions that meet the intent of OTP Policy 1.1: *It is the policy of the State of Oregon to plan and develop a balanced, integrated transportation system with modal choices for the movement of people and goods.* In particular, see Strategy 1.1.4:

In developing transportation plans to respond to transportation needs, use the most cost-effective modes and solutions over the long term, considering changing conditions and based on the following:

- *Managing the existing transportation system effectively.*
- *Improving the efficiency and operational capacity of existing transportation infrastructure and facilities by making minor improvements to the existing system.*
- *Adding capacity to the existing transportation system.*
- *Adding new facilities to the transportation system.*

Documentation that responds to this criterion should:

- Describe how the proposed transportation solution meets the intent of this policy and strategy with respect to the hierarchy of priorities described in OTP Strategy 1.1.4
- Describe whether the solution can be phased in over time, what part of the identified need is met by the phase, and how the phase will move towards implementing the overall solution
- If the transportation solution will include providing additional highway capacity or adding new facilities, documentation should:
 - Describe whether higher priority solutions as listed in OTP Strategy 1.1.4 have already been considered and/or implemented, how effective they have been, and whether evaluation and active management of those solutions are being implemented to improve their performance to meet the short or long-term need
 - Describe why higher priority solutions would not be effective, or why they do not apply to the situation if management, operations, or minor improvements have not been implemented previously, or are not being evaluated for inclusion with the current capacity project
 - Describe why a capacity increasing solution is likely to be the most effective solution to address the long term capacity needs of the projects area

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⁵D-STIP Suitability

Solutions proposed for development work should be suitable for inclusion in the D-STIP. Priority should be given to projects for which the milestone funded is expected to be completed during the four years of the STIP.

Also, Development STIP projects are typically completing planning or preliminary milestones for a transportation solution that is intended to be funded for implementation later in the Construction STIP. Therefore, care should be taken to select solutions for development that will likely be able to meet the C-STIP eligibility criteria and prioritization factors. Solutions that will not be able to meet the intent of the C-STIP criteria and factors should not be selected. Where solutions are not yet defined, steps may be taken during development work that may help the solution better meet the C-STIP criteria and factors.

Documentation that responds to this criterion should:

- Indicate whether or not the milestone can be completed in the time period of the STIP
- Briefly describe how the solution is expected to be able to meet the C-STIP eligibility criteria and prioritization factors and move to completion in the C-STIP

⁶D-STIP Milestone(s) Completed

D-STIP projects that build on work completed in prior D-STIP periods generally should be given priority over D-STIP projects just beginning. For example, one D-STIP period may complete a refinement plan; in the next D-STIP period, the milestone may be the required environmental document. However, for each STIP period, the project must be of high enough priority to be chosen over other projects. It is possible that a different need takes on more urgency in the following STIP period, or that limited funds available do not allow further work on a project in the next STIP period. Inclusion in the D-STIP does not guarantee further work in future D-STIPs, nor does it guarantee future inclusion in the Construction STIP.

Documentation that responds to this criterion should:

- Indicate any previous milestones completed in a D-STIP

⁷Funding has been Identified for Future Development or Construction

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1 Development STIP projects that have funding already identified for future steps to
2 completion should be given priority over projects that do not have future funding
3 identified.

4
5 Documentation that responds to this criterion should:

- 6
7 • Identify the source of funding for future steps and the sufficiency of that funding
8 to complete the future step.
9

VII. Construction STIP

The C-STIP identifies project scheduling and funding for the state's transportation Modernization, Preservation and State Bridge programs for a four-year construction period. This program meets the requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), the federal act that provides funds to states for transportation projects. For application of these criteria and prioritization factors, C-STIP means Modernization, Preservation and State Bridge projects. Information about other programs in the STIP may be found in the *Draft 2010-2013 STIP* and the *STIP Users' Guide*.

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Construction STIP Eligibility Criteria and Prioritization Factors For the Modernization, Preservation, and State Bridge Programs

Eligibility Criteria for Modernization, Preservation, and State Bridge

A project may be eligible for funding if it:

- Is identified as a need in a management system, where applicable.⁸
- Is consistent with the applicable acknowledged transportation system plan (TSP) or, in the absence of an applicable acknowledged TSP, the applicable acknowledged comprehensive plan and any applicable adopted TSP.⁹

Prioritization Factors for Modernization, Preservation, and State Bridge

Priority shall be given in the Construction STIP to projects that:

- Implement the Oregon Highway Plan Major Improvements Policy (Policy 1G, Action 1.G.1).¹⁰
- Implement Oregon Highway Plan Policy 1B: Land Use and Transportation including support for applicable land use plans and support for sustainable urban development.¹¹
- Support state and local economic development plans and goals.¹²
- Support freight mobility.¹³
- Improve the safety of the transportation system.¹⁴
- Implement Oregon Highway Plan Policy 5A: Environmental Resources.¹⁵
- Leverage other funds and public benefits.¹⁶
- Are ready to go to construction within the four years of the STIP.¹⁷

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A. Eligibility Criteria for C-STIP Modernization, Preservation, and State Bridge

Eligibility criteria establish what types of Modernization, Preservation, and State Bridge program projects are eligible for funding in the Construction STIP. The eligibility criteria are not listed in any particular order nor is there any implied weighting of the various criteria. Projects must meet all these eligibility criteria in order to be eligible for funding.

⁸Identified as a Need in a Management System, Where Applicable

Some STIP programs, particularly Preservation and Bridge, have management systems to identify needs. Management systems keep data on the condition of infrastructure and may have tools to analyze or predict needs and the adequacy of possible solutions. Management system data shows when pavement or a bridge is falling below acceptable standards and helps identify what solutions are appropriate. Preservation and State Bridge projects must be identified as a need in a management system to be eligible for Construction STIP funding.

Needs identified by a management system include replacement or rebuilding of existing pavement or bridges. Construction of entirely new facilities (not replacement) will not be identified by a management system and will likely fall under the Modernization program rather than the Preservation or Bridge programs.

Documentation that responds to this criterion must:

- Show that proposed preservation and bridge projects respond to needs that have been identified by the appropriate management system

⁹Consistent with the Applicable Plan

The project must be consistent with the applicable adopted comprehensive plan or transportation system plan as a planned facility, including land use decisions that have established the need, mode, function and general location of the project, including goal exceptions, where required. Proposed projects within MPOs shall be identified in fiscally constrained Regional Transportation Plans and shall meet air quality conformity requirements.

If consistency cannot be demonstrated, the project documentation will describe how the inconsistency will be addressed, including changes to the project, TSP and/or comprehensive plan and when they need to be completed. In such cases, the ACT or regional or statewide advisory group may recommend that the project be included in the D-STIP, and request that Transportation Planning Rule issues be addressed during the D-STIP work.

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Documentation that responds to this criterion must:

- Describe how the project is consistent with the appropriate plan, or
- Describe how and when the inconsistency will be rectified.

B. Prioritization Factors for C-STIP Modernization, Preservation, and State Bridge

Use these factors to prioritize among possible projects. These prioritization factors are not listed in any particular order. Not all the Prioritization Factors will apply to all projects. A project that better meets more of the factors generally should be chosen over a project that meets fewer prioritization factors or meets them less well.

As Preservation and State Bridge projects typically maintain existing infrastructure, fewer of these factors may apply to them. Therefore, Preservation and State Bridge project documentation may respond only to the prioritization factors that apply or were used to help prioritize projects. Modernization projects typically make significant changes to the transportation system. Therefore, modernization project documentation should respond to all of the prioritization factors listed. If a factor does not apply to a particular modernization project, the documentation may note that fact.

¹⁰Implement OHP Action 1G.1

Projects should implement the intent of the Major Improvements Policy, Action 1G.1, which lists a hierarchy of types of improvements:

1. Protect the existing system
2. Improve efficiency and capacity of existing highway facilities
3. Add capacity to the existing system
4. Add new facilities to the system

Projects may implement Action 1G.1 by showing that this priority system has been reflected in the development of the proposed project. This may include higher priority work done earlier, planning processes such as the relevant TSP that addressed these priorities, or studies that show that work higher in this priority list will likely not be cost-efficient or effective over the applicable planning period.

Projects may also implement OHP Action 1G.1 by:

- Implementing access management techniques
- Implementing operational improvements (consistent with any systems or operations management plans for the area and consistent with the MPO's Congestion Management Process in MPO areas)

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- Using technology or innovative methods to protect the system or improve efficiency
- Making improvements such as widening shoulders, adding auxiliary lanes, providing improved access for alternative modes
- Making off-system improvements consistent with OHP Policy 2B (keeping in mind that cost-effectiveness should be considered over the applicable planning period)

Policy 2B: It is the policy of the State of Oregon to provide state financial assistance to local jurisdictions to develop, enhance, and maintain improvements on local transportation systems when they are a cost-effective way to improve the operation of the state highway system if:

- *The off-system costs are less than or equal to on-system costs, and/or the benefits to the state system are equal to or greater than those achieved by investing in on-system improvements;*
- *Local jurisdictions adopt land use, access management and other policies and ordinances to assure the continued benefit of the off-system improvement to the state highway system;*
- *Local jurisdictions agree to provide advance notice to ODOT of any land use decisions that may impact the off-system improvement in such a way as to adversely impact the state highway system; and*
- *Local jurisdictions agree to a minimum maintenance level for the off-system improvement that will assure the continued benefit of the off-system improvement to the state highway system.*

Where needed to implement Action 1G.1 (or Policy 2B: Off-System Improvements), the ACTs, MPOs, or regional or statewide advisory groups, with ODOT assistance, may negotiate Conditions of Approval for a project with affected jurisdictions and project proponents. If such conditions are not met during any D-STIP milestones completed for the project, they shall be noted in the project documentation and shall be as specific as possible given the stage of development of the project, and may include the following:

- Interchange Area Management Plan or Access Management Plan,
- Highway segment designations,
- Needed local street improvements,
- Traffic management plans,
- Land use plan designations,
- Other similar conditions.

Conditions of Approval on projects are delivered to the OTC with the final STIP and are approved by the OTC and are binding.

Documentation that responds to this criterion should:

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- Describe how the proposed project implements or has met the intent of OHP Action 1G.1 with respect to the hierarchy of priorities described.
- Describe whether the project can be phased in over time, what part of the identified need is met by the phase, and how the phase will move towards implementing the overall solution
- If the project adds capacity to the existing system or adds a new facility to the system, documentation should:
 - Describe whether higher priority solutions as listed in OHP Action 1G.1 have already been considered and/or implemented, how effective they have been, and whether evaluation and active management of those solutions are being implemented to improve their performance to meet the short or long-term need.
 - Describe why higher priority solutions as listed in OHP Action 1G.1 would not be effective, or why they do not apply to the situation if management, operations, or minor improvements have not been implemented previously, or are not being evaluated for inclusion with the current capacity project
 - Describe why a capacity increasing solution is likely to be the most effective solution to address the long term capacity needs of the project area
- Clearly specify any Conditions of Approval that apply to the project and the process for coordination and adoption of the conditions with the appropriate jurisdiction.

¹¹Implement OHP Policy 1B: Land Use and Transportation

Projects selected for the STIP should be given priority if they help implement this policy. Policy 1B of the OHP addresses the integration and interdependence of land use and transportation:

It is the policy of the State of Oregon to coordinate land use and transportation decisions to efficiently use public infrastructure investments to:

- *Maintain the mobility and safety of the highway system;*
- *Foster compact development patterns in communities;*
- *Encourage the availability and use of transportation alternatives;*
- *Enhance livability and economic competitiveness; and*
- *Support acknowledged regional, city and county transportation system plans that are consistent with this Highway Plan.*

Projects may implement this policy by:

- Supporting local community development plans
- Supporting sustainable urban development
- Improving the quality of life of the community

DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

- Supporting development of transportation mode choices
- Supporting industrial land development near adequate infrastructure
- Improving intermodal connectivity and transfer opportunities
- Supporting other state, regional, or local plans such as
 - Sustainability plans
 - Climate change adaptation plans
 - Economic development plans
 - Other local approved plans, strategies, or similar documents

Documentation that responds to this criterion should:

- Identify local, regional, or state plans that are supported by the project and how the project supports the identified plan
- Briefly describe how the project implements OHP Policy 1B

¹²Support Economic Development Plans and Goals

Priority should be given to projects that assist implementation or realization of state, regional or local economic development goals and plans, including those from local jurisdictions and special districts such as a port authority or transit district. There are also various state level economic development goals including:

- Oregon Transportation Plan Goal 3 Economic Vitality: *To promote the expansion and diversification of Oregon's economy through the efficient and effective movement of people goods, services, and information in a safe, energy-efficient, and environmentally sound manner.*
- Department of Land Conservation and Development Goal 9: *To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.*

Ways in which a proposed project may support economic development include:

- Improve transportation access and mobility for freight, businesses, and workers
- Reduce costs of travel for freight, business, and workers
- Improve operation, safety, or efficiency of the transportation corridor or system
- Improve travel times or reliability
- Reduce delay
- Help maintain or generate long-term and/or living wage jobs
- Serve an Oregon certified industrial site
- Serve an economically distressed community

Documentation that responds to this criterion should:

- Identify the economic development goal or plan that the project will support
- Briefly describe how the project is anticipated to support economic development

DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

- Briefly address the likelihood of the anticipated economic benefits being realized
- Briefly describe the likely duration of the anticipated economic benefits
- Use empirical data where available, such as travel model data to document the long-term outcome of the project and its impact on the transportation system

¹³Support freight mobility

Projects should be given priority if they support freight mobility. Projects that support freight mobility are projects on freight routes of statewide, regional, or local significance, including:

- Highways on the State Highway Freight System as designated in the Oregon Highway Plan;
- Highways or local roads designated as National Highway System intermodal connectors;
- Other highways with a high volume or percentage of trucks or which are important for regional or interstate freight movement;
- Local freight routes designated in an adopted regional or local transportation system plan.

Projects that support freight mobility may:

- Remove identified barriers to the safe, reliable, and efficient movement of goods
- Support multimodal freight transportation movements by improving intermodal connectivity and opportunities for transfer between modes
- Improve the operation, safety, or efficiency of freight infrastructure
- Improve the condition, connectivity, or capacity of freight infrastructure

Documentation that responds to this criterion should:

- Identify the document in which the project is designated as a freight route
- Describe the expected benefit to freight mobility including barriers removed, operational or safety benefits, or enhanced opportunities for improving intermodal connectivity
- Briefly describe the likely duration of the anticipated effects
- Use empirical data where available, such as travel model data to document the long-term outcome of the project and its impact on the transportation system

¹⁴Improves the Safety of the Transportation System

Safety is considered in every transportation investment decision made by ODOT and most investments are designed to improve safety either directly or indirectly. However, priority should be given to projects that incorporate improvements to resolve a documented safety problem. A project should be given priority if it:

DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

- Incorporates improvements that address a known safety problem, either a Safety Priority Index System (SPIS) site or other documented safety problem
- Incorporates improvements that will reduce the number or severity of crashes

Documentation that responds to this criterion should:

- Identify the documented safety problem the project will address
- Briefly describe the improvements incorporated to address a known safety problem
- Briefly describe the overall improvement in safety expected and, where practical and available, provide estimates of the potential reduction in the number of crashes and/or severity of injuries expected by the improvements proposed using reported crash data

¹⁵Implement OHP Policy 5A: Environmental Resources

Projects should be given priority in the C-STIP if they help implement Policy 5A of the Oregon Highway Plan by exceeding minimum environmental requirements, by supporting environmental goals, or implementing innovative techniques to lessen the environmental impact of a transportation project.

OHP Policy 5A: *It is the policy of the State of Oregon that the design, construction, operation, and maintenance of the state highway system should maintain or improve the natural and built environment including air quality, fish passage and habitat, wildlife habitat and migration routes, sensitive habitats (i.e. wetlands, designated critical habitat, etc.), vegetation, and water resources where affected by ODOT facilities.*

There are a variety of different environmental requirements set by law or rule that may apply to a transportation project and different environmental goals adopted by federal, state, regional, or local jurisdictions. While all projects are designed to meet any applicable environmental requirements, a project that exceeds minimum requirements or furthers environmental goals should be given priority over a project that does not.

Environmental impacts considered may include:

- Air quality
- Water quality
- Protected species or habitats
- Climate change mitigation and adaptation

Documentation that responds to this criterion should:

- Explain what environmental plan, goal, or target is furthered by the project
- Explain how the project will exceed minimum environmental requirements

DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

- Explain what innovative techniques will be used to lessen environmental impacts and why they are expected to be effective
- Describe the likelihood of the project being constructed as described

16Leverage Other Funds and Public Benefits

ACTs, MPOs, and regional or statewide advisory groups should evaluate whether proposed projects leverage additional funding, investment, or other benefits. Priority should be given to projects that do leverage other contributions and benefits, though the capacity of the jurisdictions affected to contribute should be considered as well.

Leveraged funds and benefits may include:

- Additional project funding from public or private sources
- In-kind or other contributions (such as providing labor, equipment, right-of-way, etc.)
- Additional public or private investment in infrastructure in the affected area or community that would occur as a result of the transportation investment

Documentation that responds to this criterion should:

- Briefly describe the expected leveraged funds or benefits
- Identify whether or not an intergovernmental or other formal agreement is in place or intended that specifies the contributions
- In the case of expected additional investment in other infrastructure or the community, describe the likelihood of that investment occurring in a timely manner and the anticipated outcome (e.g. other needed public facilities, additional jobs, low income housing, etc.) that will be realized.

17Project Readiness

Projects that are “ready” should be given priority in the C-STIP over projects that are not ready. A project is ready when it is expected that construction or implementation can begin within the timeframe of the STIP . Projects that can be considered ready likely have any necessary environmental documentation complete and approved, and other major pre-construction steps are likely complete or nearing completion. Other major pre-construction steps may include completion of any necessary management plans or land use approvals.

It is preferred that projects remain in the D-STIP until any required environmental documentation steps are complete. For the C-STIP, projects that have required environmental documentation steps complete and approvals issued should be considered more “ready” than projects for which required environmental documentation

DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

steps are not complete. The type of environmental documentation is required is determined by project class. Project classes are:

- Class 1: Requires draft and final environmental impact statement (EIS) and the final approval issued is called a Record of Decision (ROD)
- Class 2: Categorical exclusion (requires documentation sufficient to demonstrate Class 2 status)
- Class 3: Requires environmental assessment (EA) or revised environmental assessment and the final approval issued is called a Finding of No Significant Impact (FONSI) or it may be determined that a full EIS is required

In addition, the hurdles to accomplish each of the following steps (where applicable) must be assessed for major projects that have come through the D-STIP and for which a final Record of Decision (ROD) for a design level environmental impact statement or a Finding of No Significant Impact (FONSI) has been made:

- Public involvement
- Right of way purchased
- Final construction and traffic flow management plans developed
- Additional land use requirements such as completing plans for access management, supporting local transportation system improvements and land use measures to protect the function and operation of the project.

For projects that have not gone through the D-STIP or have not been issued a FONSI or ROD the following must also be assessed:

- Environmental requirements
- Land use requirements
- Applicability of minor improvements and alternative mode solutions

If these components are not completed at the time of the assessment of project readiness, a plan to complete them must be described to help determine whether they can be addressed and construction begun within the projected timeframe. The project budget and timeline must include execution of the plan.

Documentation that responds to this criterion should:

- Identify whether the project will be a Class 1, 2, or 3 project
- Identify whether the EA or EIS is complete and a ROD or FONSI issued or whether Class 2 status has been approved
- For a Class 1 or 3 project that does not have a ROD or FONSI issued or a Class 2 project that has not been approved as a categorical exclusion, identify remaining steps and anticipated timeline to complete the remaining steps
- Identify whether or not the project is likely to go to construction when anticipated

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- 1
 - 2
 - 3
 - 4
- Briefly describe any major pre-construction steps remaining and when they are expected to be complete

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD A CONSTRUCTION PHASE TO THE US 26: 185 TH TO CORNELL PROJECT	)	RESOLUTION NO. 10-XXXX
)	
	)	Introduced by Councilor Carlotta Collette
)	
)	

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council must approve the MTIP and any subsequent amendments to add new projects to the MTIP; and

WHEREAS, the JPACT and the Metro Council approved the 2008-11 MTIP on August 16, 2007; and

WHEREAS, the 2009 Oregon Legislature created new transportation funding revenues through the Jobs and Transportation Act; and

WHEREAS, the Jobs and Transportation Act restored funding for the construction phase of the US 26: 185th to Cornell project; and

WHEREAS, this project has previously been conformed as meeting air quality as a part of the 2008-11 MTIP; and

WHEREAS, restoring the construction phase of this project requires amendment into the Metropolitan Transportation Improvement Program prior to funds being made available to the projects; and

WHEREAS, the project is consistent with the Regional Transportation Plan; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to include the US 26: 185th to Cornell project into the 2008-11 Metropolitan Transportation Improvement Program.

ADOPTED by the Metro Council this ____ day of January 2010.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Exhibit A to Resolution No. 10-yyyy

2008-11 Metropolitan Transportation Improvement Plan Table 4.3 amendment

Existing Programming

Sponsor	Metro ID No.	Project Name	Project Description	Funding Source	Project Phase	2008	2009	2010
ODOT		US26: 185 th to Cornell	Widen to 6 lanes		PE	\$992,414		
					Other			\$15,000

Amended Programming

Sponsor	Metro ID No.	Project Name	Project Description	Funding Source	Project Phase	2008	2009	2010	2011
ODOT		US26: 185 th to Cornell	Widen to 6 lanes	HPP	PE	\$992,414			
					Other			\$15,000	
				JTA	Construction				\$20,000,000

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 10-YYYY, FOR THE PURPOSE OF AMENDING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD A CONSTRUCTION PHASE TO THE US 26: 185TH TO CORNELL PROJECT

Date: January 14, 2010

Prepared by: Ted Leybold

BACKGROUND

The US 26: 185th to Cornell project was originally adopted into the 2008-11 MTIP as a part of the ODOT Modernization funding program. However, due to changes in state transportation funding brought about by actions of the 2007 state legislature to re-allocate state transportation funds to County agencies, the Oregon Transportation Commission (OTC) directed the Oregon Department of Transportation (ODOT) to reduce the amount of funds previously forecast to be available for the state Modernization program and approved in the 2008-11 MTIP. The Modernization program funds new highway facilities or expansion of existing facilities.

In ODOT Region One, which includes the Metro area and some surrounding areas, a funding reduction target of \$26,040,000 was identified based on existing formulas for the allocation of Modernization program funds. Within the Metro area, the recommendation included:

1. Removal of US 26 (Sunset Hwy): 185th to Cornell construction phase. Construction of widening the highway from 4 to 6 lanes and associated interchange work (Preliminary Engineering phase remains). Savings of \$14,280,980.
2. Reduction in project cost of preliminary engineering for the I-5: Victory Blvd to Lombard Phase 2 project through a reduction in project scope. Savings of \$5,781,000.
3. Reduction in project cost of preliminary engineering for the US 26: Access to Springwater Community project through a reduction in project scope. Savings of \$1,000,000.

The State and Metropolitan Transportation Improvement Plans were amended to reflect these changes.

The 2009 Legislature approved new transportation funding through the Jobs and Transportation Act (House Bill 2001). This act restored funding for the US 26: 185th to Cornell project. As this project has been previously conformed for air quality as a part of the 2008-11 MTIP, no further conformity analysis is required.

ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** Amends the 2008-11 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 07-3825 on August 16, 2007 (For the Purpose of Approving the 2008-11 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).

3. **Anticipated Effects** Adoption of this resolution will make available federal transportation project funding for the construction of the US26 185th to Cornell project.
4. **Budget Impacts** None.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 10-YYYY

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE SPRINGWATER CORRIDOR: RUGG RD TO DEE ST PROJECT AND THE WILLAMETTE GREENWAY TRAIL: CHIMNEY PARK TRAIL TO PIER PARK PROJECT	)	RESOLUTION NO. 10-XXXX
	)	Introduced by Councilor Carlotta Collette

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council must approve the MTIP and any subsequent amendments to add new projects to the MTIP; and

WHEREAS, the JPACT and the Metro Council approved the 2008-11 MTIP on August 16, 2007; and

WHEREAS, the Oregon Department of Transportation (ODOT) announced it has awarded funding to two trail facilities in the Metropolitan region with funding from the Transportation Enhancements program; and

WHEREAS, these changes to programming for these projects are exempt by federal rule from requirements for a finding of conformity with the State Implementation Plan for air quality; and

WHEREAS, the trail projects proposed for funding are consistent with the Metropolitan long-range Regional Transportation Plan; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to add the Springwater Trail: Rugg Rd to Dee Street and Willamette Greenway: Chimney Park Trail to Pier Park projects to the 2008-11 Metropolitan Transportation Improvement Program consistent with Exhibit A.

