

Metro | Agenda

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)
Date: Thursday, January 14, 2010
Time: 7:30 to 9 a.m.
Place: Metro Regional Center, Council Chambers

- | | | | |
|----------------|-----|--|---------------------------------|
| 7:30 AM | 1. | CALL TO ORDER & DECLARATION OF A QUORUM | Carlotta Collette, Chair |
| 7:32 AM | 2. | INTRODUCTIONS | Carlotta Collette, Chair |
| 7:35 AM | 3. | CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS | Carlotta Collette, Chair |
| 7:40 AM | 4. | COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS <ul style="list-style-type: none">• High Speed Rail | |
| | | <u>CONSENT AGENDA</u> | |
| 7:45 AM | 5. | * • Consideration of the JPACT Minutes for November 12, 2009
* • Consideration of the JPACT Minutes for December 10, 2009
* • 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
* • 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
* • 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 | |
| 7:50 AM | 6. | * STIP Stakeholder Committee: Recommendation on 2012-15 STIP Eligibility and Prioritization Criteria – <u>INFORMATION/ COMMENT</u> | Jerri Bohard, ODOT |
| 8:05 AM | 7. | * 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>APPROVAL REQUESTED</u> | Tony Mendoza |
| 8:20 AM | 8. | * Resolution No. 10-XXXX, For the Purpose of Updating the Work Program for Refinement Planning Through 2020 and Proceeding with the Next Two Corridor Refinement Plans in the 2010-2013 Regional Transportation Plan Cycle – <u>APPROVAL REQUESTED</u> | Deborah Redman |
| 8:40 AM | 9. | * Federal Appropriations and Authorization Process and Project Lists – <u>INFORMATION/DISCUSSION</u> | Andy Cotugno |
| 8:55 AM | 10. | * 2010-13 TIP: ODOT Administered Projects – Briefing on Public Comments Received During Comment Period – <u>INFORMATION</u> | Jason Tell |
| 9 AM | 11. | ADJOURN | Carlotta Collette, 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#.

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



December 21, 2009

Dear November 6 Meeting Attendees on High Speed Passenger Rail:

It was my pleasure to chair the November 6 meeting on high speed passenger rail at the Lake Oswego City Hall. I hope you found the conversation helpful in sorting out ODOT's current ARRA applications for funding high speed rail improvements in Clackamas County and elsewhere. It is apparent that federal investment in high speed rail is a growing priority that the state and the region should be aware of.

You will find meeting notes attached. At least four themes arose at the meeting:

1. All parties recognize the importance of higher speed passenger rail service to the state and this region.
2. Any passenger rail improvements need to be planned in accordance with both state and local land use and transportation plans, recognizing that many transportation and development projects need an integrated design approach (i.e. transportation and land use).
3. ODOT intends to work with the region toward the selection of a high speed passenger rail alignment, but the collaboration process still needs to be defined. Metro is a vehicle through which the region can work with ODOT to coordinate the proper transportation planning process, at least for the portion of the project that directly affects the Portland metro region. ODOT and Metro should determine what this collaboration looks like prior to initiating any planning work.
4. Regardless of ODOT's success in this round of ARRA funding, improved passenger rail service will remain important to the region and the state, and thus, high speed rail planning issues need to be addressed at some point.

As we await the January or February announcement on ODOT's ARRA applications, I would encourage more discussions between and among the jurisdictions that have a stake in this matter. They are numerous, and the City of Milwaukie, as one such jurisdiction, looks forward to continuing the dialogue that began on November 6.