ADOPTED by the Metro Council this ____ day of January 2010.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Exhibit A to Resolution No. 10-xxxx

2008-11 Metropolitan Transportation Improvement Plan Table 4.1 amendment

Existing Programming: None

Amended Programming – Federal funds

Sponsor	Metro ID No.	Project Name	Project Description	Funding Source	Project Phase	2010	2011	2012
Metro		Willamette Greenway: Chimney Park Trail to Pier Park	Construct trail bridge over UP railroad.	TE	PE	\$297,006		
					Right-of-way		\$8,973	
					Construction			\$1,329,568
Clackamas County		Springwater Trail: Rugg Rd to Dee St	Construct extension of trail within existing Springwater right-of-way in Boring.	TE	PE	\$51,100		
					Construction		\$1,148,900	

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 10-XXXX, FOR THE PURPOSE OF AMENDING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE SPRINGWATER TRAIL: RUGG RD TO DEE ST PROJECT AND THE WILLAMETTE GREENWAY: CHIMNEY PARK TRAIL TO PIER PARK PROJECT

Date: January 14, 2010

Prepared by: Ted Leybold

BACKGROUND

The Oregon Department of Transportation (ODOT) selects projects to receive funding from the Transportation Enhancements funding program. Transportation Enhancements have 10 categories of project types that are eligible to receive funds. The Oregon Transportation Commission sets additional policy criteria for consideration in selecting projects.

The ODOT operates a competitive application process from eligible transportation agencies. In the most recent application process, Clackamas County applied for funding to improve the Springwater Trail corridor between Rugg Road and Dee Street in Boring. Metro Parks applied for funding to construct a trail bridge from an existing trail in Chimney Park over the Union Pacific railroad to Pier Park. These project applications were selected by ODOT for funding.

Trail improvement projects are exempt from air quality conformity analysis for consistency with state and federal air quality regulations.

In order for the projects to be eligible to receive funding awarded by ODOT, the State and Metropolitan Transportation Improvement Plans now need to be amended.

ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** Amends the 2008-11 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 07-3825 on August 16, 2007 (For the Purpose of Approving the 2008-11 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
3. **Anticipated Effects** Adoption of this resolution will make available federal transportation project funding for the construction of the Springwater Trail: Rugg Road to Dee Street and Willamette Greenway: Chimney Park trail to Pier Park projects.
4. **Budget Impacts** None.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 10-xxxx.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE FY	)	RESOLUTION NO. 10- [insert number here]
2010 UNIFIED PLANNING WORK PROGRAM)	
(UPWP) TO ADD FUNDING TO THE BEST	)	Introduced by Councilor Carlotta Collette
DESIGN PRACTICES IN TRANSPORTATION)	
WORK ELEMENT)	

WHEREAS; the Unified Planning Work Program (UPWP) describes all Federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2010; and

WHEREAS; the FY 2010 UPWP indicates Federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, Tualatin Hills Parks & Recreation, the cities of Damascus, Hillsboro, Milwaukie, Portland and Wilsonville, Clackamas County, Multnomah County, Washington County, TriMet, and Oregon Department of Transportation; and

WHEREAS; approval of the budget elements of the FY 2010 UPWP is required to receive federal transportation planning funds; and

WHEREAS; regional flexible transportation funds (Urban – Surface Transportation Funding) were awarded by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council to update the best practices in transportation guidelines for the region as documented in the suite of Livable Streets guidebooks; and

WHEREAS; the work to update the guidebooks is described in the Methodology, Schedule and Products Expected sections of the Best Design Practices in Transportation work element of the FY 2010 UPWP; and

WHEREAS; those funds were adopted by JPACT and the Metro Council as a part of the 2008-11 Metropolitan Transportation Improvement Program (MTIP) to be available to Metro in fiscal year 2010; and

WHEREAS; these funds were not incorporated into the Cost and Funding Sources summary in the adopted FY 2010 UPWP; now therefore

BE IT RESOLVED that the Metro Council amend the FY 2010 UPWP to add funding previously awarded through the Metropolitan Transportation Improvement Program process to the UPWP's Best Design Practices in Transportation work element as shown in Exhibit A.

ADOPTED by the Metro Council this [insert date] day of [insert month], 2010

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Exhibit A

FY 2010 Unified Planning Work Program

Best Design Practices in Transportation

Existing Cost and Funding Sources:

Requirements:		Resources:	
Personal Services	\$ 81,007	STP	\$ 142,626
Interfund Transfers	\$ 23,654	ODOT Support	\$ 17,821
Materials & Services	\$ 72,110	Metro	\$ 16,324
Consultant	\$ 5,000		
Printing/Supplies	\$66,000		
Miscellaneous	\$ 1,110		
TOTAL	\$176,771	TOTAL	\$176,771

Amended Cost and Funding Sources:

Requirements:		Resources:	
Personal Services	\$ 81,007	STP	\$ 142,626
Interfund Transfers	\$ 23,654	STP (Guidebooks)	\$ 250,000
Materials & Services	\$350,724	ODOT Support	\$ 17,821
Consultant	\$283,614	Metro	\$ 44,938
Printing/Supplies	\$ 66,000		
Miscellaneous	\$ 1,110		
TOTAL	\$455,552	TOTAL	\$455,552

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. [INSERT NUMBER], FOR THE PURPOSE OF AMENDING THE FY 2010 UNIFIED PLANNING WORK PROGRAM (UPWP) TO ADD FUNDING TO THE BEST DESIGN PRACTICES IN TRANSPORTATION WORK ELEMENT

Date: [insert date]

Prepared by: Ted Leybold

BACKGROUND

The FY 2010 UPWP indicates federal funding sources for transportation planning activities carried out by the transportation agencies of the region and is required to receive federal transportation planning funds. In addition to federal transportation funds dedicated to planning activities, JPACT and the Metro Council may choose to direct regional flexible funds (Urban – Surface Transportation Program and Congestion Management – Air Quality federal funding sources) to planning activities.

In 2007, JPACT and Metro Council directed \$250,000 of regional flexible funds to improve and update the best practices in transportation guidelines. These funds were programmed in the MTIP to be available in federal fiscal year 2010 (beginning October 1, 2009).

The Metro fiscal year 2010 UPWP outlined the work program for updating the guidelines as a part of the Best Design Practices in Transportation work element. However, the regional flexible funds allocated to update the guidelines were not included in the work element funding description.

This amendment adds the available funding to the work element to support the guidelines update as intended by JPACT and the Metro Council.

ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** Metro Resolution 09-xxxx adopting the FY 2010 Unified Planning Work Program and Metro Resolution 07-xxxx Allocating Regional Flexible Funds . . . and Metro Resolution 08-xxxx Adopting the 2008-11 Metropolitan Transportation Improvement Program.
3. **Anticipated Effects** Makes funding programmed to update the regional best practices design guidelines available for expenditure.
4. **Budget Impacts** Makes \$250,000 of federal transportation funds (Urban-STP) available to the Metro budget for expenditure on updating the transportation best design practices guidelines and requires \$28,614 in matching funds for this purpose.

RECOMMENDED ACTION

Adopt the resolution as recommended.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE PORTLAND	)	RESOLUTION NO. 10-XXXX
TO SHERWOOD IN THE VICINITY OF BARBUR	)	Introduced by Councilor Collette
BOULEVARD/OR 99W (CORRIDOR #11) AS THE)	
NEXT REGIONAL PRIORITY TO EXPAND HIGH)	
CAPACITY TRANSIT (HCT))	

WHEREAS, the 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, the Metro Council accepted 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, the three highest priority corridors for an HCT investment (Near Term Regional Priority), include the corridor in the vicinity of Barbur Boulevard/OR 99W and, the corridor in the vicinity of Powell Boulevard, and upgrades to the Westside Express Service commuter rail; and

WHEREAS, the Metro Council accepted the Draft 2035 Regional Transportation Plan by Resolution No. 09-4099 (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) on December 17, 2009; and

WHEREAS, the Draft 2035 RTP emphasizes outcomes, system completeness and measurable performance in order to hold the region accountable for making progress toward regional and State goals to reduce vehicle miles traveled and greenhouse gas emissions; and

WHEREAS, the RTP demonstrates that investment in HCT is a proven strategy that helps build great communities, increase walking and bicycling and reduce greenhouse gas emissions; and

WHEREAS, a need exists now for a regional endorsement of the next priority HCT corridor in order to apply a concentrated and coordinated effort to ensure a successful project; and

WHEREAS, an HCT investment in the Barbur Blvd/OR 99W corridor would provide HCT service to a new area of the region;

WHEREAS, The Barbur Blvd/OR 99W corridor has long been recognized as a potential HCT corridor, identified in the 1982 Light Rail Transit Plan, and maintained through subsequent Regional Transportation Plans; and

WHEREAS, the System Expansion Policy framework identified in the HCT system plan, outlines quantitative and progressive targets to be measured in order to advance the next HCT corridor; and

WHEREAS, The Barbur Blvd/OR 99W corridor has been evaluated through a rigorous HCT process and emerged as a top Near Term Regional Priority through the application of the Metro and JPACT approved 25 evaluation criteria, including potential ridership, local support, and demonstrated opportunities for transit supportive land uses; and

WHEREAS, the Barbur Boulevard/OR 99W Corridor ranks highest in priority of the three HCT Near Term Regional Priority Corridors based on the System Expansion Policy targets measurable at this time; now therefore

BE IT RESOLVED:

1. Metro Council selects the Barbur Boulevard/OR 99W Corridor as the next regional priority to advance toward construction.
2. Selection of this corridor also begins the process for affected jurisdictions to begin action items identified in the System Expansion Policy (Exhibit A) in order to promote, encourage and leverage other transportation and land use investments that will support the HCT investment.

ADOPTED by the Metro Council this [insert date] day of [insert month], 2010.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

EXHIBIT A

APPLICATION OF THE SYSTEM EXPANSION POLICY FOR THE BARBUR BLVD/HWY 99W CORRIDOR

As adopted in Resolution No. 09-4052, the system expansion policy framework is designed to provide a transparent process agreed to by Metro and local jurisdictions to advance HCT projects through the tiers (Near Term, Next Phase, Developing, and Vision). 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 HCT corridor(s) should move into the federal projected 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.

MEASUREMENT OF THE BARBUR BOULEVARD/OR 99W AND POWELL CORRIDOR

Both the Barbur Blvd/Hwy 99W and Powell corridors are viable for implementation based on the analysis completed through the HCT System Plan. The system expansion policy targets were set to help to distinguish which corridor is better to advance based on progress toward meeting targets.

At this time, system expansion policy targets can be analyzed based on available information gained through the HCT System Plan analysis, the corridor refinement prioritization process and the Draft 2035 RTP. An additional target of projected ridership is a practical and essential measurement to help determine the next corridor priority.

Based on System Expansion Policy Targets, Barbur Blvd/OR 99W and Powell compare as follows:

- Transit supportive land use/station context (Barbur = Powell) - measured through HCT System Plan
- Community support (Barbur = Powell) - measured by Local Aspirations as part of the HCT System Plan
- Partnership/political leadership (Barbur has more support than Powell) – measured through City of Portland, TriMet, Tigard and Washington County support for Barbur corridor
- Regional transit network connectivity – (Barbur = Powell) – measured through HCT System Plan
- Housing needs supportiveness (Barbur serves fewer people in this category than Powell) – measured through HCT System Plan
- Financial capacity – capital and operating finance plans - (Barbur performs better than Powell under current federal Transit Administration criteria that measures the number of potential new riders)
- Integrated transportation system development (Barbur = Powell) – measured through HCT System Plan

Ridership - In this category, the Barbur Blvd/OR 99W has higher projected corridor ridership and projected increase in corridor ridership, a key indicator of a project that is more likely to be competitive for federal funding.

	Powell Blvd	Barbur Blvd/Hwy 99W
Daily ridership estimate (2035)	28,000	38,000

Increase in estimated daily corridor ridership
(2035)

1,000

12,000

Source: Metro – High Capacity Transit System Detailed Evaluation, 3rd Draft, April 2009, Nelson\Nygaard

SYSTEM EXPANSION POLICY WORK PLAN

As identified in the System Expansion Policy framework, the local and regional actions to be completed as part of the initial work in the Barbur Blvd/OR 99W corridor include:

- Develop corridor problem statement
- Define corridor extent
- Assess corridor against system expansion targets
- Create ridership development plan/land use/TOD plans for centers and stations
- Assess mode and function of HCT
- Create multimodal station access and parking plans
- Assess financial feasibility
- Coordinate with MTIP priorities
- Perform multi-modal transportation analysis
- Begin Corridor Refinement, as needed, to coordinate HCT with state highway facilities on the same corridor

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF UPDATING THE	)	RESOLUTION NO. 10- [insert number here]
WORK PROGRAM FOR REFINEMENT)	
PLANNING THROUGH 2020 AND	)	Introduced by Carlotta Collette
PROCEEDING WITH THE NEXT TWO		
REFINEMENT PLANS IN THE 2010-2013		
REGIONAL TRANSPORTATION PLAN CYCLE		

WHEREAS, the State of Oregon Transportation Planning Rule (TPR) section 660-012-0020 requires that transportation system plans (TSPs) establish a coordinated network of planned transportation facilities adequate to serve regional transportation needs; 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, Metro, as the metropolitan planning agency, has identified areas where refinement planning is necessary to develop needed transportation projects and programs not included in the regional TSP; and

WHEREAS, Chapter 7 of the adopted 2035 (Federal) Regional Transportation Plan (RTP), section 7.7, Project Development and Refinement Planning, identifies corridors where multi-modal refinement planning is needed before specific projects and actions that meet the identified need can be adopted by the RTP; and

WHEREAS, in summer of 2009, as part of the current Draft 2035 RTP update, staff began working on a Mobility Corridor Strategy (mobility corridors are graphically identified in Exhibit "A" of this resolution); and

WHEREAS, as a complement to the mobility corridor strategy, the Draft 2035 RTP has defined a broader approach to refinement planning intended to better integrate land use and transportation analyses, and leverage land use decisions with transportation investments; and

WHEREAS, the Metro Council accepted the Draft 2035 Regional Transportation Plan by Resolution No. 09-4099 (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) on December 17, 2009; and

WHEREAS, the Metro Council deferred refinement plan prioritization from its acceptance of the Draft 2035 RTP pending further discussion; and

WHEREAS, the Draft 2035 RTP emphasizes outcomes, system completeness and measurable performance in order to hold the region accountable for making progress toward regional and State goals to reduce vehicle miles traveled and greenhouse gas emissions; and

WHEREAS, Chapter 5 of the Draft 2035 Regional Transportation Plan (RTP), section 5.4, Table 5.2, identifies an updated and shortened list of corridors where multi-modal refinement planning is needed before specific projects and actions that meet the identified need can be adopted by the RTP; and

WHEREAS, the Metro Council, the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC), the Metro Technical Advisory Committee (MTAC), and the Transportation Policy Alternatives Committee (TPAC) assisted in the development of the refinement plan prioritization factors; and

WHEREAS, the jurisdictions were engaged in the review and prioritization of the remaining refinement plans, as summarized in Exhibit “B” of this resolution; and

WHEREAS, Exhibit “C” of this resolution identifies a phased execution of the remaining refinement plans that considers technical and local support factors used in prioritization; and

WHEREAS, the proposed sequencing shown in Exhibit “C” acknowledges that there is regional agreement and certainty concerning refinement plans identified for initiation and completion during this RTP cycle (2010-2013) and;

WHEREAS, regular review of the proposed sequencing will be conducted, to ensure that regional priorities continue to be reflected in refinement plan efforts; and

WHEREAS, TPAC and JPACT have recommended approval of the refinement plan prioritization by the Metro Council; now therefore

BE IT RESOLVED that the Metro Council:

1. Approves and adopts the sequencing and phasing corridor refinement planning through 2020 as shown in Exhibit “C” of this resolution, as a guideline for conducting necessary planning work in these corridors. The precise sequence and content of such work will be monitored and updated annually as part of the Unified Work Program process.
2. Approves commencement of major refinement planning efforts for two near term refinement plan priority corridors as follows, to be conducted more-or-less simultaneously, with work staggered and sequenced as resources permit:
 - a. Staff is directed to work with all affected jurisdictions in East Multnomah County (Mobility Corridor #15) to scope and fund a refinement plan that addresses the comprehensive multimodal needs of the corridor, including (but not limited to) land use, transit, and freight mobility needs.
 - b. Staff is directed to work with all affected jurisdictions in the vicinity of the I-5/Barbur Boulevard corridor (Mobility Corridors #2, #3 and #20) to scope and fund a refinement plan that addresses the comprehensive multimodal needs of the corridor, including (but

not limited to) land use, transit, and freight mobility needs. This effort will commence with a substantial chartering effort, in view of necessary coordination and commitments required for a successful refinement plan.

3. Directs staff to coordinate refinement planning work with the High Capacity Transit Planning efforts identified in the System Expansion Policy Framework contained within the Regional High Capacity Transit System Plan.
4. Directs staff to confer with ODOT and local jurisdictions to determine roles and responsibilities for the next two corridor refinement plans, as identified above.
5. Directs staff to work with appropriate regional partners to develop detailed scopes of work for completing the refinement plans that will:
 - a. Be consistent with the Mobility Corridor Strategies contained within the Draft 2035 RTP;
 - b. Determine the geographic scope of each refinement plan;
 - c. Identify unresolved issues and next steps for each corridor;
 - d. Identify scope elements and study methods for the corridor refinement process, to effectively leverage ongoing and/or planned efforts by other jurisdictions within the two corridors; and
 - e. Coordinate proposed planning activities with other project development activities and already defined RTP projects within each corridor.

BE IT RESOLVED that the Metro Council adopts the refinement plan prioritization and directs staff to commence the two refinement plans as identified herein.

ADOPTED by the Metro Council this [insert date] day of January, 2010.

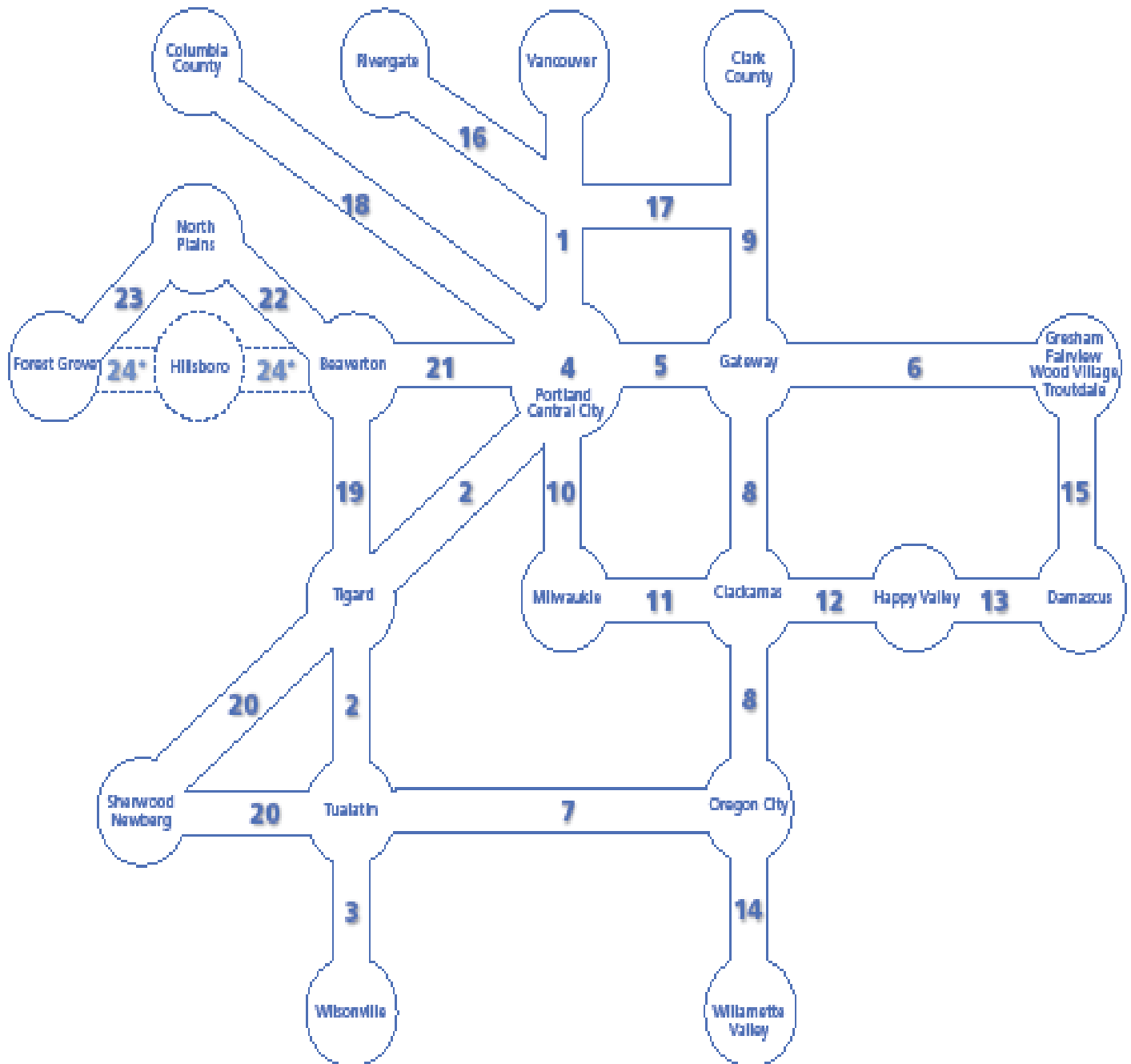
David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

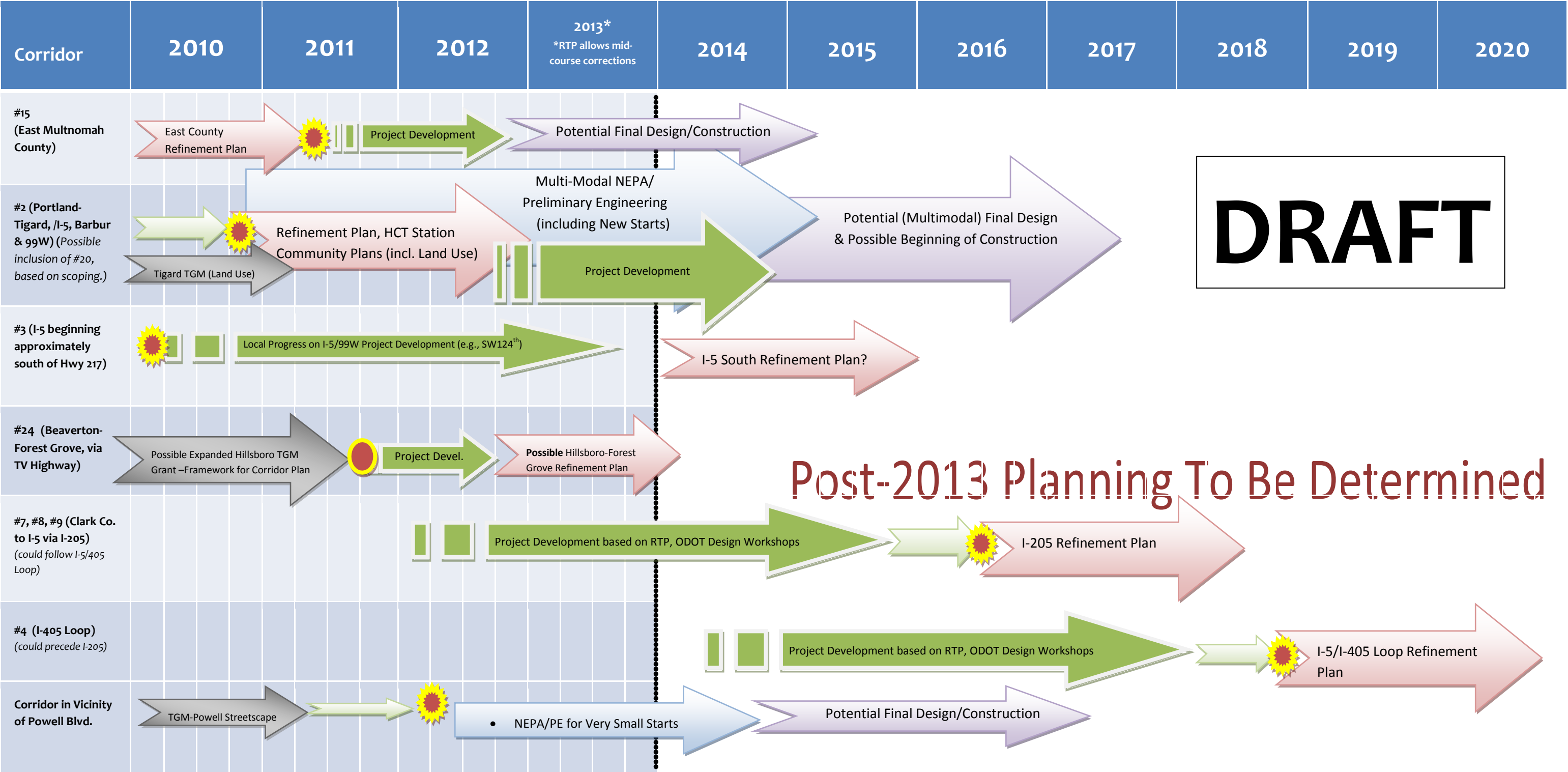
Resolution No. 10-xxxxxx

Exhibit "A" Mobility Corridors in the Portland Metropolitan Region



Resolution No. 10-XXXX EXHIBIT "B"					RTP REGIONAL CORRIDOR REFINEMENT PLAN PRIORITIZATION TECHNICAL RATING (January 2010)											
Rankings are: 1= Low 2 = Med 3 = High	Description	Portland Central City to Wilsonville, including Tigard-Sherwood/Newberg/Tualatin, including Barboursburg/L-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 I-26)		Beaverton to Forest Grove (Tualatin Valley Highway)		
		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 households/% 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			High		N/A	1 agency			Low	8 agencies, Local MOU/Resolution	High	2 agencies	Medium	
E2: Demonstrated community interest in issues under consideration		3 groups			Medium		N/A				N/A	7 groups	High	5-agency scope letter	Medium	
E3: Compatible with locally adopted land use & transportation plans; Ripe/Urgent (need for land use certainty or to support local aspirations)					Medium		N/A				N/A		High		Medium	
E4: Commitment to monetary or in-kind support of refinement plan					Medium		N/A				N/A		Medium		Medium	
SUBTOTAL--LOCAL COMMITMENT & SUPPORT					Medium								High		Medium	
GRAND TOTAL--TECHNICAL SCORES																
					39.5		36.6				37.0		33.0		34.3	

Resolution # 10 – xxxx Exhibit “C” –Refinement Plan Sequencing, including Top Near-Term High-Capacity Transit Plans, through 2020 (12/17/09)



DRAFT

Post-2013 Planning To Be Determined

Critical Plan Elements or Goals:

#15: Refine problem statement; identify urgent actions and solutions leading to system project development. **Moderate Effort from Metro Staff**

#2 & 20: Phase A: Scoping and chartering to support long-term commitments. **Moderate Effort**; Phase B: **Portland-Tigard:** I-5, Barbur & 99W Refinement Plan, HCT Station Communities Plan, could involve Cor. #20 for HCT Planning **Major Effort**; Phase C: Multimodal NEPA, PE. **Major Effort**

#24: Phase A: Beaverton-Hillsboro (TV Highway) TGM grant, plus possible expansion. **Moderate Effort**; Phase B could require refinement planning from Hillsboro to Forest Grove. **Moderate Effort**

#3: I-5/South to Boone Bridge Refinement Plan (unresolved elements). (Potentially) **Major Effort**

#7, 8, 9: Multimodal refinement plan. Could be phased. **Major Effort**

#4: I-405 Loop multimodal refinement plan. Could be phased. **Major Effort**

Powell Vicinity: (High Capacity Transit Corridor, BRT Alternatives Analysis, NEPA, PE). **Moderate Effort**

Starburst denotes KEY points of required stakeholder agreement.

Color Key: (Arrow thickness in above chart indicates relative level of effort)

Planning Tasks:

- Preparatory Scoping/Chartering
- Refinement Plan
- Other Planning Work (e.g., TGM, Land Use Planning)

Project Development Tasks:

- Near-Term Road/Bike/Ped Project Development
- NEPA/Preliminary Engineering (All Modes)
- Final Design/Construction (All Modes)



TO: Ross Roberts, Chair, TPAC

FROM: Mark Turpel, Principal Transportation Planner

SUBJECT: Air quality conformity determinations

DATE: December 29, 2009

State law specifies that TPAC be consulted when the region assesses the air quality implications of the metropolitan area's on-road transportation system. (Federal law requires that various federal, state and local agencies also are consulted in order to meet the Clean Air Act. These federal partners are being contacted in a parallel, concurrent process and their comments will be provided to TPAC before TPAC is asked to make air quality conformity recommendations.)

In the near future we will be bringing to TPAC the results of two air quality conformity determinations. The first air quality conformity determination will be the results of an analysis to be completed in the next week or so that addresses seven ODOT proposed amendments that federal partners found would need a full air quality analysis. (See attached memo dated October 26, 2009, which describes the projects and recommends that no air quality risk is likely. This recommendation was found to not comply with federal air quality procedural requirements and as ODOT wanted to advance these projects as soon as possible, they requested a separate air quality analysis in advance of the RTP conformity analysis.) We propose that once the air quality results are available and compared with the applicable air quality emission budgets (air quality standards), that these results be provided to TPAC via email and concurrence sought via email. If there are concerns from TPAC members, these would be brought to the February TPAC. If any federal partner has a concern, an interagency consultation meeting would be held and results provided to TPAC. Otherwise, we would hope that there would be concurrence with findings and Metro staff recommendations so that air quality conformity requirements for these ODOT projects would be satisfied.

The second air quality conformity determination is in association with the update of the Regional Transportation Plan approved, subject to air quality conformity, by JPACT and the Metro Council earlier this month. A pre-conformity plan is attached, outlining the proposed methods, assumptions and schedule for this work. For this item, we ask for TPAC concurrence with this pre-conformity plan. (Federal partner comments to this plan will be provided at your January 8th meeting.)

I look forward to your discussion of these items on January 8.

Thank you.



Date: October 26, 2009

To: Wayne Elson, EPA; Jazmin Casas, FHWA; Ned Conroy, FTA; Dave Nordberg, DEQ, Carol Newvine, ODOT, Alan Lehto, TriMet

From: Mark Turpel

Subject: ODOT Projects from Jobs and Transportation Act in Metro area and Air Quality

Proposal

The Oregon Department of Transportation has requested that seven (7) projects be revised or added to the Metro Regional Transportation Plan and Metropolitan Transportation Improvement Program.

By adding/revising these projects in the Metro RTP and MTIP, including demonstrating air quality conformity, as soon as possible, ODOT is able to begin billing ODOT staff project development time to the specific projects, rather than a very limited ODOT overall non-specific project development fund category. Further, by amending the RTP and MTIP, these projects will more quickly be eligible for funding and the intended job creation, economic stimulus and longer term transportation benefits.

We are requesting that you review and comment on the region-wide air quality recommendation at the end of this memo by Wednesday, November 4, 2009.

These projects include the following new or revised elements from what was modeled for air quality conformity of the 2007 RTP and 2008-11 MTIP:

US Highway 26: Cornell to Shute Road (a segment of RTP Project # 11124) – project increases lane capacity from 2 to 3 lanes in each direction between Shute Road and Cornell Road.

Design update from Conformity Model Assumptions: adds 1 lane each direction (capacity increases from 4,000 vehicles per hour to 6,000) under the overcrossing structure at Cornell Road and changes the timing of project from the 2035 model year to year 2017, (RTP project was modeled as though additional freeway lanes were to be auxiliary lanes between interchanges and not extended under the overcrossing).

US Highway 26: Shute Road/Helvetia Road interchange (RTP Project # 10600) – There were no changes in vehicle capacity at the interchange assumed in the travel demand model associated with this project.

Design update from Conformity Model Assumptions: add a southbound exit auxiliary lane on Shute Rd overcrossing and an additional northbound through travel lane on Shute Road overcrossing and lengthening the existing northbound right-turn lane on Shute Road to eastbound US26.

Interstate 5 @ I-205 interchange (a new element of RTP Project #10872) – The original RTP project is to add a lane to the I-205 southbound to I-5 southbound interchange to the Norwood Road overcrossing. This project is currently beginning construction.

This new project element would provide a similar additional lane for the I-5 to I-205 northbound movement. There were no vehicle capacity assumptions in the project associated with this new element of the RTP project. This new project is a part of the improvements included in the project definition of the I-5/99W connector in the current update process of the RTP.

Design update from Conformity Model Assumptions: add a new lane northbound on I-5 between the Norwood Road overcrossing of I-5 and I-5/I-205 interchange that is a dedicated exit lane to I-205 northbound.

Sellwood Bridge/Oregon Highway 43 intersection (RTP Project # 10414) - Rebuild the Sellwood Bridge. RTP conformity was for PE only so no change from base condition was what was modeled for conformity.

Design update from Conformity Model Assumptions: allow buses and trucks to use the structure (though no additional lanes/motor vehicle volume capacity would be added) and revise the link connection design on the western Sellwood Bridge/Highway 43 intersection to reflect the current preferred intersection design.

Oregon Highway 213 @ Washington Street intersection (RTP Project # 10868) – Project is to convert Washington Street crossing from at-grade crossing to grade separated.

Design update from Conformity Model Assumptions: A local street connection of Agnes Avenue to Washington Street near the intersection is eliminated for access control and reflecting a new property development agreement. Turn lanes are added on Washington Street at the intersection with OR 213 that adds some vehicle capacity.

I-84 @ Marine Drive/Frontage Road/257th (update to RTP Project # 10871) – funded project increases the capacity of the I-84 east-bound off-ramp and the South Frontage Road by adding an additional queuing lane to the off-ramp and a third through travel lane to the Frontage Road.

Design update from Conformity Model Assumptions: revise the model capacity to reflect the additional vehicle capacity of the ramp and Frontage Road. (changes capacity of the eastbound off-ramp from 1000 vehicles per hour capacity to 1,400 and the capacity of the South Frontage Road from 1,400 to 1,800). The third through travel lane on the Frontage Road is a substitution for constructing a parallel “Backage Road” to the south of the Frontage Road between the exit ramp and 257th Avenue (RTP project #10871).

Sunrise Corridor (Phase of RTP Project # 10869) – Project as proposed is to construct a 4-lane limited access highway between 82nd and 122nd Avenues with associated reconfiguration of local street network connections. The project modeled and conformed as part of the RTP is an 8-lane (2 as auxiliary lanes) build out of the highway in this segment.

Design update from Conformity Model Assumptions: reduce the modeled capacity of future transportation investments from 8,000 vehicles per hour to 4,000 for a segment east of I-205 between SE 82nd Avenue and SE 122nd Avenue.

Air Quality Conformity Determination Considerations

The Metro area is in compliance with all air quality standards. However, it still must consider Carbon Monoxide and must demonstrate compliance with regulations. There are two Carbon Monoxide

conformity determinations that any federally funded project must complete. One is the “burden” analysis which adds the proposed project to the existing and planned future transportation metropolitan area network, as well as future population and employment. The other analysis is the “hot spot” or localized analysis.

The hot spot analysis is not the subject of this analysis. To receive federal funding, each of the above projects will have to demonstrate that the local conditions meet Carbon Monoxide standards.

With regard to the burden, or region-wide analysis, the region must consider those projects which are considered “regionally significant”. These are defined as:

“...Regionally significant project” means a transportation project, other than an exempt project, that is on a facility which serves regional transportation needs, such as access to and from the area outside the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves, and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum:

- (a) All principal arterial highways;*
- (b) All fixed guideway transit facilities that offer an alternative to regional highway travel; and*
- (c) Any other facilities determined to be regionally significant through interagency consultation pursuant to OAR 340-252-0060.*

[NOTE: *A project that is included in the modeling of an area's transportation network may not, subject to interagency consultation, be considered regionally significant because it is not on a facility which serves regional transportation need.* **]**

In completing region-wide burden analysis for the Metro 2035 Regional Transportation Plan and 2008-2011 MTIP, the projected future emissions were compared with the maximum allowable Carbon Monoxide emissions from motor vehicles (on road) as follows:

Table 1. 2035 Regional Transportation Plan (Federal Component) Regional Air Quality Assessment

Year	Carbon Monoxide Motor Vehicle Emission Budgets (Budgets are Maximum Allowed Emissions) (pounds/ winter day)	Forecast Carbon Monoxide Motor Vehicle Emissions (pounds/ winter day)
2007	N/A	935,394
2010	1,033,578	856,054
2017	1,181,341	670,926
2025	1,181,341	801,203
2035	1,181,341	822,596

As can be seen, the region is projected to emit substantially less Carbon Monoxide than the maximum allowed. That is, there is a range of between 177,524 pounds (year 2010) and 510,415 pounds (year 2017) and 358,745 pounds of “cushion” between the maximum allowed limit and forecast emissions. This cushion could also be expressed as a percent of the total allowed emissions as follows:

Table 2. 2035 Regional Transportation Plan (Federal Component) Difference Between Projected Emissions and Maximum Allowed Carbon Monoxide

Year	“Cushion”	% of Emission Budget
2010	177,524	17%
2017	510,415	43%
2035	358,745	30%

Since this determination (approved by the USDOT after consultation with EPA) February 2008, amendments to the RTP and MTIP have been proposed and approved without using the full transportation/air quality model. Amendments revising the RTP and MTIP addressed to date (and not using a model run and not including those seven projects now proposed by ODOT) include:

- Hillsboro Park and Ride (see attachment #1 for details and which also includes the following two items);
- FedEx/Sundial Road/Swiebert Way improvements;
- Oregon Highway 213 and Redland Road improvements;
- ARRA projects deemed exempt, already modeled or otherwise addressed for air quality (see attachment #2)

In spring 2010, an updated and revised Metro 2035 RTP and 2010-2013 MTIP will be conformed using the Metro transportation model and MOVES air quality including all of the proposed projects.

Another consideration is the scope of the proposed ODOT changes compared with the transportation network. Attachment #3 shows the greater Portland-Vancouver transportation network and the proposed seven projects. Taking that portion of the entire transportation network inside the Metro urban growth boundary, there were 4,833 lane miles in the year 2005. The seven proposed ODOT projects would add 3.78 lane miles (and would subtract about 3.5 lane miles for a net of 0.28 lane miles – less than 0.1% of total lane miles in the UGB.

Another consideration is how much Carbon Monoxide emissions change with one of the largest transportation projects in the region – Columbia River Crossing:

Comparison of Metro Region CO Emission Levels for the CRC
Existing, No Build and Build Alternatives*

Existing	550.4 tons per summer day
2030 No-Build	385.7 “
2030 Replacement Crossing with LRT and No Toll	388.4 “
2030 Replacement Crossing with LRT and High Toll	386.7 “

*Source: CRC Draft Environmental Impact Statement Exhibit 5-1

Converting the tons to pounds, this is a range of between 771,400 and 776,800 pounds per day – a difference of 5,400 pounds, or roughly 3% of the 2010 “cushion” of 177,524 pounds or 1.5% of the 2035 “cushion”. (These calculations are not quite comparable as they are calculated for the year 2030, for the four county area, and are summer projections while the CO maximums are calculated for the years 2010, 2017 and 2035, are winter maximums and are calculated for the Metro portion of the three county area. However, the conclusion is asserted to prevail – that the difference in emissions from a project like this does not have a major impact on the total region-wide CO emissions.)

Using the Metro transportation model and the air quality model is both costly and time consuming. An estimate of the dollar cost of running the model is between \$6,000 and \$9,000. The time cost would be about two to three weeks – once the project was able to be initiated – there is a substantial queue for a variety of projects.

Alternatives

There are several alternatives that could be used to address the air quality conformity determination question including:

- Conclude that the projects are regionally significant and that Metro transportation model and air quality model runs should be completed before considering RTP and MTIP amendments;
- Conclude that the projects are regionally significant, but that they are not likely to cause the region to exceed region-wide Carbon Monoxide emission levels for motor vehicles, and the RTP and MTIP can be amended;

Recommendation

It is recommended that the seven ODOT projects are regionally significant, but air quality modeling is not needed and that the region is not likely to exceed Carbon Monoxide levels from motor vehicle sources now or in the foreseeable future as a result of approving these ODOT projects for the following reasons:

- The projects, in total, add only 0.28 lane miles to a system of over 4,883 lane miles;
- The projects, in total, likely produce much less than the largest single project in the region (CRC), which itself only produced 5,400 pounds per day more Carbon Monoxide than the No Build alternative compared with “cushions” of between 177,524 pounds per day and 510,415 pounds per day
- The projects will still have to perform a localized “hot spot” analysis of Carbon Monoxide emissions;
- The projects will be included in the RTP/MTIP conformity determination scheduled for spring 2010.

**Metro
2035 Regional Transportation Plan
and Reconfirming the
2010-2013 Metropolitan Transportation Improvement Plan (MTIP)
Air Quality Conformity Plan
December 29, 2009**

Background

The Metro region is proposing the following procedures to conduct an air quality conformity analysis of the Metro 2035 Regional Transportation Plan (2035 RTP) as well as reconfirming the Fiscal Year 2010-2013 Metropolitan Transportation Improvement Plan (MTIP).

This air quality conformity plan is intended to follow the requirements set forth in Oregon Administrative Rules, Chapter 340, Division 252 (OAR 340-252 "Transportation Conformity"), which, in turn, is intended to implement the Federal Clean Air Act (42 U.S.C 7401 and 23 U.S.C 109j, as amended). These conformity determinations must be periodically updated and the proposed air quality conformity determination of the 2035 RTP and reconfirming the 2010-2013 MTIP is meant to comply with these updating requirements.

The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council have adopted, subject to air quality conformity, the 2035 Regional Transportation Plan and the FY10-FY013 MTIP. JPACT and the Metro Council, in concert, are the Metropolitan Planning Organization for the greater Portland, Oregon metropolitan area including 25 cities and portions of three counties.

An air quality conformity analysis is being completed and will, after a 45 day technical and public review period be presented to JPACT and the Metro Council for consideration. When approved, the conformity determination will then be submitted to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) (see attached schedule). After consultation with the US Environmental Protection Agency, the region will be notified by FHWA and FTA as to whether the 2035 RTP and MTIP conformity determination is approved. Such approval would allow the transportation improvements included in the MTIP to proceed.

This Metro air quality conformity plan is being submitted to the interagency consultation partners for comments and to seek consensus. Both federal and state laws require interagency consultation. State law requires that the Transportation Policy Advisory Committee (TPAC) be the interagency consultation body for the Metro area. In order to meet federal requirements, representatives of the following agencies coordinate for interagency consultation:

- Federal Highway Administration, Oregon Division
- Federal Transit Administration, Region 10
- US Environmental Protection Agency, Region 10
- Oregon Department of Transportation
- Oregon Department of Environmental Quality
- TriMet
- Metro

In addition, the Clean Air Agency from Southwest Washington has also been invited to participate in order to ensure coordination between the two parts of the greater metropolitan air shed.

Early notification of the procedures and schedule will assist in the interagency consultation requirements of OAR 340-252-0060. The procedures may be revised as Metro proceeds with the analysis. If changes are sought, there will be notification of interagency consultation partners about such changes, and, if needed, additional consultation and opportunity for comment will be provided.

Air Quality Regulatory Status of the Metro area

As of November 2009, the Metro area is a maintenance area for carbon monoxide (CO), meaning that while the region meets federal CO standards, it must continue to monitor CO levels through a air quality conformity determination comparing forecast levels of air quality assuming proposed transportation investments with motor vehicle emission budgets, or maximum allowed levels of the pollutant from the on road and transit elements of the region's transportation system. In 2006, the EPA approved a new CO State Implementation Plan (SIP) finding new CO motor vehicle emission budgets adequate for transportation conformity purposes in the Second Portland Area Carbon Monoxide Maintenance Plan.

Another possible air pollutant of concern within the Metro region is ground level ozone, which is comprised of volatile organic compounds, or VOC, (also known as hydrocarbons) and oxides of Nitrogen (NOx) that are emitted from a variety of sources, including on-road motor vehicles and some transit vehicles. In June 2005, the EPA revoked the 1 hour ozone standard and an 8 hour ozone standard was promulgated. For the Metro area, this meant that the maintenance status for the 1 hour ozone standard to which the Metro area previously had to demonstrate air quality conformity was no longer required. Further, the Metro area was in attainment with the 8 hour ozone standard. Accordingly, for this Metro 2035 RTP conformity determination, only CO is formally assessed.

However, in accordance with a memorandum of understanding between the Oregon Department of Environmental Quality and Metro, ozone, air toxics and greenhouse gas emissions will be estimated for the years 2005, 2010, 2017 and 2035. (Note: the 2005 baseline is an estimate from the model, not actual measurement.) These data will be made available on the Metro website (<http://www.oregonmetro.gov>.)

Air Quality Forecasting Overview

Assessing air quality from surface transportation sources is achieved by first running Metro's travel demand computer model that uses forecasts of households and jobs as well as the characteristics of the future transportation system. The results of the transportation model are then used in an air quality computer model to estimate the amount of air pollutants that would be generated under these conditions, comparing these amounts to maximums set for the surface, on-road transportation system. More specific information about these models and assumptions are listed below.

Travel Demand Model Specifications

The Metro travel demand model (Ivan) will be used in the 2035 RTP and 2010-2013 MTIP conformity process. The specifications for this model are documented in the report *Technical Specifications- March 1998 Travel Demand Model, as revised*.

The generation of person trips, the distribution patterns of the trips, the mode selection, and the time of day profile will be forecasted using the above Metro model. The vehicle trips from this model will be assigned to the conformity networks to determine speeds and VMT.

Project Listing

A listing of all projects included in the financially constrained system of the Regional Transportation Plan will be provided in the air quality conformity determination report along with their status with regard to:

- a. whether the project was an input to the travel forecasting model;
- b. the earliest year the project was forecast to be operational.

Exempt Projects

The air quality conformity determination report will identify exempt projects in the 2035 RTP and MTIP.

Demographics

The following demographic data will be used in the transportation model:

- a. Population/Housing: Census data was used to validate the 2000 population and housing data. Population forecasts to the year 2035 were derived by projections completed by the Metro economist. These forecasts were allocated to transportation analysis zones after review and comment by local government technical staffs.
- b. Employment: Oregon Employment Department ES-202 was used for the 2000 employment base and further detailed by Metro estimates of self-employed. Employment forecasts to the year 2035 were derived under a similar process as the population and housing forecasts, included in the 2035 RTP after review and comment by local government technical staff.
- c. Socio-economics: Metro uses socio-economic data issued by the Census Bureau from the 2000 Census, including household size, incomes, age and head of household. In addition, the population, housing and job forecasts use data from the State of Oregon concerning birth and death rates as well as forecasts from Global Insight that was used in the regional economic forecast.

Validation year: The base year for the Metro transportation model (Ivan) is the year 2005. The model was last validated for that base year in 2005.

RTP Horizon: 2035.
MTIP years: FY 2010-2013

Transportation Networks

The Metro year 2005 transportation network will be the base year network from which all future year networks are developed. The 2005 network includes the highway and transit system as of January 2005.

Future transportation networks include completion of all regionally significant projects and other projects that can be modeled, as included in the MTIP and the Financially Constrained System of the 2035 Federal Component of the Regional Transportation Plan. Future year networks will also include a transit system from the TriMet *Transit Investment Plan* (2010), which is consistent with the proposed Metro 2035 RTP (federal component).

Air Quality Model Assumptions

While the Environmental Protection Agency has released a new on-road mobile emission model, MOVES 2010, there is a 2 year transition period and there is background testing and calibration to be done. Accordingly, the existing air quality model, MOBILE6.2, will be used. As part of background testing and calibration, a run of MOVES may be completed and reported, time permitting. MOVES will be used in the next air quality conformity determination analysis.

The following provides information on the Metro transportation network model and the EPA approved MOBILE6.2 air quality emissions model that will be used in the emissions analysis. Metro will use the following inputs for the MOBILE6.2 computer model to complete the 2035 RTP and 2010-2013 MTIP conformity analysis:

	Parameter	Details	Data Source
a.	Emission Model Version:	MOBILE6.2	EPA
b.	Emission Model Runs:	See Analysis Years table, below	EPA, DEQ
c.	Time Periods:	Seven - 2200hrs-0559; 0600-0659; 0700-0859; 0900-1359; 1400-1459, 1800-1859 (PM shoulder); 1500-1759 and 1900-2159.	
d.	Pollutants Reported:	CO	
e.	Vehicle Class:	As per MOBILE6.2	EPA
f.	Functional Class:	MOBILE6.2 default (freeways, arterials, local and ramp)	
g.	Temperatures:	Minimum and Maximum temperatures for January	OR DEQ
h.	VMT mix:	MOBILE6.2 default	
i.	Speed:	3-65 MPH	
j.	Vehicle Registration:	All runs using 2004 fleet data from DEQ and ODOT, except for trips originating in Washington State which are provided through the SW Clean Air Agency.	OR DEQ / ODOT DMV
k.	I/M Program:	Assumes On-Board Diagnostics including the 2-speed idle test for 1975 through 1995 model-year vehicles and the Onboard Diagnostics test for all vehicle that are 1996 and newer. For year 2035, analysis will be calculated without On-Board Diagnostic as the more conservative assumption.	OR DEQ
l.	Reid Vapor Pressure:	Winter - 13.6psi	OR DEQ

Conformity Criteria

Conformity will be based on the requirements of OAR 340-252-0190 (Criteria and Procedures: Motor Vehicle Emissions Budget). Specifically, 252-0190 (b)(A) states that for each analysis year, the emission analysis must demonstrate that the emissions from the Action scenario is less than or equal to the motor vehicle emissions budget(s) established for the last year of the maintenance plan, and for any other years for which the maintenance plan establishes motor vehicle emission budgets. In addition, the regional emissions analysis must be performed for the last year of the transportation plan's forecast period.

Motor Vehicle Emission Budgets and Analysis Years

Based on the Second Portland Area Carbon Monoxide Maintenance Plan, as found adequate for transportation conformity purposes by the EPA on February 15, 2005, the following are the motor vehicle emission budgets to be used in the analysis.

Motor Vehicle Emission Budgets for Carbon Monoxide

2010 – 1,033,578 lbs. per winter day

2017 – 1,181,341 lbs. per winter day

Beyond 2017 – same as 2017

Based on these required emission budget years, the requirements in OAR 340-252-0190 and data availability, the following are the years in which the Metro transportation model will be run and MOBILE6.2 software for this conformity determination.

Air Quality Emission Modeling Year and Process Assumptions

Year	2005	2007	2010	2017	2025	2035
Carbon Monoxide Budget Years			✓	✓		✓*
Modeling Tasks	- Full Transportation Model run (already run)	Interpolate 2005 and 2017 trip tables, assign to 2007 transportation network MOBILE6.2 run	- Interpolate 2007 and 2017 emissions	- Full Transportation Model run MOBILE6.2 run	- Interpolate emissions between 2017 and 2035	- Full Transportation Model run MOBILE6.2 run
Transportation Network	2005	2007	-	2017	-	2035

* The Second Portland Area CO Maintenance Plan (DEQ 2004) provides for conformity determinations out to the year 2037, though the budget amount does not change after 2017. OAR 340-252-0190 and elsewhere and federal Clean Air Act and other federal

regulations upon which OAR 340-252 are based, call for regional emissions for the last year of the RTP.

Transportation Control Measures

The Second Portland Area CO Maintenance Plan approved by the EPA includes several TCMs which must be shown to be addressed. These TCMs include the following:

1. Transit Service Increase: Regional transit service revenue hours (weighted by capacity) shall be increased 1.0% per year. The increase shall be assessed on the basis of a 5 year rolling average of actual hours for assessments conducted between 2006 and 2017. Assessments made for the period through 2008 shall include the 2004 opening of Interstate MAX.

2. Bicycle Paths: Jurisdictions and government agencies shall program a minimum total of 28 miles of bikeways or trails within the Portland metropolitan area between the years 2006 through 2017. Bikeways shall be consistent with state and regional bikeway standards. A cumulative average of 5 miles of bikeways or trails per biennium must be funded from all sources in each Metropolitan Transportation Improvement Program (MTIP). Facilities subject to this TCM must be in addition to those required for expansion or reconstruction projects under ORS 366.514.

3. Pedestrian Paths: Jurisdictions and government agencies shall program at least nine miles of pedestrian paths in mixed use centers between the years 2006 through 2017, including the funding of a cumulative average of 1½ miles in each biennium from all sources in each MTIP. Facilities subject to this TCM must be in addition to those required for expansion or reconstruction projects under ORS 366.514, except where such expansion or reconstruction is located within a mixed-use center.

The air quality conformity determination for the 2035 RTP and 2010-2013 MTIP will include an analysis of whether these TCM have been addressed.



METRO

Air Quality Conformity Determination Schedule for the Adoption of the 2035 Regional Transportation Plan and 2010-13 Metropolitan Transportation Improvement Plan (MTIP)

The following is the proposed schedule for air quality analysis, public and technical review and approval of the air quality conformity determination for the 2035 Regional Transportation Plan (RTP) update. This schedule identifies key milestones and decision points, and was developed to receive public and local technical review, Environmental Protection Agency review and Federal Highway Administration and Federal Transit Administration approval. Under federal regulations, a revised conformity determination for the 2010-13 MTIP must occur within six months of the 2035 RTP conformity determination. This schedule includes the revised conformity analysis and determination for the 2010-13 MTIP with the 2035 RTP conformity analysis and determination.

December 10, 2010	JPACT action on 2035 RTP - pending air quality analysis.
December 17, 2010	Metro Council action on 2035 RTP - pending air quality analysis.
January 7, 2010	Interagency consultation comments on detailed air quality conformity determination assumptions, methods, etc. for 2035 RTP and 2010-13 Metropolitan Transportation Improvement Program (MTIP).
January 8, 2010	TPAC introduction to upcoming air quality analysis for 2035 RTP and 2010-13 MTIP.
January 11, 2010	Air quality conformity determination emission analysis begins for 2035 RTP and 2010-13 MTIP.
March 15, 2010	Joint 2035 RTP and 2010-13 MTIP air quality conformity modeling and draft report complete. A 45-day public review period begins of complete air quality conformity analysis, including emission results. (A 30 day comment period is required, this 45 day period allows coordination with RTP comment period.) Analysis also sent to TPAC members, federal air quality partners (EPA, FHWA, FTA). Federal air quality partners will be offered the opportunity to meet to review and discuss the report during the comment period. Federal partner comments will be provided to TPAC for consideration.

**Air Quality Conformity Determination Schedule
for the Adoption of the 2035 Regional Transportation Plan and
2010-13 Metropolitan Transportation Improvement Plan (MTIP)
(Continued)**

March 26, 2010	TPAC consultation on air quality analysis results and recommendations.
April 29, 2010	end of 45-day public review of air quality analysis of 2035 RTP and 2010-13 MTIP.
May 28, 2010	TPAC final adoption of air quality conformity determination and 2035 RTP and 2010-13 MTIP.
June 10, 2010	JPACT final adoption of air quality conformity determination and 2035 RTP and 2010-13 MTIP.
June 10, 2010	Metro Council final adoption of air quality conformity determination and 2035 RTP and 2010-13 MTIP.
June 18, 2010	Submit conformity determination for 2035 RTP and 10-13 MTIP to USDOT and US EPA.
Summer 2010	Joint 2035 RTP and 2010-13 MTIP conformity determination approval from FHWA/FTA.

* * * *



Date: Tuesday, December 29, 2009
To: JPACT
From: Andy Cotugno
Subject: Next steps on federal appropriations earmarking

This is a follow-up to my memo dated December 16, 2009 regarding next steps. A discussion about federal appropriations and authorization priorities will be on the January 14 JPACT agenda and will be scheduled for approval at the February 11 JPACT meeting. The JPACT trip to Washington, DC is scheduled for March 9 – 11.

1. As noted in that memo, the list of candidate projects for federal appropriations earmarking should be narrowed down to 2-per jurisdiction or group of jurisdictions 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
 - Port of Portland

Please provide your narrowed list of candidate projects prior to the January 14 JPACT meeting.

2. Once we have the narrowed list, we will be convening three subgroups of JPACT to meet in the last two weeks of January. The charge to each subgroup is to recommend to JPACT a prioritization of the candidate projects in each of the three Congressional Districts. Based upon the projects that have been submitted to date, the JPACT members that each of the three subgroups are comprised of are as follows:
 - a. Congressional District 1 (Congressman Wu)
Subgroup Chair – Metro Councilor Kathryn Harrington
Washington County Commissioner Roy Rogers (or alternate)
Cities of Washington County Mayor Craig Dirksen (or alternate)
Portland Mayor Sam Adams (or alternate)
ODOT Regional Manager Jason Tell (or alternate)
TriMet General Manager Fred Hansen (or alternate)
 - b. Congressional District 3 (Congressman Blumenauer)
Subgroup Chair – Metro Councilor Rex Burkholder
Portland Mayor Sam Adams (or alternate)
Multnomah County Commissioner Ted Wheeler (or alternate)
Cities of Multnomah County Mayor Shane Bemis (or alternate)

Clackamas County Commissioner Lynn Peterson (or alternate)
Cities of Clackamas County Councilor Donna Jordan (or alternate)
ODOT Regional Manager Jason Tell (or alternate)
TriMet General Manager Fred Hansen (or alternate)
Port of Portland Executive Director Bill Wyatt (or alternate)
Clark County Commissioner Steve Stuart (or alternate)
Washington DOT Regional Manager Don Wagner (or alternate)
Regional Transportation Council Director Dean Lookingbill

- c. Congressional District 5 (Congressman Schrader)
Subgroup Chair – Metro Councilor Carlotta Collette
Clackamas County Commissioner Lynn Peterson (or alternate)
Cities of Clackamas County Councilor Donna Jordan (or alternate)
Multnomah County Commissioner Ted Wheeler (or alternate)
ODOT Regional Manager Jason Tell (or alternate)
TriMet General Manager Fred Hansen (or alternate)

In addition to the JPACT members (or their alternates) listed above, any jurisdiction sponsoring a candidate project will be notified of the subgroup meetings.

The draft lists of candidate projects that each subgroup will be asked to prioritize are attached as Attachments 1, 2, and 3.

This process will be on the agenda to be finalized on January 14. Attached are updated copies of the previously distributed memos.

Congressional District 1 (Congressman Wu)

Based upon the projects that have been submitted to date, JPACT members with projects in Congressional District 1 are as follows:

Congressional District 1 (Congressman Wu)

Subgroup Chair – Metro Councilor Kathryn Harrington

Washington County Commissioner Roy Rogers (or alternate)

Cities of Washington County Mayor Craig Dirksen (or alternate)

Portland Mayor Sam Adams (or alternate)

ODOT Regional Manager Jason Tell (or alternate)

TriMet General Manager Fred Hansen (or alternate)

In addition to the JPACT members (or their alternates) listed above, any jurisdiction sponsoring a candidate project will be notified of the subgroup meetings.

The draft list of candidate projects that your subgroup will be asked to prioritize is as follows:

Project Number	Project Description	Sponsor	Funding Request (\$millions)
Congressional District 1 - Wu			
New Starts/Small Starts			
NS-2	Barbur Blvd/99 W HCT	TriMet/Metro	\$2.50
NS-3	Hillsboro to Forest Grove HCT	City of Forest Grove	\$0.50
Transit			
T-1	TriMet Bus Replacement	TriMet	\$15.82
Road/Street/Bridge/Highway			
T-5	OR 217 Improvements	Washington County	\$4.00
T-6	U.S. 26 - Helvetia/Brookwood Parkway Interchange Improvement Project (TIGER)*	City of Hillsboro	\$2.00
T-7	99W/Elwert/Kruger/Sunset Intersection Safety Improvements	City of Sherwood	\$1.00
T-8	OR 8/OR 10/Beaverton-Hillsdale Hwy Adaptive Signal Control System	City of Beaverton	\$0.75
T-13	OHSU Campus Drive Safety and Accessibility Improvements	OHSU (Portland)	\$0.46
T-15	95th/Boones Ferry/Commerce Circle Intersection Improvements	City of Wilsonville	\$1.25
Active Transportation (bike/ped/trail)			
T-17	Fanno Creek Regional Trail Infill	City of Tigard	\$0.785
T-21	Last Mile Transit Connection, Hillsboro (TIGER)*	Metro/Hillsboro	\$1.00

*May be dropped if TIGER grant is awarded.

Note: Projects subject to change after each jurisdiction or group of jurisdictions narrow their priorities to 2 each.

Congressional District 3 (Congressman Blumenauer)

Based upon the projects that have been submitted to date, the JPACT members with projects in Congressional District 3 are as follows:

Congressional District 3 (Congressman Blumenauer)

Subgroup Chair – Metro Councilor Rex Burkholder

Portland Mayor Sam Adams (or alternate)

Multnomah County Commissioner Ted Wheeler (or alternate)

Cities of Multnomah County Mayor Shane Bemis (or alternate)

Clackamas County Commissioner Lynn Peterson (or alternate)

Cities of Clackamas County Councilor Donna Jordan (or alternate)

ODOT Regional Manager Jason Tell (or alternate)

TriMet General Manager Fred Hansen (or alternate)

Port of Portland Executive Director Bill Wyatt (or alternate)

Clark County Commissioner Steve Stuart (or alternate)

Washington DOT Regional Manager Don Wagner (or alternate)

Regional Transportation Council Director Dean Lookingbill

In addition to the JPACT members (or their alternates) listed above, any jurisdiction sponsoring a candidate project will be notified of the subgroup meetings.

The draft list of candidate projects that your subgroup will be asked to prioritize is as follows:

Project Number	Project Description	Sponsor	Funding Request (\$millions)
Congressional District 3 - Blumenauer			
New Starts/Small Starts			
NS-1	Portland to Milwaukie Light Rail	TriMet	\$60.00
Transit			
T-1	TriMet Bus Replacement	TriMet	\$15.82
Road/Street/Bridge/Highway			
T-4	I-5 Columbia River Crossing	ODOT	\$3.00
T-9	Sellwood Bridge Replacement Project	Multnomah County	\$5.00
T-10	122nd Avenue Intelligent Transportation System (ITS) Improvement	City of Portland	\$1.08
T-11	MLK-Columbia Transportation Improvement Program	City of Portland	\$1.90
T-12	U.S. 30/Sandy Boulevard between 185th Ave. and 201st Ave.	City of Gresham	\$1.97
T-14	Lake Road (Phase 2)	City of Milwaukie	\$2.00

Active Transportation (bike/ped/trail)			
T-16	I-205 Multi-Use Path	ODOT	\$2.00
T-18	Tickle Creek Trail (Sandy to Springwater Connection at Cazadero Trail)	City of Sandy	\$1.50
T-20	North/NE Bike Way Network, Portland (TIGER)*	Metro/Portland	\$1.00
T-22	Active Access to Industrial Jobs, Milwaukie/Clackamas Co. (TIGER)*	Metro/Clackamas	\$1.00
T-23	Urban to Rural: Mt. Hood Connections, Boring & Unincorporated Clackamas Co. (TIGER)*	Metro/State Parks	\$1.00
Other Non-Surface Transportation Bills			
O-1	Beaver Creek Culvert Replacement	Multnomah County	\$6.00
O-2	Sandy River Trail Connections (East of Sandy River)	Multnomah County	\$5.100
O-4	St. Johns Rail Line Relocation	Port of Portland	\$2.00

*May be dropped if TIGER grant is awarded.

Note: Projects subject to change after each jurisdiction or group of jurisdictions narrow their priorities to 2 each.

Congressional District 5 (Congressman Schrader)

Based upon the projects that have been submitted to date, JPACT members with projects in Congressional District 5 are as follows:

Congressional District 5 (Congressman Schrader)
 Subgroup Chair – Metro Councilor Carlotta Collette
 Clackamas County Commissioner Lynn Peterson (or alternate)
 Cities of Clackamas County Councilor Donna Jordan (or alternate)
 Multnomah County Commissioner Ted Wheeler (or alternate)
 ODOT Regional Manager Jason Tell (or alternate)
 TriMet General Manager Fred Hansen (or alternate)

In addition to the JPACT members (or their alternates) listed above, any jurisdiction sponsoring a candidate project will be notified of the subgroup meetings.

The draft list of candidate projects that your subgroup will be asked to prioritize is as follows:

Project Number	Project Description	Sponsor	Funding Request (\$millions)
Congressional District 5 - Schrader			
New Starts/Small Starts			
NS-2	Barbur Blvd/99 W HCT	TriMet/Metro	\$2.50
Transit			
T-1	TriMet Bus Replacement	TriMet	\$15.82
T-2	Canby Bus Replacement and Site Planning	Canby Area Transit	\$0.60
T-3	Wilsonville SMART Fleet Services Facility	City of Wilsonville	\$2.00
Road/Street/Bridge/Highway			
T-9	Sellwood Bridge Replacement Project	Multnomah County	\$5.00
Active Transportation (bike/ped/trail)			
T-19	Oregon City Main Street: 5th to 15th Streets	City of Oregon City	\$3.00
Other Non-Surface Transportation Bills			
O-3	Willamette Falls Locks	Clackamas County	\$1.00

Note: Projects subject to change after each jurisdiction or group of jurisdictions narrow their priorities to 2 each.

A proposal for FY '11 Federal Appropriations Priorities

(Revised December 28, 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
 - Port of Portland
- **JPACT members representing the candidate projects for each Congressional District should meet by February 1 to prioritize the projects for that district.**
- Priorities should be organized as follows:
 - New Starts/Small Starts - based upon priorities for the region as a whole;
 - Priorities for the Congressional District for all other aspects of the transportation appropriations bill;
 - Priorities for the Congressional District for 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 a reasonable timeframe
 - 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)
 - Likelihood of proposed earmark category (particularly those that are not oversubscribed)
- 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.

A proposal for setting priorities for the FY 10-15 Federal Transportation Authorization Bill

(Revised December 28, 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 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.
- Projects have already been approved and submitted to the Committee by the member. We should await further direction on setting priorities among the projects.

**ARRA Transportation Reporting Summary: Oregon and Metro Region
Through November 30, 2009**

Recipient	Recovery Act Funds Allocated	Recovery Act Funds Obligated	Recovery Act Funds Outlayed	Number of Projects put out to bid	Recovery act funds associated with projects put out to bid	Number of projects under contract	Recovery act funds associated with projects under contract	Number of projects in which work has begun	Recovery act funds associated with projects in which work has begun	Number of projects in which work has been completed	Recovery act funds associated with completed projects	Number of Direct, On-Project Jobs Created or Sustained by Recovery Act Funds	Total Job Hours Created or Sustained by Recovery Act Funds	Total Payroll of Job Hours Created or Sustained by Recovery Act Funds
ODOT (Statewide)	\$310,225,676	\$221,646,673	\$94,462,914	205	\$182,441,735	202	\$181,362,516	198	\$179,743,085	67	\$5,353,917	31,918	632,774	\$20,803,529
ODOT - Transit (Statewide)	\$21,972,418	\$22,035,418	\$2,670,425	5	\$21,269,945	5	\$17,804,784	5	\$17,722,073	0	\$0	366	35,744	\$1,038,747
Capital Assistance	\$54,910,293	\$49,108,271	\$22,175,818	28	\$36,701,891	27	\$35,951,891	25	\$45,662,897	9	\$6,956,572	141	258,496	\$13,435,655
TriMet - Fixed Guideway	\$1,125,728	\$1,125,728	\$1,125,728	0	\$0	0	\$0	1	\$1,125,728	1	\$1,125,728	10	20,887	\$1,125,728
City of Wilsonville - SMART Transit	\$709,663	\$709,663	\$0	3	\$625,000	3	\$625,000	3	\$625,000	0	\$0	5	2,103	\$114,662
Metro - Local Agencies	\$32,680,474	\$9,927,045	\$998,599	34	\$8,291,492	33	\$7,556,492	31	\$6,718,995	6	\$366,978	2,141	30,244	\$1,076,390

TriMet figures include TriMet ARRA funds and MPO ARRA funds assigned to transit projects administered by TriMet. Metro figures do not include \$5,342,396 of MPO ARRA funding assigned to TriMet for project administration.

Materials following this page were distributed at the meeting.



Metro | Agenda

REVISED

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, January 8, 2010
Time: 9:30 a.m. to noon
Place: Council Chambers

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- | | | | |
|----------|-------|--|-----------------------------|
| 9:30 AM | 1. | Call to Order and Declaration of a Quorum <ul style="list-style-type: none">• Welcome and Introduction of New TPAC members | Ross Roberts, Chair |
| 9:30 AM | 2. | Comments from the Chair and Committee Members | Ross Roberts, Chair |
| 9:35 AM | 3. | Citizen Communications to TPAC on Non-Agenda Items | |
| 9:35 AM | 4. | Future Agenda Items <ul style="list-style-type: none">• MOVES update• On-street Bus Rapid Transit• The State of Travel Models and How to Use Them• Active Transportation update• High Speed Rail• House Bill 2001 (e.g. congestion pricing and climate change scenario planning)• Alternative mobility standards for state facilities in the Metro region | Ross Roberts, Chair |
| 9:35 AM | 5. * | Approval of the TPAC Minutes for November 20, 2009 | Ross Roberts, Chair |
| 9:40 AM | 6. * | STIP Stakeholder Committee: Recommendation on 2012-15 STIP Eligibility and Prioritization Criteria –
<u>INFORMATION/DISCUSSION</u> <ul style="list-style-type: none">• <u>Purpose</u>: Review recommendation, discuss comment process.• <u>Outcome</u>: Direction on potential comments. | Jerri Bohard
Ted Leybold |
| | 7. | <u>ACTION ITEMS</u> | |
| 10:10 AM | 7.1 * | Resolution No. 10-4116, For the Purpose of Amending the Metropolitan Transportation Improvement Program (MTIP) to Add a Construction Phase to the US26: 185 th to Cornell Project –
<u>RECOMMENDATION TO JPACT REQUESTED</u> <ul style="list-style-type: none">• <u>Purpose</u>: Review resolution.• <u>Outcome</u>: Recommendation to JPACT on whether to add project to MTIP. | Ted Leybold |
| 10:15 AM | 7.2 * | Resolution No. 10-4115, For the Purpose of Amending the 2008-11 Metropolitan Transportation Improvement Program (MTIP) to Add the Springwater Corridor: Rugg Rd. to Dee St. Project and the Willamette Greenway Trail: Chimney Park Trail to Pier Park Project – <u>RECOMMENDATION TO JPACT REQUESTED</u> <ul style="list-style-type: none">• <u>Purpose</u>: Review resolution.• <u>Outcome</u>: Recommendation to JPACT on whether to add projects to MTIP. | Ted Leybold |

Continued on back

10:20 AM	7.3	*	Resolution No. 10-4117, For the Purpose of Amending the FY 2010 Unified Planning Work Program (UPWP) to Add Funding for the Best Design Practices in Transportation Work Element – <u>RECOMMENDATION TO JPACT REQUESTED</u>	Ted Leybold
			<ul style="list-style-type: none"> • <u>Purpose</u>: Review resolution. • <u>Outcome</u>: Recommendation to JPACT on whether to amend UPWP. 	
10:25 AM	7.4		Resolution No. 10-XXXX, For the Purpose of Endorsing the Portland to Sherwood in the Vicinity of Barbur Boulevard/OR 99W (HCT Corridor #11) As the Next Regional Priority to Expand High Capacity Transit (HCT) – <u>RECOMMENDATION TO JPACT REQUESTED</u>	Tony Mendoza
			<ul style="list-style-type: none"> • <u>Purpose</u>: Review draft resolution. • <u>Outcome</u>: Recommendation to JPACT. 	
10:45 AM	7.5		Resolution No. 10-XXXX, For the Purpose of Updating the Work Program for Corridor Refinement Planning Through 2020 and Proceeding with the Next Two Refinement Plans in the 2010-2013 Regional Transportation Plan Cycle – <u>RECOMMENDATION TO JPACT REQUESTED</u>	Deborah Redman
			<ul style="list-style-type: none"> • <u>Purpose</u>: Review draft resolution. • <u>Outcome</u>: Recommendation to JPACT. 	
	8.		<u>INFORMATION/DISCUSSION ITEMS</u>	
11:15 AM	8.1	*	Regional Transportation Plan (RTP) Air Quality Conformity Determination – <u>CONSULTATION</u>	Mark Turpel
			<ul style="list-style-type: none"> • <u>Purpose</u>: Consult TPAC on RTP conformity methods and approach. • <u>Outcome</u>: TPAC agreement on methods and approach. 	
11:25 AM	8.2	*	Federal Appropriations and Authorization Process and Project Lists – <u>INFORMATION/DISCUSSION</u>	Andy Cotugno
			<ul style="list-style-type: none"> • <u>Purpose</u>: Status report on the federal appropriation and authorization resolution. • <u>Outcome</u>: Update the committee and prepare for future adoption of the federal priorities resolution. 	
11:45 AM	8.4	#	2010-13 TIP: ODOT Administered Projects – Briefing on Public Comments Received During Comment Period – <u>INFORMATION</u>	Rian Windsheimer
			<ul style="list-style-type: none"> • <u>Purpose</u>: Update TPAC members. • <u>Outcome</u>: TPAC understanding of public comments. 	
12 PM	9.		<u>ADJOURN</u>	Ross Roberts, Chair

* Material available electronically.

** Materials will be distributed at prior to the meeting.

Material will be distributed at the meeting.

For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: kelsey.newell@oregonmetro.gov.

To check on closure or cancellations during inclement weather please call 503-797-1700#.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2008-	)	RESOLUTION NO. 10-4116
11 METROPOLITAN TRANSPORTATION)	
IMPROVEMENT PROGRAM (MTIP) TO	)	Introduced by Councilor Carlotta Collette
INCLUDE THE CONSTRUCTION PHASE OF)	
THE US 26: 185 TH TO CORNELL PROJECT)	

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council must approve the MTIP and any subsequent amendments to add new projects to the MTIP; and

WHEREAS, the JPACT and the Metro Council approved the 2008-11 MTIP on August 16, 2007; and

WHEREAS, the 2009 Oregon Legislature created new transportation funding revenues through the Jobs and Transportation Act; and

WHEREAS, the Jobs and Transportation Act restored funding for the construction phase of the US 26: 185th to Cornell project; and

WHEREAS, this project has previously been conformed as meeting air quality as a part of the 2008-11 MTIP; and

WHEREAS, restoring the construction phase of this project requires amendment into the Metropolitan Transportation Improvement Program prior to funds being made available to the projects; and

WHEREAS, the project is consistent with the Regional Transportation Plan; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to include the US 26: 185th to Cornell project into the 2008-11 Metropolitan Transportation Improvement Program.

ADOPTED by the Metro Council this ____ day of January 2010.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Exhibit A to Resolution No. 10-4116

2008-11 Metropolitan Transportation Improvement Plan Table 4.3 amendment

Existing Programming

Sponsor	Metro ID No.	Project Name	Project Description	Funding Source	Project Phase	2008	2009	2010
ODOT		US26: 185 th to Cornell	Widen to 6 lanes		PE	\$992,414		
					Other			\$15,000

Amended Programming

Sponsor	Metro ID No.	Project Name	Project Description	Funding Source	Project Phase	2008	2009	2010	2011
ODOT		US26: 185 th to Cornell	Widen to 6 lanes	HPP	PE	\$992,414			
					Other			\$15,000	
				JTA	Construction				\$20,000,000

STAFF REPORT

FOR THE PURPOSE OF AMENDING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO INCLUDE THE CONSTRUCTION PHASE OF THE US 26: 185TH TO CORNELL PROJECT

Date: January 14, 2010

Prepared by: Ted Leybold

BACKGROUND

The US 26: 185th to Cornell project was originally adopted into the 2008-11 MTIP as a part of the ODOT Modernization funding program. However, due to changes in state transportation funding brought about by actions of the 2007 state legislature to re-allocate state transportation funds to County agencies, the Oregon Transportation Commission (OTC) directed the Oregon Department of Transportation (ODOT) to reduce the amount of funds previously forecast to be available for the state Modernization program and approved in the 2008-11 MTIP. The Modernization program funds new highway facilities or expansion of existing facilities.

In ODOT Region One, which includes the Metro area and some surrounding areas, a funding reduction target of \$26,040,000 was identified based on existing formulas for the allocation of Modernization program funds. Within the Metro area, the recommendation included:

1. Removal of US 26 (Sunset Hwy): 185th to Cornell construction phase. Construction of widening the highway from 4 to 6 lanes and associated interchange work (Preliminary Engineering phase remains). Savings of \$14,280,980.
2. Reduction in project cost of preliminary engineering for the I-5: Victory Blvd to Lombard Phase 2 project through a reduction in project scope. Savings of \$5,781,000.
3. Reduction in project cost of preliminary engineering for the US 26: Access to Springwater Community project through a reduction in project scope. Savings of \$1,000,000.

The State and Metropolitan Transportation Improvement Plans were amended to reflect these changes.

The 2009 Legislature approved new transportation funding through the Jobs and Transportation Act (House Bill 2001). This act restored funding for the US 26: 185th to Cornell project. As this project has been previously conformed for air quality as a part of the 2008-11 MTIP, no further conformity analysis is required.

ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** Amends the 2008-11 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 07-3825 on August 16, 2007 (For the Purpose of Approving the 2008-11 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
3. **Anticipated Effects** Adoption of this resolution will make available federal transportation project funding for the construction of the US26 185th to Cornell project.

4. **Budget Impacts** None.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 10-4116

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE SPRINGWATER CORRIDOR: RUGG ROAD TO DEE ST PROJECT AND THE WILLAMETTE GREENWAY TRAIL: CHIMNEY PARK TRAIL TO PIER PARK PROJECT	)	RESOLUTION NO. 10-4115
)	
	)	Introduced by Councilor Carlotta Collette
)	
)	
)	

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council must approve the MTIP and any subsequent amendments to add new projects to the MTIP; and

WHEREAS, the JPACT and the Metro Council approved the 2008-11 MTIP on August 16, 2007; and

WHEREAS, the Oregon Department of Transportation (ODOT) announced it has awarded funding to two trail facilities in the Metro Area with funding from the Transportation Enhancements program; and

WHEREAS, these changes to programming for these projects are exempt by federal rule from requirements for a finding of conformity with the State Implementation Plan for air quality; and

WHEREAS, the trail projects proposed for funding are consistent with the Metropolitan long-range Regional Transportation Plan; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to add the Springwater Trail: Rugg Road to Dee Street and Willamette Greenway: Chimney Park Trail to Pier Park projects to the 2008-11 Metropolitan Transportation Improvement Program consistent with the attached Exhibit A.

ADOPTED by the Metro Council this ____ day of January 2010.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Exhibit A to Resolution No. 10-4115

2008-11 Metropolitan Transportation Improvement Plan Table 4.1 amendment

Existing Programming: None

Amended Programming – Federal funds

Sponsor	Metro ID No.	Project Name	Project Description	Funding Source	Project Phase	2010	2011	2012
Metro		Willamette Greenway: Chimney Park Trail to Pier Park	Construct trail bridge over UP railroad.	TE	PE	\$297,006		
					Right-of-way		\$8,973	
					Construction			\$1,329,568
Clackamas County		Springwater Trail: Rugg Rd to Dee St	Construct extension of trail within existing Springwater right-of-way in Boring.	TE	PE	\$51,100		
					Construction		\$1,148,900	

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 10-4115, FOR THE PURPOSE OF AMENDING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE SPRINGWATER TRAIL: RUGG RD TO DEE ST PROJECT AND THE WILLAMETTE GREENWAY: CHIMNEY PARK TRAIL TO PIER PARK PROJECT

Date: January 14, 2010

Prepared by: Ted Leybold

BACKGROUND

The Oregon Department of Transportation (ODOT) selects projects to receive funding from the Transportation Enhancements funding program. Transportation Enhancements have 10 categories of project types that are eligible to receive funds. The Oregon Transportation Commission sets additional policy criteria for consideration in selecting projects.

The ODOT operates a competitive application process from eligible transportation agencies. In the most recent application process, Clackamas County applied for funding to improve the Springwater Trail corridor between Rugg Road and Dee Street in Boring. Metro Parks applied for funding to construct a trail bridge from an existing trail in Chimney Park over the Union Pacific railroad to Pier Park. These project applications were selected by ODOT for funding.

Trail improvement projects are exempt from air quality conformity analysis for consistency with state and federal air quality regulations.

In order for the projects to be eligible to receive funding awarded by ODOT, the State and Metropolitan Transportation Improvement Plans now need to be amended.

ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** Amends the 2008-11 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 07-3825 on August 16, 2007 (For the Purpose of Approving the 2008-11 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
3. **Anticipated Effects** Adoption of this resolution will make available federal transportation project funding for the construction of the Springwater Trail: Rugg Road to Dee Street and Willamette Greenway: Chimney Park trail to Pier Park projects.
4. **Budget Impacts** None.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 10-4115.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE FY	)	RESOLUTION NO. 10-4117
2010 UNIFIED PLANNING WORK PROGRAM)	
(UPWP) TO ADD FUNDING TO THE BEST	)	Introduced by Councilor Carlotta Collette
DESIGN PRACTICES IN TRANSPORTATION)	
WORK ELEMENT)	

WHEREAS, the Unified Planning Work Program (UPWP) describes all Federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2010; and

WHEREAS, the FY 2010 UPWP indicates Federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, Tualatin Hills Parks & Recreation, the cities of Damascus, Hillsboro, Milwaukie, Portland and Wilsonville, Clackamas County, Multnomah County, Washington County, TriMet, and Oregon Department of Transportation; and

WHEREAS, approval of the budget elements of the FY 2010 UPWP is required to receive federal transportation planning funds; and

WHEREAS, regional flexible transportation funds (Urban – Surface Transportation Funding) were awarded by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council to update the best practices in transportation guidelines for the region as documented in the suite of Livable Streets guidebooks; and

WHEREAS, the work to update the guidebooks is described in the Methodology, Schedule and Products Expected sections of the Best Design Practices in Transportation work element of the FY 2010 UPWP; and

WHEREAS, those funds were adopted by JPACT and the Metro Council as a part of the 2008-11 Metropolitan Transportation Improvement Program (MTIP) to be available to Metro in fiscal year 2010; and

WHEREAS, these funds were not incorporated into the Cost and Funding Sources summary in the adopted FY 2010 UPWP; now therefore

BE IT RESOLVED that the Metro Council hereby amends the FY 2010 UPWP to add funding previously awarded through the Metropolitan Transportation Improvement Program process to the UPWP's Best Design Practices in Transportation work element as shown in the attached Exhibit A.

ADOPTED by the Metro Council this [insert date] day of [insert month], 2010

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Exhibit A to Resolution No. 10-4117

FY 2010 Unified Planning Work Program

Best Design Practices in Transportation

Existing Cost and Funding Sources:

Requirements:		Resources:	
Personal Services	\$ 81,007	STP	\$ 142,626
Interfund Transfers	\$ 23,654	ODOT Support	\$ 17,821
Materials & Services	\$ 72,110	Metro	\$ 16,324
Consultant	\$ 5,000		
Printing/Supplies	\$66,000		
Miscellaneous	\$ 1,110		
TOTAL	\$176,771	TOTAL	\$176,771

Amended Cost and Funding Sources:

Requirements:		Resources:	
Personal Services	\$ 81,007	STP	\$ 142,626
Interfund Transfers	\$ 23,654	STP (Guidebooks)	\$ 250,000
Materials & Services	\$350,724	ODOT Support	\$ 17,821
Consultant	\$283,614	Metro	\$ 44,938
Printing/Supplies	\$ 66,000		
Miscellaneous	\$ 1,110		
TOTAL	\$455,385	TOTAL	\$455,385

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 10-4117, FOR THE PURPOSE OF AMENDING THE FY 2010 UNIFIED PLANNING WORK PROGRAM (UPWP) TO ADD FUNDING TO THE BEST DESIGN PRACTICES IN TRANSPORTATION WORK ELEMENT

Date: January 14, 2010

Prepared by: Ted Leybold

BACKGROUND

The FY 2010 UPWP indicates federal funding sources for transportation planning activities carried out by the transportation agencies of the region and is required to receive federal transportation planning funds. In addition to federal transportation funds dedicated to planning activities, JPACT and the Metro Council may choose to direct regional flexible funds (Urban – Surface Transportation Program and Congestion Management – Air Quality federal funding sources) to planning activities.

In 2007, JPACT and Metro Council directed \$250,000 of regional flexible funds to improve and update the best practices in transportation guidelines. These funds were programmed in the MTIP to be available in federal fiscal year 2010 (beginning October 1, 2009).

The Metro fiscal year 2010 UPWP outlined the work program for updating the guidelines as a part of the Best Design Practices in Transportation work element. However, the regional flexible funds allocated to update the guidelines were not included in the work element funding description.

This amendment adds the available funding to the work element to support the guidelines update as intended by JPACT and the Metro Council.

ANALYSIS/INFORMATION

- 1. Known Opposition** None known at this time.
- 2. Legal Antecedents** Metro Resolution 09-4037 adopted on April 16, 2009 (For the Purpose of Adopting the FY 2010 Unified Planning Work Program) and Metro Resolution 07-3773 on March 15, 2007 (For the purpose of Allocating \$64.0 million of Transportation Priorities Funding for the Years 2010 and 2011, Pending Air Quality Conformity Determination) and Metro Resolution 07-3825 on August 16, 2007 (For the Purpose of Approving the 2008-11 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
- 3. Anticipated Effects** Makes funding programmed to update the regional best practices design guidelines available for expenditure.
- 4. Budget Impacts** Makes \$250,000 of federal transportation funds (Urban-STP) available to the Metro budget for expenditure on updating the transportation best design practices guidelines and requires \$28,614 in matching funds for this purpose.

RECOMMENDED ACTION

Adopt the resolution as recommended.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE PORTLAND	)	RESOLUTION NO. 10-XXXX
TO SHERWOOD IN THE VICINITY OF BARBUR	)	Introduced by Councilor Collette
BOULEVARD/OR 99W (CORRIDOR #11) AS THE)	
NEXT REGIONAL PRIORITY TO ADVANCE INTO)	
ALTERNATIVES ANALYSIS TO EXPAND HIGH)	
CAPACITY TRANSIT (HCT)		

WHEREAS, the 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, the Metro Council accepted 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, the three highest priority corridors for an HCT investment (Near-term regional priority), include the corridor in the vicinity of Barbur Boulevard/OR 99W and, the corridor in the vicinity of Powell Boulevard, and upgrades to the Westside Express Service commuter rail; and

WHEREAS, the Metro Council accepted the Draft 2035 Regional Transportation Plan by Resolution No. 09-4099 (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) on December 17, 2009; and

WHEREAS, the Draft 2035 RTP emphasizes outcomes, system completeness and measurable performance in order to hold the region accountable for making progress toward regional and State goals to reduce vehicle miles traveled and greenhouse gas emissions; and

WHEREAS, the RTP demonstrates that investment in HCT is a proven strategy that helps build great communities, increase walking and bicycling and reduce greenhouse gas emissions; and

WHEREAS, a need exists now for a regional endorsement of the next priority HCT corridor in order to apply a concentrated and coordinated effort to ensure a successful project; and

WHEREAS, an HCT investment in the Barbur Blvd/OR 99W corridor would provide HCT service to a new area of the region;

WHEREAS, The Barbur Blvd/OR 99W corridor has long been recognized as a potential HCT corridor, identified in the 1982 Light Rail Transit Plan, and maintained through subsequent Regional Transportation Plans; and

WHEREAS, the System Expansion Policy framework identified in the HCT system plan, outlines quantitative and progressive targets to be measured in order to advance the next HCT corridor; and

WHEREAS, The Barbur Blvd/OR 99W corridor has been evaluated through a rigorous HCT process and emerged as a top Near Term Regional Priority through the application of the Metro and JPACT approved 25 evaluation criteria, including potential ridership, local support, and demonstrated opportunities for transit supportive land uses; and

WHEREAS, the Barbur Boulevard/OR 99W Corridor ranks highest in priority of the three HCT Near Term Regional Priority Corridors based on the System Expansion Policy targets measurable at this time; now therefore

BE IT RESOLVED:

1. Metro Council selects the Barbur Boulevard/OR 99W Corridor as the next regional priority to advance toward implementation.
2. Selection of this corridor also begins the process for affected jurisdictions to begin action items identified in the System Expansion Policy (Exhibit A) in order to promote, encourage and leverage other transportation and land use investments that will support the HCT investment.

ADOPTED by the Metro Council this [insert date] day of [insert month], 2010.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

EXHIBIT A

APPLICATION OF THE SYSTEM EXPANSION POLICY FOR THE BARBUR BOULEVARD/OR 99W CORRIDOR

As adopted in Resolution No. 09-4052, the System Expansion Policy framework is designed to provide a transparent process agreed to by Metro and local jurisdictions to advance HCT projects through the tiers (near-term, next phase, developing and vision). 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 HCT corridor(s) should move into the federal projected 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.

MEASUREMENT OF THE NEAR TERM REGIONAL PRIORITY CORRIDORS BARBUR BOULEVARD/OR 99W AND POWELL CORRIDOR¹

At this time, System Expansion Policy targets can be analyzed based on available information gained through the Regional HCT System Plan analysis, the corridor refinement prioritization process and the Draft 2035 RTP. An additional target of projected ridership is a practical and essential measurement to help determine the next corridor priority. It is the ridership category that distinguishes the Barbur Boulevard/OR 99W corridor from the Powell Boulevard corridor. While Powell Boulevard shows potential to achieve significant ridership, Barbur Boulevard/OR 99W shows greater potential to gain new riders, a strong indicator of the corridor to meet existing federal requirements for New Starts funding.

As mentioned above, both the Barbur Boulevard/Hwy 99W and Powell Boulevard corridors are viable for implementation based on the analysis completed through the Regional HCT System Plan. The System Expansion Policy targets were set to help to determine which corridor is better to advance based on progress toward meeting targets. Based on System Expansion Policy Targets, Barbur Boulevard/OR 99W and Powell Boulevard compare as follows:

- Transit supportive land use/station context (Barbur = Powell) - measured through Regional HCT System Plan
- Community support (Barbur = Powell) - measured by Local Aspirations as part of the Regional HCT System Plan
- Partnership/political leadership (Barbur has more support than Powell) – measured through City of Portland, TriMet, City of Tigard and Washington County support for Barbur corridor
- Regional transit network connectivity – (Barbur = Powell) – measured through Regional HCT System Plan
- Housing needs supportiveness (Barbur serves fewer people in this category than Powell) – measured through Regional HCT System Plan

¹ Improvements in the WES corridor are also an HCT Near Term Regional Priority. It was determined through the HCT process, that improvements to this corridor would be incremental improvements to the existing commuter rail line, and do not require the federal project development process that would be required of investments in the Barbur Boulevard/OR 99W or Powell Boulevard corridors.

- Financial capacity – capital and operating finance plans - (Barbur performs better than Powell under current Federal Transit Administration criteria that measures the number of potential new riders)
- Integrated transportation system development (Barbur = Powell) – measured through Regional HCT System Plan

Ridership - In this category, the Barbur Boulevard/OR 99W has higher projected corridor ridership and projected increase in corridor ridership.

	Powell Blvd	Barbur Blvd/Hwy 99W
Daily ridership estimate (2035)	28,000	38,000
Increase in estimated daily corridor ridership (2035)	1,000	12,000

Source: Metro – High Capacity Transit System Detailed Evaluation, 3rd Draft, April 2009, Nelson\Nygaard

SYSTEM EXPANSION POLICY WORK PLAN

As identified in the System Expansion Policy framework, the local and regional actions to be completed as part of the initial work in the Barbur Boulevard/OR 99W corridor include:

- Develop corridor problem statement.
- Define corridor extent.
- Assess corridor against system expansion targets.
- Create ridership development/land use/TOD plans for centers and stations.
- Assess mode and function of HCT.
- Create multimodal station access and parking plans.
- Assess financial feasibility.
- Coordinate with MTIP priorities.
- Perform multi-modal transportation analysis.
- Begin corridor refinement, as needed, to coordinate HCT with state highway facilities on the same corridor.

STAFF REPORT

FOR THE PURPOSE OF ENDORSING THE PORTLAND TO SHERWOOD IN THE VICINITY OF BARBUR BOULEVARD/OR 99W (CORRIDOR #11) AS THE NEXT REGIONAL PRIORITY TO ADVANCE INTO ALTERNATIVES ANALYSIS TO EXPAND HIGH CAPACITY TRANSIT (HCT)

Date: January 8, 2009

Prepared by: Tony Mendoza,
Transit Project Analysis Manager
503-797-1726

BACKGROUND

The Regional High Capacity Transit (HCT) System Plan was incorporated into the Draft 2035 Regional Transportation Plan by Metro Council resolution, December 17, 2009. There are three corridors in the top tier, "Near-term regional priority," category that were found to perform best based on the 25 regionally adopted evaluation criteria. These are the corridors in the vicinities of Barbur Boulevard/OR 99W, Powell Boulevard and the Westside Commuter Express. This resolution will select the Barbur Boulevard/OR 99W corridor as the regional priority corridor to advance into alternatives analysis.

Adoption of this resolution does not discount the potential of the remaining two corridors, but does allow the region to focus resources for a major investment.

Role of high capacity transit

The regional HCT system is part of an integrated strategy to accommodate the region's rapidly increasing population, while reducing the negative impacts of growth on land, air and water quality and the ability to get around in the region. The RTP demonstrates the effectiveness of HCT investment in meeting regionally desired outcomes for growth.

System Expansion Policy plan and priority selection process

The HCT system plan was adopted by Metro Council on July 9, 2009, to advance into the RTP. The three corridors in the near-term regional priority tier (corridors in the vicinities of Barbur Boulevard/OR 99W, Powell Boulevard and WES) were further scrutinized and reviewed by the RTP working group. Because of the complexity and importance of the HCT decision, the High Capacity Transit Subcommittee, comprised of TPAC and MTAC members, was reestablished to focus on further defining and applying the system expansion policy. The System Expansion Policy framework is designed to provide a transparent process 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 successful high capacity transit project.

The subcommittee determined that in order to determine the next regional priority, it would be prudent to apply available information to the system expansion policy. The rationale for this was based on the significant amount of technical work that was developed through the Regional HCT System Plan, with the addition of new information gained through the RTP process. This level of analysis would likely not be available for corridors in the next RTP cycle.

The RTP process included the ability for the public to further review and comment the HCT priorities within each tier. Additionally, through the corridor refinement planning as part of the RTP, jurisdictions weighed in on the importance of advancing HCT in conjunction with the next Corridor Refinement Plan. There were not a significant number of public responses to the RTP regarding the Regional HCT System Plan to help preference one corridor over another.

Application of the System Expansion Policy was applied to only the corridors in the vicinities of Barbur Boulevard/OR 99W and Powell Boulevard. For the corridor in the vicinity of WES, it was determined through the HCT process that improvements to this corridor would be incremental improvements to the existing commuter rail line, which do not require the federal project development process that would be required of investments in the Barbur Boulevard/OR 99W or Powell Boulevard corridors.

The System Expansion Policy targets will continue to be refined through the finalization of the RTP update to apply to future decisions on HCT corridor advancement.

RESOLUTION MATERIALS

Exhibit A describes how the Barbur Boulevard/OR 99W corridor weighed against the Powell Boulevard corridor. Both corridors perform well based on the System Expansion Policy targets, but it is the potential to capture new riders that distinguishes Barbur Boulevard/OR 99W corridor over the Powell Boulevard corridor.

ANALYSIS/INFORMATION

Known opposition

None

Legal antecedents

Resolution No. Resolution No. 09-4099 *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. 09-4025 *For the Purpose of Adopting the Regional High Capacity Transit System Plan Screened Corridors and Evaluation Criteria.*

Ordinance No. 82-135 *For the Purpose of Adopting the Regional Transportation Plan*

Resolution No. 83-383 *For the Purpose of Endorsing the Regional Light Rail Transit (LRT) System Plan Scope of Work and Authorizing Funds for Related Engineering Services*

Resolution 07-383 1B *For the Purpose Of Approving the Federal Component of the 2035 Regional Transportation Plan (RTP) Update, Pending Air Quality Conformity Analysis*

Anticipated effects

This action selects Barbur Boulevard/OR 99W as the next regional priority to advance toward implementation. Staff would begin developing a work plan in order to work with regional partners to:

- develop corridor problem statement
- define corridor extent
- assess corridor against system expansion targets
- create ridership development plan/land use/TOD plans for centers and stations
- assess mode and function of HCT
- create multimodal station access and parking plans
- assess financial feasibility
- coordinate with MTIP priorities
- perform multi-modal transportation analysis
- begin corridor refinement, as needed, to coordinate HCT with state highway facilities on the same corridor.

Budget impacts

Anticipated budget for this program is based on a variety of resources, including ODOT Transportation and Growth Management funding and federal appropriations. These funding sources have not all been identified.

RECOMMENDED ACTION

Approve Resolution No. 10-XXXX for the purpose of endorsing the Portland to Sherwood in the vicinity of Barbur Boulevard/OR 99W (corridor #11) as the next regional priority to advance into alternatives analysis to expand high capacity transit.

Resolution exhibits

Exhibit A: Application of the System Expansion Policy for the Barbur Boulevard/OR 99W corridor

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF UPDATING THE	)	RESOLUTION NO. 10- [insert number here]
WORK PROGRAM FOR CORRIDOR)	
REFINEMENT PLANNING THROUGH 2020	)	Introduced by Carlotta Collette
AND PROCEEDING WITH THE NEXT TWO		
CORRIDOR REFINEMENT PLANS IN THE		
2010-2013 REGIONAL TRANSPORTATION		
PLAN CYCLE		

WHEREAS, the State of Oregon Transportation Planning Rule (TPR) section 660-012-0020 requires that transportation system plans (TSPs) establish a coordinated network of planned transportation facilities adequate to serve regional transportation needs; 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, Metro, as the metropolitan planning agency, has identified areas where refinement planning is necessary to develop needed transportation projects and programs not included in the regional TSP; and

WHEREAS, Chapter 7 of the adopted 2035 (Federal) Regional Transportation Plan (RTP), section 7.7, Project Development and Refinement Planning, identifies corridors where multi-modal refinement planning is needed before specific projects and actions that meet the identified need can be adopted by the RTP; and

WHEREAS, in summer of 2009, as part of the current Draft 2035 RTP update, staff began working on a Mobility Corridor Strategy (mobility corridors are graphically identified in Exhibit "A" of this resolution); and

WHEREAS, as a complement to the mobility corridor strategy, the Draft 2035 RTP has defined a broader approach to corridor refinement planning intended to better integrate land use and transportation analyses, and leverage land use decisions with transportation investments; and

WHEREAS, the Metro Council accepted the Draft 2035 Regional Transportation Plan by Resolution No. 09-4099 (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) on December 17, 2009; and

WHEREAS, the Metro Council deferred refinement plan prioritization from its acceptance of the Draft 2035 RTP pending further discussion; and

WHEREAS, the Draft 2035 RTP emphasizes outcomes, system completeness and measurable performance in order to hold the region accountable for making progress toward regional and State goals to reduce vehicle miles traveled and greenhouse gas emissions; and

WHEREAS, Chapter 5 of the Draft 2035 Regional Transportation Plan (RTP), section 5.4, Table 5.2, identifies an updated and shortened list of corridors where multi-modal refinement planning is needed before specific projects and actions that meet the identified need can be adopted by the RTP; and

WHEREAS, the Metro Council, the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC), the Metro Technical Advisory Committee (MTAC), and the Transportation Policy Alternatives Committee (TPAC) assisted in the development of the refinement plan prioritization factors; and

WHEREAS, the jurisdictions were engaged in the review and technical prioritization of the remaining corridor refinement plans, as summarized in Exhibit “B” of this resolution; and

WHEREAS, Exhibit “C” of this resolution identifies a phased execution of the remaining refinement plans that considers both technical and local support factors used in prioritization; and

WHEREAS, the proposed sequencing shown in Exhibit “C” acknowledges that there is regional agreement and certainty concerning refinement plans identified for initiation and completion during this RTP cycle (2010-2013) and;

WHEREAS, regular review of the proposed sequencing will be conducted, to ensure that regional priorities continue to be reflected in refinement plan efforts; and

WHEREAS, TPAC and JPACT have recommended approval of the refinement plan prioritization by the Metro Council; now therefore

BE IT RESOLVED that the Metro Council:

1. Approves and adopts the sequencing and phasing corridor refinement planning through 2020 as shown in Exhibit “C” of this resolution, as a guideline for conducting necessary planning work in these corridors. The precise sequence and content of such work will be monitored and updated annually as part of the Unified Work Program process.
2. Approves commencement of major refinement planning efforts for two near term refinement plan priority corridors as follows, to be conducted more-or-less simultaneously, with work staggered and sequenced as resources permit:
 - a. Staff is directed to work with all affected jurisdictions in East Multnomah County (Mobility Corridor #15) to scope and fund a corridor refinement plan that addresses the comprehensive multimodal needs of the corridor, including (but not limited to) land use, transit, and freight mobility needs.
 - b. Staff is directed to work with all affected jurisdictions in the vicinity of the I-5/Barbur Boulevard corridor (Mobility Corridors #2, #3 and #20) to scope and fund a corridor refinement plan that addresses the comprehensive multimodal needs of the corridor,

including (but not limited to) land use, transit, and freight mobility needs. This effort will commence with a substantial chartering effort, in view of necessary coordination and commitments required for a successful refinement plan.

3. Directs staff to coordinate refinement planning work with the High Capacity Transit Planning efforts identified in the System Expansion Policy Framework contained within the Regional High Capacity Transit System Plan.
4. Directs staff to confer with ODOT and local jurisdictions to determine roles and responsibilities for the next two corridor refinement plans, as identified above.
5. Directs staff to work with appropriate regional partners to develop detailed scopes of work for completing the corridor refinement plans that will:
 - a. Be consistent with the Mobility Corridor Strategies contained within the Draft 2035 RTP;
 - b. Determine the geographic scope of each refinement plan;
 - c. Identify unresolved issues and next steps for each corridor;
 - d. Identify scope elements and study methods for the corridor refinement process, to effectively leverage ongoing and/or planned efforts by other jurisdictions within the two corridors; and
 - e. Coordinate proposed planning activities with other project development activities and already defined RTP projects within each corridor.

BE IT RESOLVED that the Metro Council adopts the corridor refinement plan prioritization and directs staff to commence the two corridor refinement plans as identified herein.

ADOPTED by the Metro Council this [insert date] day of January, 2010.

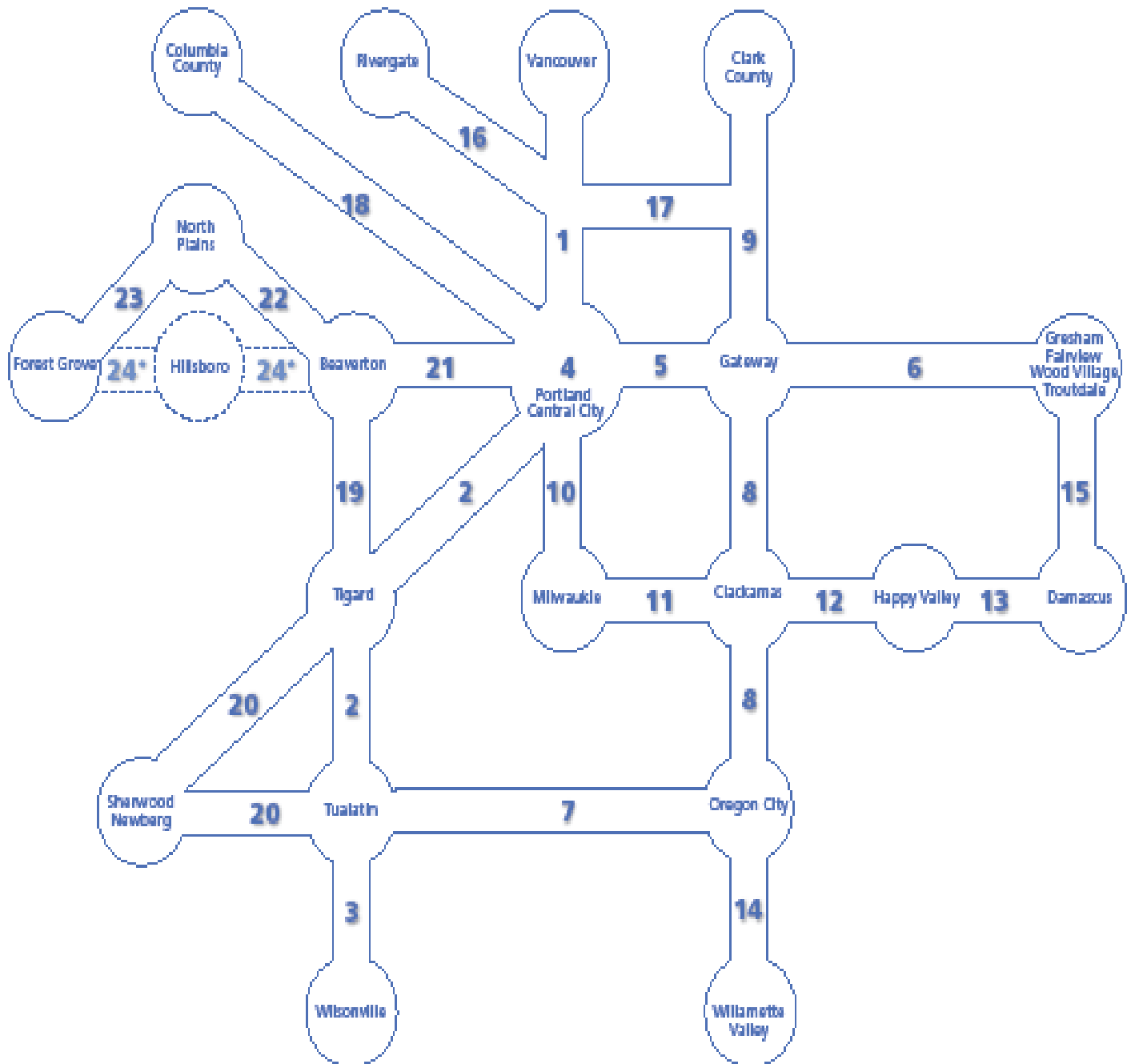
David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

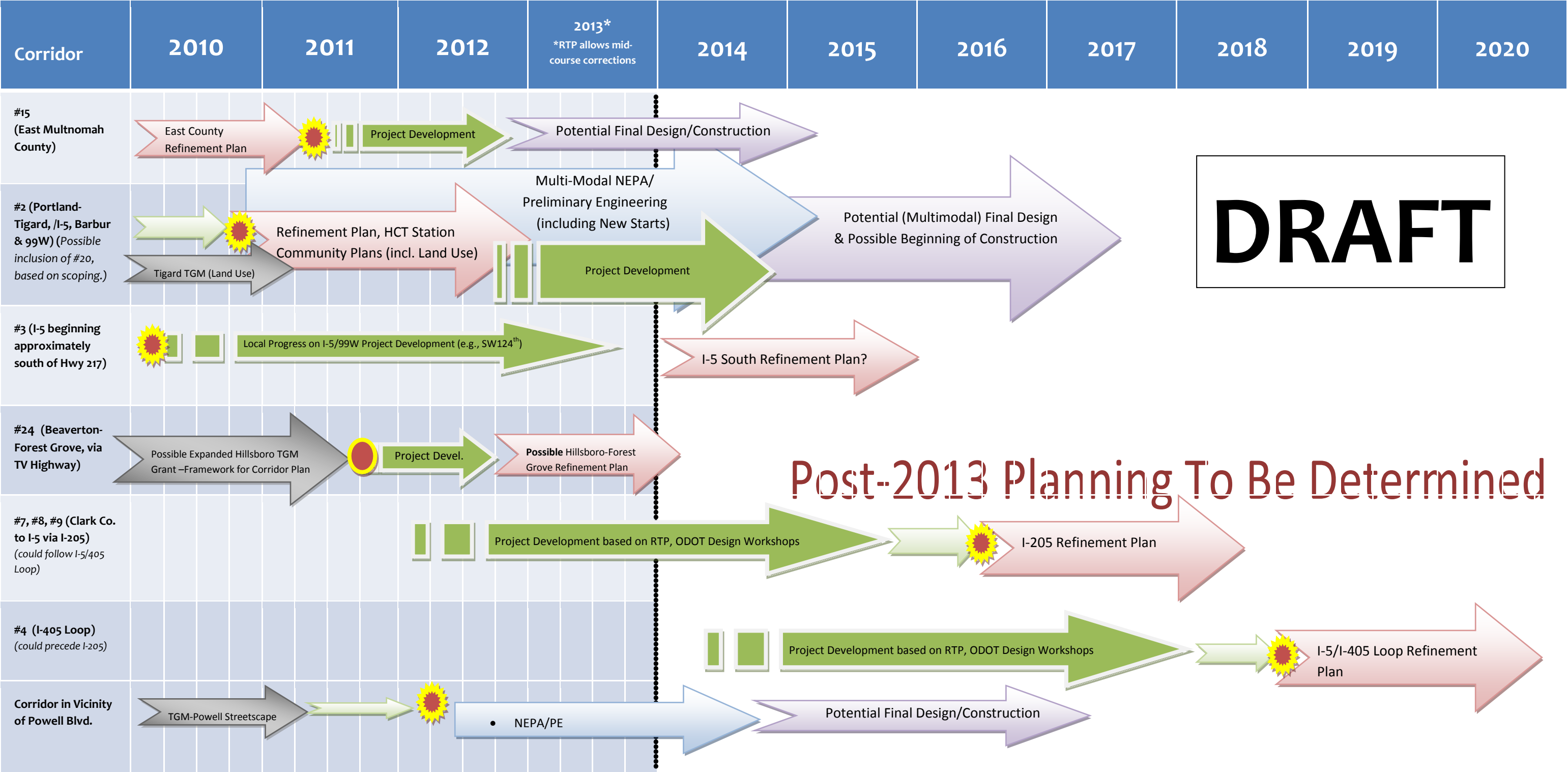
Resolution No. 10-xxxxxx

Exhibit "A" Mobility Corridors in the Portland Metropolitan Region



Resolution No. 10-XXXX EXHIBIT "B"					RTP REGIONAL CORRIDOR REFINEMENT PLAN PRIORITIZATION TECHNICAL RATING (January 2010)											
Rankings are: 1= Low 2 = Med 3 = High	Description	Portland Central City to Wilsonville, including Tigard-Sherwood/Newberg/Tualatin, including Barboursburg/US 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 I-26)		Beaverton to Forest Grove (Tualatin Valley Highway)		
		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 households/% 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			High		N/A	1 agency			Low	8 agencies, Local MOU/Resolution	High	2 agencies	Medium	
E2: Demonstrated community interest in issues under consideration		3 groups			Medium		N/A				N/A	7 groups	High	5-agency scope letter	Medium	
E3: Compatible with locally adopted land use & transportation plans; Ripe/Urgent (need for land use certainty or to support local aspirations)					Medium		N/A				N/A		High		Medium	
E4: Commitment to monetary or in-kind support of refinement plan					Medium		N/A				N/A		Medium		Medium	
SUBTOTAL--LOCAL COMMITMENT & SUPPORT					Medium								High		Medium	
GRAND TOTAL--TECHNICAL SCORES																
					39.5		36.6				37.0		33.0		34.3	

Resolution # 10 – xxxx Exhibit “C” –Refinement Plan Sequencing, including Top Near-Term High-Capacity Transit Plans, through 2020 (1/6/10)



Critical Plan Elements or Goals:

#15: Refine problem statement; identify urgent actions and solutions leading to system project development. **Moderate Effort from Metro Staff**

#2 & 20: Phase A: Scoping and chartering to support long-term commitments. **Moderate Effort**; Phase B: **Portland-Tigard:** I-5, Barbur & 99W Refinement Plan, HCT Station Communities Plan, could involve Cor. #20 for HCT Planning **Major Effort**; Phase C: Multimodal NEPA, PE. **Major Effort**

#24: Phase A: Beaverton-Hillsboro (TV Highway) TGM grant, plus possible expansion. **Moderate Effort**; Phase B could require refinement planning from Hillsboro to Forest Grove. **Moderate Effort**

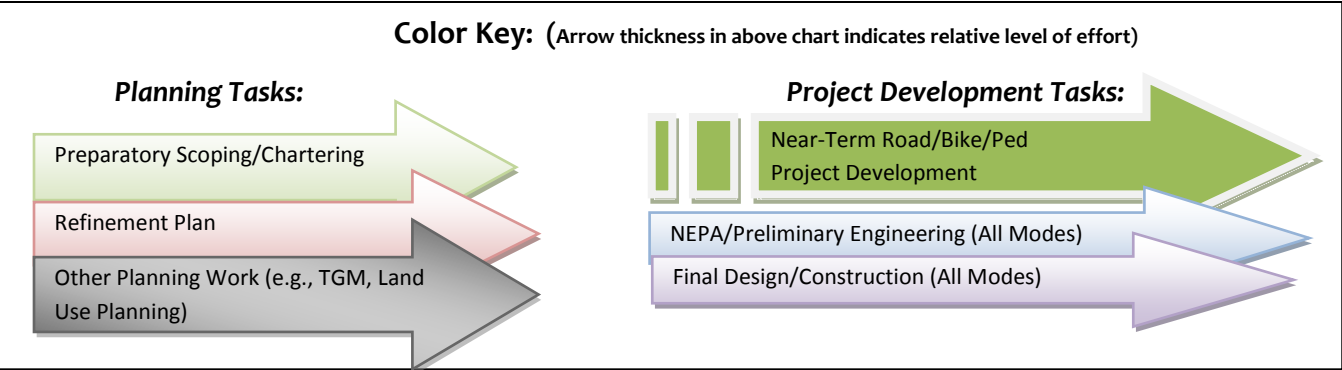
#3: I-5/South to Boone Bridge Refinement Plan (unresolved elements). (Potentially) **Major Effort**

#7, 8, 9: Multimodal refinement plan. Could be phased. **Major Effort**

#4: I-405 Loop multimodal refinement plan. Could be phased. **Major Effort**

Powell Vicinity: (High Capacity Transit Corridor, Alternatives Analysis, NEPA, PE). **Moderate Effort**

Starburst denotes KEY points of required stakeholder agreement.



STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. [10-XXXX], FOR THE PURPOSE OF APPROVING CORRIDOR REFINEMENT PLAN PRIORITIZATION THROUGH THE NEXT REGIONAL TRANSPORTATION PLAN CYCLE (2010-2013)

Date: January 14, 2010

Prepared by: Deborah Redman
503-797-1641

BACKGROUND

Mobility Corridor #15 (East Multnomah County connecting I-84 and US 26) and Mobility Corridors #2, 3 and 20 (in the vicinity of I-5/Barbur Blvd) have emerged as strong candidates for corridor refinement planning in terms of technical factors, as well as local urgency and readiness.

This staff report is a compilation of the history, technical methodology and ratings, local support documentation and assessment thereof. It also explains staff's rationale for recommendations for prioritizing the next regional corridor refinement plans during the 2010-2013 RTP cycle.

Five Corridors Recommended for Future Corridor Refinement Plans

The public review draft 2035 Regional Transportation Plan (Draft RTP) identifies five corridors where more analysis is needed through a future corridor refinement plan. Refinement plans generally involve a combination of transportation and land use analysis, multiple local jurisdictions and facilities operated by multiple transportation providers. Metro or ODOT will initiate and lead necessary refinement planning in coordination with other affected local, regional and state agencies.

Although each of the five remaining corridors needs a refinement plan, neither Metro, ODOT nor local agency staff or funding resources can accommodate five plans at the same time. In order to move forward, staff worked with Metro partners (counties, cities, ODOT and TriMet) and Metro committees (TPAC, JPACT, MTAC and MPAC) and the RTP Work Group to develop and finalize factors to compare and prioritize the relative urgency of planning for future transportation solutions across the region's mobility corridors.

Relationship of Mobility Corridors to Five Corridors Recommended

- 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

Technical Evaluation Factors

The first five factors identified below (A-D) include measures that relate to technical considerations, while the local commitment measures (E) address issues of readiness and ripeness for corridor planning that help determine the success and fruitfulness of such regional efforts.

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 is 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 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 throughways and arterials

C: Equity

- C1: Number of low-income, senior and 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, to leverage regional commitment

Final Factors Used to Prioritize Corridor Refinement Plans and Relations to Desired Outcomes:

The refined and finalized prioritization factors are in alignment with the six regional desired outcomes that were adopted by MPAC and the Metro Council as part of the “Making the Greatest Place” initiative as shown below. The bullets 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, B5, 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)

General Methodological Approach:

- The five remaining corridor refinement plan candidates are compared to each other, rather than viewed as part of a range that includes all 24 mobility corridors.
- Technical prioritization factors (A-D, below) were developed that allowed the use of available, regional and accepted data types and sources.
- Factors for local support and commitment were developed through discussion with local partners, and were approved by JPACT on October 8, 2009, and were considered by staff in its recommendations (herein) in a qualitative assessment.
- Unless otherwise noted in the attached matrix (Corridor Refinement Plan Draft Prioritization Matrix: Raw Data and Sources), the numbers within the data “spread” were inserted into a formula that distributed them according to Jenk’s natural breaks method of ranking, into Low (1), Medium (2) and High (3) categories.
- Corridor 24 (Beaverton to Forest Grove) includes data from Corridors 22 and 23, as appropriate, since Corridor 24 had not been completed for inclusion in the Mobility Atlas in time for this prioritization process.

For additional detail, see Attachment A: Technical Ranking Methodology (11/3/09) and Attachment B: Guidance for Demonstration of Local Support for Corridor Refinement Plan (10/14/0-9).

Corridor Refinement Plan Phasing and Sequencing

The phasing shown in Exhibit “C” to Resolution # 10-XXXX is based in part on the understanding that in order to accomplish as much corridor refinement planning work as possible with likely funding and staff resources, and, in some cases, segmenting, of the five remaining corridor plans. The order presented in the phasing and sequencing shown in Exhibit “C” considers not only the accepted technical rankings, but also takes into account the current levels of local support, addition to other issues, as listed below:

- Technical rankings
- Demonstrated local support
- Respective levels of effort of the five corridors
- Ability of local jurisdictions to take more responsibility for one or more pieces of work that are likely to be required in a given corridor
- Ability to logically segment work
- Potential for project development to proceed on a separate track
- Ramp-up time needed for more complex corridors (to be included in a preparatory phase described below)—allowing staggered plan initiation points
- A proposed scenario for linking High Capacity Transit (HCT) system expansion process and priorities to the refinement planning process, where appropriate

Leveling Planning Effort across Several Corridors: The level of effort required of Metro varies relative to the known issues and geography of the corridors. Metro may not be required to lead all corridor refinement plans.

- In East Multnomah County, for example, the local jurisdictions are well-organized and could share coordination responsibilities in order to develop a detailed problem statement, and identify early actions that would be needed to take advantage of opportunities, or prevent loss of future opportunities such as losing right-of-way, as part of a system-level refinement plan.

Preparatory Phase: In some cases, a preparatory stage is recommended, prior to the formal commencement of the refinement plans. In more complex, longer corridors with numerous jurisdictions, this includes the following efforts:

- Stakeholder identification
- Chartering for the refinement plan work
- Scoping and segmentation issues
- Negotiation of the necessary study MOUs between agencies to establish roles and commitments.

It will be time well spent, to develop levels of agreement on study elements that will further interagency relationships. Note that the transitions between preparatory work and formal corridor refinement planning efforts are marked by a stakeholder decision point on Exhibit “C” to the Resolution.

Committee Review of the Corridor Refinement Plan Prioritization Process

Metro has been following the timeline below, in order to complete prioritization of refinement plans by the end of this year, and ensure agency consensus within the region.

1. Metro staff develops a matrix for the five potential CRP corridors, with the above factors and measures to be scored “low, medium, high” for each corridor.
2. September 21, 2009: Regional Transportation Plan Work Group review rating factors.
3. September 25, 2009: TPAC reviews and revises the factors.
4. October 5, 2009: Metro staff convenes regional partners (ODOT, TriMet, City of Portland and county staff) to complete the scoring and ranking matrix. Others are welcome to attend and participate in this exercise, but all will have several chances to review and comment, as identified in this schedule.
5. October 8, 2009: JPACT review and approval of draft factors (input to October 12 RTP Work Group)
6. October 12, 2009: RTP Work Group review and comment on results of technical prioritization process.
7. October 21, 2009: MTAC review and comment, approved factors
8. October 23, 2009: MPAC review and comment on technical factors (provided input to JPACT)
9. October 26, 2009: RTP Work Group review staff recommendations, with requested revisions.
10. October 30, 2009: TPAC review and comment on staff recommendations for technical prioritization
11. November 4, 2009: MTAC recommendations to MPAC as part of RTP resolution
12. November 12, 2009: JPACT review and comment
13. November 18, 2009: MPAC unanimous adoption of TPAC/MPAC technical ratings and make recommendation to Metro Council as part of RTP resolution
14. Metro Council on land use considerations of corridor priorities
15. November 20, 2009: TPAC recommendation to defer final prioritization until January 2010
16. November 24, 2009: Metro Council Work Session – briefing on technical findings and local support letters

2010 Steps to Complete

17. January 8, 2010: TPAC recommendation on resolution to JPACT
18. January 14, 2010: JPACT recommendation to Metro Council on resolution
19. January xx, 2010: Metro Council considers action on RTP resolution

ANALYSIS/INFORMATION

1. **Known Opposition** – None. However there is concern that if the region conducts more than one refinement plan at a time, that they be appropriately scoped and funded so that available funding is targeted to produce useful results. Staff recommends a detailed scoping and chartering process to ensure that these concerns are addressed.

2. **Legal Antecedents** –

Resolution No. 01-3089, *For the Purpose of Endorsing the Findings and recommendations of the Corridor Initiatives Project*, (July 26, 2001)

Resolution No. 05-3616A, *For the Purpose of Updating the Work Program for Corridor Refinement Planning through 2020* (October 27, 2005)

Resolution No. 09-4099, *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* (December 17, 2009)

3. **Anticipated Effects** Adoption of this resolution identifies new corridor planning priorities for the 2010-2013 planning period and would enable the prioritized corridors to receive funding and staff resources needed to complete the required corridor refinement planning work by updating the work program for corridor refinement planning through 2013, and provide general guidance through 2020.
4. **Budget Impacts** Cost of performing the two identified refinement plans is to be determined, based upon scope, but is estimated to be approximately \$200,000 to \$300,000 for staff and consultant work for Mobility Corridor #15; and in the range of \$2.5 to 4 million for Mobility Corridors #2, 3 and 20.

Funding Issues Still Unresolved:

It is anticipated that Metro staff resources currently budgeted for corridor planning purposes would be allocated to complete two multimodal corridor refinement planning efforts in the next four years. Separate funds from other sources are being sought to provide necessary resources for materials and professional services and any additional staff needs. It is important to note that, the proposed phasing and sequencing schedule is predicated on the commitment by the region and local jurisdictions to sufficient funding to accomplish these corridor refinement plans and related HCT analyses. This discussion must begin now. The schedule will be revised if we cannot augment the relatively small level of resources currently identified.

RECOMMENDED ACTION

Approve Resolution No. 10-XXXX For the Purpose of Approving Refinement Plan Prioritization through the Next Regional Transportation Plan Cycle (2010-2013) and initiate corridor refinement plan work in Mobility Corridors #15 in East Multnomah County and Mobility Corridors # 2, 3 and 20 in the vicinity of

I-5/Barbur Blvd, with the understanding that detailed scopes of work for each refinement plan will be developed, based on actual funding availability and other factors.

Resolution Exhibits (included by reference as attachments to this staff report)

Exhibit A: Mobility Corridors

Exhibit B: Refinement Plan Rating Matrix

Exhibit C: Refinement Plan Sequencing Graphic

Staff Report Attachments

Attachment A: Technical Ranking Methodology (11/3/09)

Attachment B: Guidance for Demonstration of Local Support for Corridor Refinement Plan (10/14/0-9)

DRAFT



STAFF REPORT ATTACHMENT A

Date: November 3, 2009
To: RTP interested parties
From: Deborah Redman, Principal Transportation Planner
Subject: Corridor Refinement Plan Prioritization Methodology

PURPOSE

The purpose of this discussion is to provide data sources for the specific measures and a summary of the methodology for rating each corridor refinement plan prioritization factor.

BACKGROUND

The public review draft 2035 Regional Transportation Plan (RTP) identifies five corridors where more analysis is needed through a future corridor refinement plan. Refinement plans generally involve a combination of transportation and land use analysis, multiple local jurisdictions and facilities operated by multiple transportation providers. Metro or ODOT will initiate and lead necessary refinement planning in coordination with other affected local, regional and state agencies.

Although each of the five remaining corridors needs a refinement plan, neither Metro, ODOT nor local agency staff or funding resources can accommodate five plans at the same time. In order to move forward, staff worked quickly with Metro partners (counties, cities, ODOT and TriMet) and Metro committees (TPAC, JPACT, MTAC and MPAC) and the RTP Work Group to develop and finalize factors to compare and prioritize the relative urgency of planning for future transportation solutions across the region's mobility corridors.

Previous Review: The first five factors identified below (A-D) include measures that relate to technical considerations, while the local commitment measures (E) address issues of readiness and ripeness for corridor planning that help determine the success and fruitfulness of such regional efforts. The factors presented below 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 approved by JPACT (October 8). In addition, they have been reviewed and refined by a TPAC subcommittee composed of county, city, ODOT and TriMet representatives (October 5.) At that October 5 meeting, initial ratings and the methodology and data supporting those ratings were presented and discussed. The factors were presented, discussed and approved at MTAC (October 21) and at the MPAC retreat (October 23) as well.

FACTORS AND METHODOLOGY USED TO PRIORITIZE CORRIDOR REFINEMENT PLANS

Final Factors and Relations to Desired Outcomes: The refined and finalized prioritization factors are in alignment with the six regional desired outcomes that were adopted by MPAC and the Metro Council as part of the "Making the Greatest Place" initiative as shown below. The bullets 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, B5, 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)

General Methodological Approach:

- The five remaining refinement plan candidates are compared to each other, rather than viewed as part of a range that includes all 24 mobility corridors.
- Technical prioritization factors (A-D, below) were developed that allowed the use of available, regional and accepted data types and sources.
- Factors for local support and commitment were developed through discussion with local partners, and were approved by JPACT on October 8, 2009.
- Unless otherwise noted in the attached matrix (Corridor Refinement Plan Draft Prioritization Matrix: Raw Data and Sources), the numbers within the data “spread” were inserted into a formula that distributed them according to Jenk’s natural breaks method of ranking, into Low (1), Medium (2) and High (3) categories.
- Corridor 24 (Beaverton to Forest Grove) includes data from Corridors 22 and 23, as appropriate, since Corridor 24 had not been completed for inclusion in the Mobility Atlas in time for this prioritization process.

DATA SOURCES

A: Consistency with State and Regional Plans and Policies

A1: 2001 corridor refinement plan ratings/rankings (*for information only—not included in ranking*)

Although the 2001 ranking for refinement plans was not used to calculate totals, it was included to indicate longevity of certain projects, and their ranking over time.

A2: 2005 corridor refinement plan ratings/rankings (this more recent set of rankings is included in the quantified technical assessment and forthcoming staff recommendation)

Corridors were rated based on whether they were identified for near, mid- or longer-range implementation in the 2005 Metro Council resolution updating the corridor refinement plan work program.

A3: Support for the Region 2040 plan (number of primary land uses in the corridor)

Primary land uses include Portland central city, regional centers, industrial centers, and both freight and passenger intermodal facilities. Primary land uses within a corridor indicate a regionally accepted commitment of resources that could support and/or require corridor refinement planning. The measure used consists of the absolute number of primary land uses within a mobility

corridor. If a corridor contained more than one mobility corridor, the numbers of primary land uses were added for a refinement plan total, and that total was used in scoring.

A4: High Capacity Transit (HCT) ranking

The Summary of HCT priority tiers, found in Figure 2.8 of the High Capacity Transit System Plan provides near term, next phase and developing corridor levels for regional HCT priorities. These tiers were translated into rankings that correlate to how the corridors scored in the regional process that led to the 2009 adoption of the HCT system plan.

A5: Regional Freight Plan consistency (freight routes, facilities, volumes and freight-related corridor needs identified)

Rankings were given for each corridor based on how the Regional Freight Plan assigned regional freight significance to issues, projects and segments of the multimodal freight network.

B: Environment

B1: Pedestrian network gap (percent of sidewalks complete in pedestrian districts or 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

Measures B1, B2, B3 and B4 identify connectivity gaps in our multimodal transportation network. Our environmental quality is related to the ability to choose appropriate modes for a variety of trip purposes. These numbers, which provide a portrait of system completeness, come directly from the Mobility Atlas, and represent 2005 data for each corridor.

B5: Traffic volumes on corridor throughways and arterials

Traffic volumes on corridor throughways and arterials, as reported in the Mobility Atlas, provide a proxy for opportunity to reduce vehicle miles traveled and associated environmental impacts.

C: Equity

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

This measure is intended to identify the number of people within a corridor for whom transportation investments are especially important, and who have sometimes endured under-investment relative to their contribution and need for transportation services. The data comes from the 2000 US Census.

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

These measures capture need (congestion has an impact on the economy; vehicle crashes and injury or fatal accidents have human and economic costs) and opportunity for economic development (households and employment areas to be served by appropriate infrastructure investment.) The measures include congestion and safety, as well as current data and future estimates of corridor households and jobs.

D1: Congestion in the corridor (volume to capacity ratios for regional throughways and arterial streets)

Congestion numbers came from the volume/capacity data for 2005, and the 2035 no-build RTP model runs, originally included as part of the Mobility Atlas and Mobility Corridor Needs Assessment conducted for all 24 mobility corridors.

D2: Safety (number of top spots for number and severity of accidents from ODOT data)

Safety Priority Index System (SPIS) data from ODOT was used to assess the number of high crash locations within the five mobility corridors.

D3: Total households in corridor (2005)

D4: Total households in corridor (2035)

D5: Total jobs in corridor (2005)

D6: Total jobs in corridor (2035)

Data used to assess measures D3, D4, D5 and D6 are total corridor households and jobs, current (2005) and future (2035). The data represents Metro regional model outputs for traffic analysis zones along each candidate corridor, within boundaries identified in the Mobility Atlas.

D7: Freight volume as percentage of total volume (trucks)

Freight volumes as a percentage of total volumes shows percentages for trucks along the candidate corridors as a percentage of all roadway traffic. The 2005 data comes from the Mobility Atlas, and

E: Local Commitment and Support

In addition to the technical evaluation, qualitative measures (below) relating to local commitment and support were identified. Local jurisdictions will submit support via a letter, per guidelines approved at JPACT's October 8, 2009 meeting.

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, to leverage regional commitment



STAFF REPORT ATTACHMENT B

Date: October 14, 2009
To: RTP Interested Parties
From: Deborah Redman, Principal Transportation Planner
Subject: Guidance for Demonstration of Local Support for Corridor Refinement Plan

PURPOSE

Provide guidance for local jurisdictions to use in the corridor refinement plan prioritization process.

BACKGROUND

The public review draft 2035 Regional Transportation Plan (RTP) identifies five mobility corridors where more analysis is needed through a future corridor refinement plan. Refinement plans generally involve a combination of transportation and land use analysis, multiple local jurisdictions and facilities operated by multiple transportation providers. Metro or ODOT will initiate and lead necessary refinement planning in coordination with other affected local, regional and state agencies.

The purpose of this memorandum is to provide guidance to local jurisdictions on how to draft a letter demonstrating local support as a factor to be used in prioritizing the current group of pending refinement plans. After discussion, JPACT approved this guidance on October 8, 2009.

GUIDELINES FOR DEMONSTRATION OF LOCAL SUPPORT FOR CORRIDOR REFINEMENT PLAN

As one of the five factors that will be used to prioritize the remaining refinement plans, the issues relating to local commitment and readiness will be provided by interested jurisdictions, via a letter addressed to JPACT Chair, Councilor Carlotta Collette and Metro Council President David Bragdon. Please send a copy to Robin McArthur, Planning and Development Director, as well, to ensure timely staff action. Letters must be received by November 2, 2009.

The four specific measures of local commitment are identified below. Each will be scored low, medium or high.

1. **Local support:** Letter(s) from local jurisdiction(s) or coordinating committee (e.g., the Multnomah County Coordinating Committee) indicating agreement on going forward. Describe how the corridor issues and potential solutions (if any have been identified) are seen. Identify areas of agreement and areas of conflict with respect to corridor land use and transportation aspirations.

2. **Community Interest:** Identification of levels and sources of community support and/or opposition either to the plan itself or to potential solutions and projects under consideration within the community.
3. **Need and Readiness for Corridor Refinement Planning:** A narrative describing how a refinement plan in your area is needed to determine transportation solutions to implement land use plans or local aspirations within the Urban Growth Boundary.
 - a. Describe issues related to readiness and urgency.
 - i. Are there specific issues that require land use or investment “certainty” to permit public and private investment or planning to go forward?
 - ii. Is there a need to prevent decisions that may cause problems down the line—e.g., loss of right-of-way or construction of incompatible uses?
 - iii. When does refinement planning for this corridor need to be completed, and why?
4. **Local Resource Commitment:** What resources can the local jurisdictions commit to, in terms of in-kind, and monetary resources to leverage the regional commitment?

If you have questions about how to prepare this letter of local support and commitment, please contact Deborah Redman at (503) 797-1641, or via email Deborah.redman@oregonmetro.gov.

2010 JPACT Work Program

1/7/10

<p><u>January 14, 2010 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Federal appropriations and authorization process and project lists– Information • Climate change and Global Warming Commission announcement • Corridor plan priorities work program - Action • Next priority HCT corridor – Action • MTIP amendment: US26: 185th to Cornell • MTIP amendment: Springwater Corridor: Rugg Rd. to Dee St. Project and Willamette Greenway Trial • STIP Stakeholder Committee (Jerri Bohard, ODOT) – Information • 2010-13 TIP: ODOT administered projects – Information <p><u>January 20th – Congressional District OR-5</u> <i>Location:</i> Metro Regional Center, Rm. 370A/B <i>Time:</i> 7:30 to 9 a.m.</p> <p><u>January 27th – Congressional District OR-3</u> <i>Location:</i> Metro Regional Center, Rm. 370A/B <i>Time:</i> 7:30 to 9 a.m.</p> <p><u>January 28th – Congressional District OR-1</u> <i>Location:</i> Metro Regional Center, Rm. 370A/B <i>Time:</i> 7:30 to 9 a.m.</p>	<p><u>February 11, 2010 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Federal appropriations and authorization – Action • Draft RTP Function Plan and Alternative Mobility Standards – Information/Discussion <p><u>February 2010 – JPACT Retreat (Tentative)</u></p> <ul style="list-style-type: none"> • Climate Change Prosperity Project review • Greenhouse gas, University of Oregon climate change study, etc. • House Bill 2001 Greenhouse Gas Scenarios work program - Discussion/direction
<p><u>March 4, 2010 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Final draft RTP, Functional Plan amendments, and Alternative Mobility Standards – Discussion/direction • RTO evaluation results (Dr. Jennifer Dill, PSU) – Information • RTO work plan and budget for FY 2010-11 - Information <p><u>March 9th – 11th – JPACT Washington, DC Trip</u></p> <p><u>March 15th – Final RTP Public Hearing/Comment Period Begins</u></p>	<p><u>April 8, 2010 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Unified Planning Work Program (UPWP) - Action
<p><u>May 13, 2010 – Regular Meeting</u></p>	<p><u>June 10, 2010 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Adopt final 2035 RTP - Action
<p><u>July 8, 2010 – Regular Meeting</u></p>	<p><u>August 12, 2010 – Regular Meeting</u></p>
<p><u>September 2, 2010 – Regular Meeting</u></p>	<p><u>October 14, 2010 – Regular Meeting</u></p>
<p><u>November 4, 2010 – Regular Meeting</u></p>	<p><u>December 9, 2010 – Regular Meeting</u></p>

Parking Lot:

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



Date: Tuesday, December 29, 2009
To: JPACT
From: Andy Cotugno
Subject: Next steps on federal appropriations earmarking

This is a follow-up to my memo dated December 16, 2009 regarding next steps. A discussion about federal appropriations and authorization priorities will be on the January 14 JPACT agenda and will be scheduled for approval at the February 11 JPACT meeting. The JPACT trip to Washington, DC is scheduled for March 9 – 11.

1. As noted in that memo, the list of candidate projects for federal appropriations earmarking should be narrowed down to 2-per jurisdiction or group of jurisdictions 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
 - Port of Portland

Please provide your narrowed list of candidate projects prior to the January 14 JPACT meeting.

2. Once we have the narrowed list, we will be convening three subgroups of JPACT to meet in the last two weeks of January. The charge to each subgroup is to recommend to JPACT a prioritization of the candidate projects in each of the three Congressional Districts. Based upon the projects that have been submitted to date, the JPACT members that each of the three subgroups are comprised of are as follows:
 - a. Congressional District 1 (Congressman Wu)
Subgroup Chair – Metro Councilor Kathryn Harrington
Washington County Commissioner Roy Rogers (or alternate)
Cities of Washington County Mayor Craig Dirksen (or alternate)
Portland Mayor Sam Adams (or alternate)
ODOT Regional Manager Jason Tell (or alternate)
TriMet General Manager Fred Hansen (or alternate)
 - b. Congressional District 3 (Congressman Blumenauer)
Subgroup Chair – Metro Councilor Rex Burkholder
Portland Mayor Sam Adams (or alternate)
Multnomah County Commissioner Ted Wheeler (or alternate)
Cities of Multnomah County Mayor Shane Bemis (or alternate)

Clackamas County Commissioner Lynn Peterson (or alternate)
Cities of Clackamas County Councilor Donna Jordan (or alternate)
ODOT Regional Manager Jason Tell (or alternate)
TriMet General Manager Fred Hansen (or alternate)
Port of Portland Executive Director Bill Wyatt (or alternate)
Clark County Commissioner Steve Stuart (or alternate)
Washington DOT Regional Manager Don Wagner (or alternate)
Regional Transportation Council Director Dean Lookingbill

- c. Congressional District 5 (Congressman Schrader)
Subgroup Chair – Metro Councilor Carlotta Collette
Clackamas County Commissioner Lynn Peterson (or alternate)
Cities of Clackamas County Councilor Donna Jordan (or alternate)
Multnomah County Commissioner Ted Wheeler (or alternate)
ODOT Regional Manager Jason Tell (or alternate)
TriMet General Manager Fred Hansen (or alternate)

In addition to the JPACT members (or their alternates) listed above, any jurisdiction sponsoring a candidate project will be notified of the subgroup meetings.

The draft lists of candidate projects that each subgroup will be asked to prioritize are attached as Attachments 1, 2, and 3.

This process will be on the agenda to be finalized on January 14. Attached are updated copies of the previously distributed memos.

Congressional District 1 (Congressman Wu)

Based upon the projects that have been submitted to date, JPACT members with projects in Congressional District 1 are as follows:

Congressional District 1 (Congressman Wu)

Subgroup Chair – Metro Councilor Kathryn Harrington

Washington County Commissioner Roy Rogers (or alternate)

Cities of Washington County Mayor Craig Dirksen (or alternate)

Portland Mayor Sam Adams (or alternate)

ODOT Regional Manager Jason Tell (or alternate)

TriMet General Manager Fred Hansen (or alternate)

In addition to the JPACT members (or their alternates) listed above, any jurisdiction sponsoring a candidate project will be notified of the subgroup meetings.

The draft list of candidate projects that your subgroup will be asked to prioritize is as follows:

Project Number	Project Description	Sponsor	Funding Request (\$millions)
Congressional District 1 - Wu			
New Starts/Small Starts			
NS-2	Barbur Blvd/99 W HCT	TriMet/Metro	\$2.50
NS-3	Hillsboro to Forest Grove HCT	City of Forest Grove	\$0.50
Transit			
T-1	TriMet Bus Replacement	TriMet	\$15.82
Road/Street/Bridge/Highway			
T-5	OR 217 Improvements	Washington County	\$4.00
T-6	U.S. 26 - Helvetia/Brookwood Parkway Interchange Improvement Project (TIGER)*	City of Hillsboro	\$2.00
T-7	99W/Elwert/Kruger/Sunset Intersection Safety Improvements	City of Sherwood	\$1.00
T-8	OR 8/OR 10/Beaverton-Hillsdale Hwy Adaptive Signal Control System	City of Beaverton	\$0.75
T-13	OHSU Campus Drive Safety and Accessibility Improvements	OHSU (Portland)	\$0.46
T-15	95th/Boones Ferry/Commerce Circle Intersection Improvements	City of Wilsonville	\$1.25
Active Transportation (bike/ped/trail)			
T-17	Fanno Creek Regional Trail Infill	City of Tigard	\$0.785
T-21	Project Development for trail/bike projects in pending TIGER application, including: <ul style="list-style-type: none"> Last Mile Transit Connection, Hillsboro (TIGER)* 	Metro	\$2.00

*May be dropped if TIGER grant is awarded.

Note: Projects subject to change after each jurisdiction or group of jurisdictions narrow their priorities to 2 each.

Congressional District 3 (Congressman Blumenauer)

Based upon the projects that have been submitted to date, the JPACT members with projects in Congressional District 3 are as follows:

Congressional District 3 (Congressman Blumenauer)

Subgroup Chair – Metro Councilor Rex Burkholder

Portland Mayor Sam Adams (or alternate)

Multnomah County Commissioner Ted Wheeler (or alternate)

Cities of Multnomah County Mayor Shane Bemis (or alternate)

Clackamas County Commissioner Lynn Peterson (or alternate)

Cities of Clackamas County Councilor Donna Jordan (or alternate)

ODOT Regional Manager Jason Tell (or alternate)

TriMet General Manager Fred Hansen (or alternate)

Port of Portland Executive Director Bill Wyatt (or alternate)

Clark County Commissioner Steve Stuart (or alternate)

Washington DOT Regional Manager Don Wagner (or alternate)

Regional Transportation Council Director Dean Lookingbill

In addition to the JPACT members (or their alternates) listed above, any jurisdiction sponsoring a candidate project will be notified of the subgroup meetings.

The draft list of candidate projects that your subgroup will be asked to prioritize is as follows:

Project Number	Project Description	Sponsor	Funding Request (\$millions)
Congressional District 3 - Blumenauer			
New Starts/Small Starts			
NS-1	Portland to Milwaukie Light Rail	TriMet	\$60.00
Transit			
T-1	TriMet Bus Replacement	TriMet	\$15.82
Road/Street/Bridge/Highway			
T-4	I-5 Columbia River Crossing	ODOT	\$3.00
T-9	Sellwood Bridge Replacement Project	Multnomah County	\$5.00
T-10	122nd Avenue Intelligent Transportation System (ITS) Improvement	City of Portland	\$1.08
T-11	MLK-Columbia Transportation Improvement Program	City of Portland	\$1.90
T-12	U.S. 30/Sandy Boulevard between 185th Ave. and 201st Ave.	City of Gresham	\$1.97
T-14	Lake Road (Phase 2)	City of Milwaukie	\$2.00

Active Transportation (bike/ped/trail)			
T-16	I-205 Multi-Use Path	ODOT	\$2.00
T-18	Tickle Creek Trail (Sandy to Springwater Connection at Cazadero Trail)	City of Sandy	\$1.50
T-20 T-22 T-23	Project Development for trail/bike projects in pending TIGER application, including: <ul style="list-style-type: none"> • North/NE Bike Way Network, Portland (TIGER)* • Active Access to Industrial Jobs, Milwaukie/Clackamas Co. (TIGER)* • Urban to Rural: Mt. Hood Connections, Boring & Unincorporated Clackamas Co. (TIGER)* 	Metro	\$2.00
Other Non-Surface Transportation Bills			
O-1	Beaver Creek Culvert Replacement	Multnomah County	\$6.00
O-2	Sandy River Trail Connections (East of Sandy River)	Multnomah County	\$5.100
O-4	St. Johns Rail Line Relocation	Port of Portland	\$2.00

*May be dropped if TIGER grant is awarded.

Note: Projects subject to change after each jurisdiction or group of jurisdictions narrow their priorities to 2 each.

Congressional District 5 (Congressman Schrader)

Based upon the projects that have been submitted to date, JPACT members with projects in Congressional District 5 are as follows:

Congressional District 5 (Congressman Schrader)
 Subgroup Chair – Metro Councilor Carlotta Collette
 Clackamas County Commissioner Lynn Peterson (or alternate)
 Cities of Clackamas County Councilor Donna Jordan (or alternate)
 Multnomah County Commissioner Ted Wheeler (or alternate)
 ODOT Regional Manager Jason Tell (or alternate)
 TriMet General Manager Fred Hansen (or alternate)

In addition to the JPACT members (or their alternates) listed above, any jurisdiction sponsoring a candidate project will be notified of the subgroup meetings.

The draft list of candidate projects that your subgroup will be asked to prioritize is as follows:

Project Number	Project Description	Sponsor	Funding Request (\$millions)
Congressional District 5 - Schrader			
New Starts/Small Starts			
NS-2	Barbur Blvd/99 W HCT	TriMet/Metro	\$2.50
Transit			
T-1	TriMet Bus Replacement	TriMet	\$15.82
T-2	Canby Bus Replacement and Site Planning	Canby Area Transit	\$0.60
T-3	Wilsonville SMART Fleet Services Facility	City of Wilsonville	\$2.00
Road/Street/Bridge/Highway			
T-9	Sellwood Bridge Replacement Project	Multnomah County	\$5.00
Active Transportation (bike/ped/trail)			
T-19	Oregon City Main Street: 5th to 15th Streets	City of Oregon City	\$3.00
Other Non-Surface Transportation Bills			
O-3	Willamette Falls Locks	Clackamas County	\$1.00

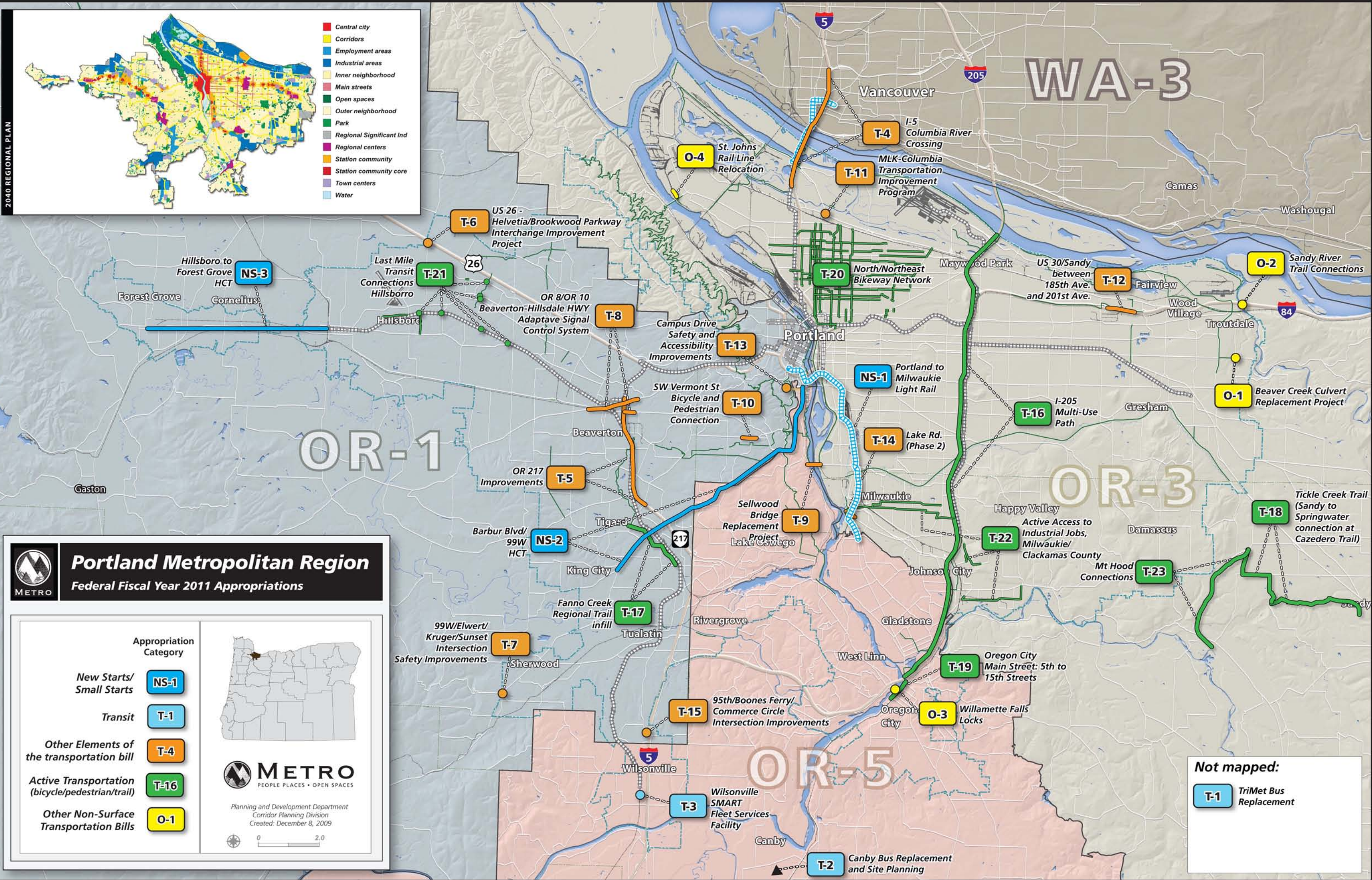
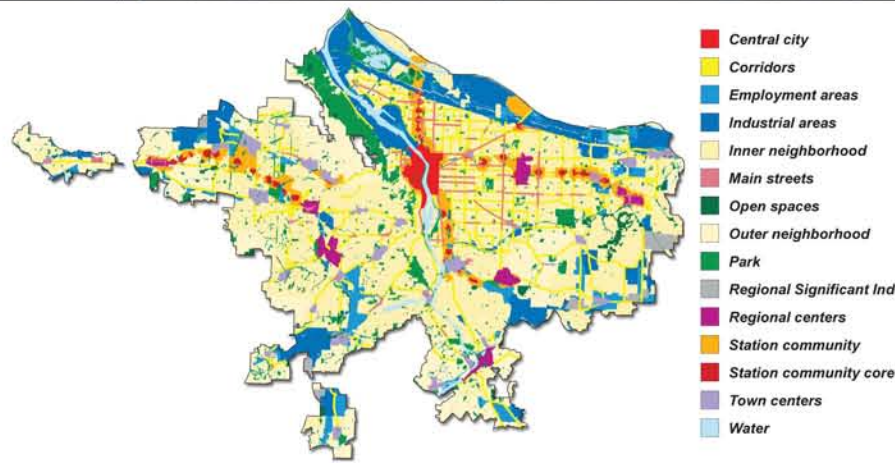
Note: Projects subject to change after each jurisdiction or group of jurisdictions narrow their priorities to 2 each.

A proposal for FY '11 Federal Appropriations Priorities

(Revised December 28, 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
 - Port of Portland
- **JPACT members representing the candidate projects for each Congressional District should meet by February 1 to prioritize the projects for that district.**
- Priorities should be organized as follows:
 - New Starts/Small Starts - based upon priorities for the region as a whole;
 - Priorities for the Congressional District for all other aspects of the transportation appropriations bill;
 - Priorities for the Congressional District for 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 a reasonable timeframe
 - 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)
 - Likelihood of proposed earmark category (particularly those that are not oversubscribed)
- 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.



Portland Metropolitan Region

Federal Fiscal Year 2011 Appropriations

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



Planning and Development Department
Corridor Planning Division
Created: December 8, 2009



Not mapped:

T-1 TriMet Bus Replacement

Updated January 7, 2010

FY 2011 APPROPRIATION REQUESTS

Project Number	Project Description	Funding Request (\$millions)	Sponsor	Congressional District	Source of Federal Funds	Purpose
Congressional District 1 - Wu						
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
Road/Street/Bridge/Highway						
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-13	Campus Drive Safety and Accessibility Improvements	\$0.46	OHSU	OR-1	FHWA	PE/Construction
T-15	95th/Boones Ferry/Commerce Circle Intersection Improvements	\$1.25	City of Wilsonville	OR-1		Construction
Active Transportation (bike/ped/trail)						
T-17	Fanno Creek Regional Trail Infill	\$0.785	City of Tigard	OR-1	FHWA - Surface Transportation Program	Construction
	Project Development for trail/bike projects in pending TIGER application, including:	\$2.00	Metro		FHWA - Surface Transportation Program	Preliminary Engineering
T-21	- Last Mile Transit Connection, Hillsboro (TIGER)*		Metro/Hillsboro	OR-1		
Congressional District 3 - Blumenauer						
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
Transit						
T-1	TriMet Bus Replacement	\$15.82	TriMet	OR-1,3,5	FTA - 5309 Bus & Bus Facilities	Acquisition
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-9	Sellwood Bridge Replacement Project	\$5.00	Multnomah County	OR-3, 5	FHWA - Transportation, Community & System Preservation (TCSP) Program	Final Design/ROW
T-10	122nd Avenue Intelligent Transportation System (ITS) Improvement	\$1.08	City of Portland	OR-3	FHWA - Surface Transportation Program	PE/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-14	Lake Road (Phase 2)	\$2.00	City of Milwaukie	OR-3	FHWA- Surface Transportation Program	PE//ROW/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-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
	Project Development for trail/bike projects in pending TIGER application, including:	\$2.00	Metro		FHWA - Surface Transportation Program	Preliminary Engineering
T-20	- North/NE Bike Way Network, Portland (TIGER)		Metro/Portland	OR-3		
T-22	- Active Access to Industrial Jobs, Milwaukie/Clackamas Co.*		Metro/Clackamas	OR-3		
T-23	- Urban to Rural: Mt. Hood Connections, Boring & Unincorporated Clackamas Co. *		Metro/State Parks	OR-3		
Other Non-Surface Transportation Bills						
O-1	Beaver Creek Culvert Replacement	\$6.00	Multnomah County	OR-3	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-4	St. Johns Rail Line Relocation	\$2.00	Port of Portland	OR-3	FRA - 9002 Rail Line Relocation & Improvement Program	Relocation

Updated January 7, 2010

Project Number	Project Description	Funding Request (\$millions)	Sponsor	Congressional District	Source of Federal Funds	Purpose
Congressional District 5 - Schrader						
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
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-9	Sellwood Bridge Replacement Project	\$5.00	Multnomah County	OR-3, 5	FHWA - Transportation, Community & System Preservation (TCSP) Program	Final Design/ROW
Active Transportation (bike/ped/trail)						
T-19	Oregon City Main Street: 5th to 15th Streets	\$3.00	City of Oregon City	OR-5	FHWA - Surface Transportation Program	
Other Non-Surface Transportation Bills						
O-3	Willamette Falls Locks	\$1.00	Clackamas County	OR-5	Energy/Water	Operations

*May be dropped if TIGER grant is awarded

A proposal for setting priorities for the FY 10-15 Federal Transportation Authorization Bill

(Revised December 28, 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 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.
- Projects have already been approved and submitted to the Committee by the member. We should await further direction on setting priorities among the projects.

Updated January 7, 2010

AUTHORIZATION PRIORITIES

Map Number	Project Description	Funding Request (\$millions)	Sponsor	Congressional District	Purpose	Program Category
Metropolitan Mobility						
M-1	I-205/I-5 Interchange	\$7.00	ODOT	OR-1	Construction	Metropolitan Mobility
M-2	OR 99W/McDonald/Gaarde Intersection	\$3.00	City of Tigard/ODOT	OR-1		Metropolitan Mobility
M-3	I-205/Airport Way Interchange	\$20.00	Port of Portland/ODOT	OR-3	Construction	Metropolitan Mobility
M-4	172nd Ave. Improvements (Sunnyside Rd. to 177th Ave.)	\$15.00	City of Happy Valley	OR-5	ROW/PE	Metropolitan Mobility
M-5	OR 213/Redland Road Lane Improvements	\$5.40	City of Oregon City	OR-5	PE/Construction	Metropolitan Mobility
M-6	OR 10 Farmington Rd. at Murray Blvd. Intersection Safety & Mobility Improvements	\$8.00	City of Beaverton	OR-1	ROW/Construction	Metropolitan Mobility
M-7	Hwy 26/Shute Rd. Interchange	\$10.00	City of Hillsboro	OR-1	PE/ROW	Metropolitan Mobility
M-8	Bethany Overcrossing of Hwy 26	\$10.00	Washington County	OR-1	Construction	Metropolitan Mobility
M-9	OR10: Oleson/Scholls Ferry Intersection	\$11.00	Washington County	OR-1	ROW	Metropolitan Mobility
M-10	Walker Road: 158th to Murray	\$10.00	Washington County	OR-1	Construction	Metropolitan Mobility
M-11	Farmington Rd.: Kinnaman to 198th	\$30.00	Washington County	OR-1	Construction	Metropolitan Mobility
M-12	Hwy. 99W/Sunset/Elwert/Kruger Intersection	\$2.50	City of Sherwood	OR-1	Construction	Metropolitan Mobility
M-13	72nd Ave.: Dartmouth St. to Hampton St.	\$13.00	City of Tigard	OR-1	Construction	Metropolitan Mobility
M-14	Nimbus Extension from Hall Blvd. To Denney Rd.	\$15.40	City of Beaverton	OR-1	Construction	Metropolitan Mobility
M-15	Union Station Rehabilitation	\$24.00	City of Portland	OR-1	Construction	Metropolitan Mobility
M-16	SW Capitol Hwy: Multnomah to Taylors Ferry	\$10.00	City of Portland	OR-1	PE/Construction	Metropolitan Mobility
Freight						
F-1	I-84/257th Ave. Troutdale Interchange	\$22.00	Port of Portland/ODOT	OR-3	Construction	Freight
F-2	Sunrise System Improvements	\$30.00	Clackamas County/ODOT	OR-3	ROW/Construction	Freight
F-3	Kinsman Road Freight Route Extension Project, Phase I	\$10.50	City of Wilsonville	OR-5		Freight
F-4	Troutdale Reynolds Industrial Park Road Improvements	\$6.00	Port of Portland	OR-3	Construction	Freight
F-5	124th Ave. Extension: Tualatin-Sherwood to Tonquin	\$4.00	Washington County	OR-1	Preliminary Engineering	Freight
Managing the Existing System						
S-1	Regional Multi-Modal Safety Education Initiative	\$4.50	Metro	OR-1,3,5	Planning/Implementation	Managing the Existing System
System Management						
ITS -1	I-84/Central Multnomah County ITS	\$3.00	City of Gresham/ODOT	OR-3		System Management
ITS -2	Regional Arterial Management Program (signal system coordination)	\$12.00	Metro	OR-1,3,5	PE/Construction	System Management
Demand Management						
TDM-1	Drive Less Save More Marketing Pilot Project	\$4.50	Metro	OR-1,3,5	Marketing	Transportation Demand Management
Transit Oriented Development						
TOD-1	College Station TOD (at PSU)	\$10.00	PSU/TriMet	OR-1	Construction	Transit Oriented Development
TOD-2	Gresham Civic Neighborhood Station/TOD/Parking Structure	\$5.00	City of Gresham	OR-3	Acquisition	Transit Oriented Development
TOD-3	Transit Station Area Connectivity Program to promote transit oriented development	\$20.00	Metro	OR-1,3,5	PE/ROW/Construction	Transit Oriented Development
TOD-4	Rockwood Town Center	\$10.00	City of Gresham	OR-3	PE/Construction	Transit Oriented Development
Bridges						
B-1	Sellwood Bridge on SE Tacoma St. between Hwy 43 & SE 6th Ave.	\$100.00	Multnomah County	OR-3,5	Construction	Bridges
Transit and Greenhouse Gases						
T-1	TriMet Buses (\$15.4 million per year/6-years)	\$92.40	TriMet	OR-1,3,5	Acquisition	Transit
T-2	West Metro HCT Bus Rapid Transit Alternatives Analysis		Washington Co./TriMet/Metro	OR-1	AA	Transit
T-3	Central East HCT Bus Rapid Transit Alternatives Analysis		City of Gresham/TriMet/Metro	OR-3	AA	Transit
T-4	Prototype Diesel Multiple Unit (commuter rail vehicles)	\$5.00	TriMet	OR-1,3,5	Engineer/manufacture	Transit
T-5	Wilsonville SMART Fleet Services Facility	\$7.00	City of Wilsonville/SMART	OR-5	Construction	Transit
T-6	SMART Bus Replacements (\$2.7 million per year/6-years)	\$16.20	City of Wilsonville/SMART	OR-5	Acquisition	Transit
T-7	Wilsonville SMART Offices/Administration Facility	\$1.50	City of Wilsonville/SMART	OR-5	Construction	Transit
T-8	City of Sandy Transit	\$1.50	City of Sandy	OR-3	Acquisition	Transit
T-9	Canby Area Transit	\$1.25	City of Canby	OR-5	Acquisition	Transit
T-10	South Clackamas Transit	\$0.75	City of Molalla	OR-5	Acquisition	Transit

Map Number	Project Description	Funding Request (\$millions)	Sponsor	Congressional District	Purpose	Program Category
New Starts/Small Starts						
NS-3	Portland to Milwaukie - New Starts	\$850.60	TriMet	OR-1,3	PE/Final Design/Construction	New Starts
NS-4	Portland to Lake Oswego Streetcar - New Starts or Small Starts	\$237.30	City of Lake Oswego/City of Portland/TriMet	OR-1,5	PE/DEIS/FEIS	New or Small Starts
NS-5	Columbia River Crossing - New Starts	\$750.00	ODOT/WSDOT	OR-3/WA-3	PE/Final Design/Construction	New Starts
NS-6	Portland to Tigard and Sherwood/99W/Barbur Blvd. New Starts Alternatives Analysis	\$11.40	Metro/TriMet/Portland/Tigard	OR-1,5	Planning/PE/DEIS/FEIS	New Starts
NS-10	Portland Streetcar Planning and Alternatives Analysis	\$5.00	City of Portland/City of Gresham	OR-3	Planning/Alternatives Analysis	Small Starts
Walking and Cycling						
TBP-3	Congressional District 1 Trails/Bikepath Program	\$10.00	Washington County & Cities	OR-1	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-4	Congressional District 3 Trails/Bikepath Program	\$10.00	City of Portland/City of Gresham	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-5	Congressional District 5 Trails/Bikepath Program	\$10.00	Clackamas County & Cities	OR-5	PE/ROW/Construction	Trails/Bicycle/Pedestrian
	Projects under consideration:					
	Multnomah County Jurisdictions*					
TBP-6	Gresham/Fairview Trail, Phase 4/5	\$6.10	City of Gresham	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
	Clackamas County Jurisdictions*					
TBP-7	French Prairie Bike-Ped-Emergency Bridge Over Willamette River	\$12.60	City of Wilsonville	OR-5	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-8	Springwater to Trolley Trail - 17th Avenue from Ochoco to McLoughlin Blvd.	\$3.20	NCPRD/City of Milwaukie	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-9	Mt. Scott Creek Trail - Mt. Talbert to Springwater Corridor	\$4.60	NCPRD/City of Happy Valley	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-10	Scouter's Mt. Trail - Springwater/Powell Butte to Springwater	\$7.37	NCPRD/Happy Valley	OR-4	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-11	Phillips Creek Trail - I-205 Trail to N. Clackamas Greenway	\$2.27	NCPRD/Clackamas County	OR-5	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-12	Monroe Bike Blvd.	\$2.00	City of Milwaukie	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-13	Iron Mtn. Bike Lanes - 10th St. to Bryant Rd.	\$3.80	City of Lake Oswego	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-14	Carmen Drive Sidewalk and Bike Lanes from Meadow Rd. to I-5	\$1.70	City of Lake Oswego	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-15	Pilkington Sidewalk and Bike Lanes from Boones Ferry to Childs Rd.	\$5.25	City of Lake Oswego	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
	Washington County Jurisdictions*					
TBP-16	Council Creek Regional Trail: Banks to Hillsboro	\$5.25	City of Forest Grove	OR-1	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-17	Tonquin Trail/Cedar Creek Corridor	\$2.50	City of Sherwood	OR-1	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-18	Fanno Creek Trail Projects	\$0.70	City of Tigard	OR-1	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-19	Westside Regional Trail	\$12.00	Tualatin Hills Parks & Rec. Districts/Washington Co.	OR-1	PE/ROW/Construction	Trails/Bicycle/Pedestrian
Critical Highway Corridors						
H-1	Columbia River Crossing Project	\$400.00	ODOT and WSDOT	OR-3/WA-3	Design/ROW/Construction	Project of National Significance
Boulevards/Main Streets						
MB-1	Downtown Milwaukie Station Streetscape	\$5.00	City of Milwaukie	OR-3	Construction	Blvd./Main Streets
MB-2	Main Street Ped. & Streetscape Improvements (5th St. to Division)	\$2.20	City of Gresham	OR-3	PE/Construction	Blvd./Main Streets
MB-3	East Burnside/Couch Couplet, NE 3rd Ave. to NE 14th Ave.	\$6.00	City of Portland	OR-3	PE/Construction	Blvd./Main Streets
MB-4	102nd Ave. St. Improvement: Project Phase II - NE Glisan to SE Washington St.	\$5.00	City of Portland	OR-3	Construction	Blvd./Main Streets
Parkways						
P-1	Sunrise System: Parkway Demonstration Project	\$30.00	Clackamas County	OR-3	Planning	Parkway
Green Infrastructure						
G-1	Kellogg Creek Bridge Replacement	\$4.00	City of Milwaukie	OR-3	Construction	Green Infrastructure
G-2	Tabor to the River/SE Division St. Reconstruction, Streetscape & Green Infrastructure Project	\$4.50	City of Portland	OR-3	PE/Construction	Green Infrastructure
Research						
R-1	Oregon Transportation Research & Education Consortium (OTREC)	\$16.00	PSU/UO/OSU/OIT	OR-1,2,3,4,5	Research	Research

*Note: Congressman Blumenauer has proposed the "Active Transportation Act of 2009" to fund projects to provide safe and convenient options to bicycle and walk for routine travel. The program is proposed to be administered on a national competitive basis. The projects listed are under consideration for funding either through these earmarks or through the competitive program if it is created and the region competes successfully.

Ron Swaren
11/7/2016

Express bus service as a cost effective alternative to fixed rail systems

Many of the same challenges of public transportation that the Portland metropolitan area is dealing with have already been dealt with by numerous other urban areas around the globe. The Portland market is relatively small compared to major urban areas like London, Hong Kong or Berlin. The Portland region also has a lower density than many of these other cities. The tourism industry in Europe has also faced challenges of moving larger numbers of people for long distances, and to remain financially competitive, has had to find way to do this in a cost effective manner.

The option many cities have chosen (sometimes in addition to fixed rail systems) is the two level passenger bus, typically known as "double-deckers." Today, the major manufacturers of these have also begun to explore alternatives to the standard diesel engines. There are two main manufacturers, both in Europe.

TD925 Astromega double-deck touring motorcoach

Van Hool, located in Belgium, manufacturers both single level and two level buses, and began supplying European customers in 1947. Since the mid-1980s the company has also been active on the North American market, where it is now an important player. In recent years, the company has been focusing on new propulsion technologies, introducing fuel cell hybrid buses as well as diesel-electric hybrids. In the US, Van Hool has four separate product lines for sale: the T21-series deluxe touring coaches, the C20-series touring coaches, the TD925 double-decker coach, and the A-series transit buses. Its exclusive dealer in the US is ABC Companies

The TD925 Astromega is a closed-top US-spec double decker motorcoach that is a variant of the TD925 Astromega coach available in Europe.

NeoPlan (MAN SE) Skyliner C and Skyliner L

NeoPlan, is a subsidiary of long standing MAN SE corporation, based in Munich, Germany, which has been in business for 250 years. MAN SE's output is for the automotive industry, particularly heavy trucks. Further activities include the production of diesel engines for various applications, like ship propulsion, and also turbomachinery.

MAN is one of the world's leading manufacturers of engineering equipment and commercial vehicles. MAN supplies trucks, buses, diesel engines, turbomachinery, as well as industrial services, and holds leading market positions in all its business areas

MAN,s subsidiary produces the Neoplan Skyliner C, and Skyliner L, both twin axle, double decker motorcoaches, and both turbo-diesel powered. NeoPlan buses are also used in Asian countries.

Canadian cities adopt double decker buses

In 2000, Victoria, British Columbia, Canada became the first city in North America to use modern double-decker buses in its public transit system. These buses were imported from the United Kingdom and operated by BC Transit and the Victoria Regional Transit System; they have proven to be very popular amongst both locals and tourists. The buses are mainly used on routes that go from downtown to the suburbs, including the Victoria International Airport, and the BC Ferries terminal near Sidney, B.C. They can also be found on routes that head to the University of Victoria and the Western Communities. In December 2007, Chairman of the Victoria Regional Transit Commission, Don Amos, announced the purchase of 16 new double-decker buses for the region, worth an estimated \$12.8 million CDN. The buses entered service in the summer of 2008.[4]

Toronto, Ontario started operating 12 Alexander Dennis Enviro500 double-decker buses in 2008, with 10 more entering service in 2009. Stratford, Ontario is another town to adopt the English heritage to go along with the Shakespearean theme of the annual festival.

Double Deck Tours of Niagara Falls, Ontario operates 18 Routemaster RM for sightseeing tours in the Falls area.

Double-decker buses are also used in Kelowna, B.C.

US cities adopt double decker buses

In Snohomish County, Washington, Community Transit operates one Alexander Dennis Enviro500 double-decker bus as a demonstrator, which rotates among commuter routes between Snohomish County and Seattle. A fleet of 23 such buses have been purchased for service beginning 2010.

Citizens Area Transit, the transit authority in the Las Vegas, Nevada area, introduced a fleet of double-deckers to serve the Las Vegas Strip route in October 2005. The route is branded as "The Deuce". It (as of early 2009) serves eight routes.

There are numerous established routes in the Portland -Vancouver area which are well suited to express bus routes. For example, the Portland City Center to Tualatin route, about fifteen miles, is readily accessible via Interstate 5. Driving time, in normal traffic, from Portland State University to Tualatin TC is less than fifteen minutes. An additional leg to Sherwood Oregon is accessible in about eight minutes. SE Powell Blvd to Gresham would be another well used corridor.

Bus service is available NOW and at a fraction of the cost of fixed rail system. With fixed rail systems cost approaching \$200 million per mile, the cost of just one mile of track would purchase a fleet of buses for the entire Metropolitan area.

Cities Using Double Decker Buses**No. in Fleet**

London	1200 plus
Dublin	1125
Hong Kong	5000
Berlin	450
Singapore	900
Toronto, ON	22
Victoria, BC	16 plus
Seattle (to Snohomish Co.)	22
Los Angeles Co.	NA
Kelowna, BC	NA
Ottawa, ON	3
Istanbul	89
Moscow	NA
St. Petersburg	NA
Baumal, CIS	NA
Mumbai, India	NA
Madras, India	NA
Las Vegas	
Beijing	
Shanghai	
Nanning	
Gunagzhou	
Shenjen	
Hangzhou	