Respectfully Yours,

Greg Chaimov
City of Milwaukie
City Council President

Clackamas County Cities Workgroup on High Speed Rail

Meeting Notes

Lake Oswego City Hall

11/06/09

ODOT Attendees: ODOT Director Matthew Garrett; Rail Division Director Kelly Taylor; Rail Division staff Bob Melbo and Betsy Imholt

Elected officials present: Milwaukie City Councilors Deborah Barnes and Greg Chaimov; Lake Oswego City Councilors Donna Jordan, Sally Moncrieff, and Roger Hennagin ; Tualatin City Councilor Donna Maddox; Oregon City Mayor Alice Norris;

Staff present: Kenny Asher, Alex Campbell, Wendy Hemmen (Milwaukie); Alex McIntyre, Denise Frisbee, Brant Williams (Lake Oswego); Larry Patterson, Nancy Kraushaar, Dan Drentlaw (Oregon City); Sherylin Lombos, Mike McKilip (Tualatin); Mark Ottenad (Wilsonville); Danielle Cowan (Clackamas County); Andy Cotugno, Ross Roberts, Mel Huie (Metro).

Meeting chaired by Greg Chaimov

Milwaukie City Council President Greg Chaimov chaired the meeting and introduced Milwaukie's Public Works Director, Kenny Asher.

Mr. Asher gave a brief introduction of the current understanding of High Speed Rail in Oregon and in the local metropolitan area.

- He described the Clackamas County Cities work group as an idea that arose based on the mutual interests of several Clackamas County cities interested in ODOT's pursuit of funding for higher speed rail.
- He mentioned the need to balance state and local goals on the issue.
- He emphasized that information about the rail alignment options made available to local jurisdictions will enable informed decisions.

Mr. Garrett provided an overview for the HSR discussions.

- The potential for additional use of the Oregon Electric (OE) line has been a longstanding topic of discussion.
- ODOT sees an opportunity and is building a vision for HSR, but the agency still has work to do.
- ODOT is interested in partnering with other agencies, including the Clackamas County cities and regional governments. The effort is in the "early days" of development.
- ODOT is seeking early stimulus funds that would benefit both passenger rail and freight rail service in Oregon.
- ODOT is studying and information-gathering. The current emphasis on HSR is a new direction for ODOT and the agency is exploring how to best pursue it.

Ms. Taylor discussed the process and project as ODOT understands it to date.

- There will be many more meetings on HSR.
- The framework of how and where HSR investments will be made still needs to be laid out.
- No decisions have been made yet.
- The previous legislative session allocated \$2 million for a rail assessment study, to consider both passenger and freight rail. The Connect Oregon program has been helping determine whether and where public funds might support investments to the rail system.
- Rail is a privately owned infrastructure system, often hidden from public discussions.

- Betsy Imholt has been leading the study for the freight and rail system. The existing statewide system has 22 rail lines: 2 mainlines (UP & BNSF) and 20 short lines.
- The study's fundamental goal is an infrastructure catalog and condition assessment: What is the infrastructure? What are the conditions? Looking specifically at tunnels, bridges, clearance issues, track conditions, hazardous areas, etc. How are the rail lines being used? Which shippers? How to move more freight to rails? How to maximize rail in Oregon, etc.
- ODOT needs to make better decisions on how to repair and maintain infrastructure and to identify primary facilities and bridge conditions.
- The project needs to be broken into pieces.
- Passenger rail is not on its own track. ODOT is looking at various studies, including the 2002 OE line study.
- About one year into the overall study, ODOT saw the need to publish an early draft of the Passenger Rail chapter, which describes the Oregon Electric alignment as the preferred HSR alternative. However ODOT said that the OE preference was just a consultant recommendation and that no decisions had been made on whether the UP mainline or the Oregon Electric is preferred by the agency.
- The passenger rail goal or vision is to be reliable, competitive, (with auto), and frequent (providing enough service to use and return in the same day).
- The Oregon and Washington I-5 corridor is one of 11 federally designated HSR corridors. A Federally defined goal is to incrementally work towards speeds of 110 mph in these corridors. Current UP mainline passenger rail conditions are:
 - Not reliable for passenger rail.
 - 79 mph top speed (reached over only 6 miles), average speed is 40 mph.
 - Not much capacity for passenger rail due to the high volume of freight trains
 - Only 2 passenger trains run per day
 - UP must be paid to do modeling to evaluate the feasibility for high speed rail improvements, on their schedule and terms.
 - Any needed improvements would be paid for by the public (but would be owned and operated by UP)
- Oregon legislature established a 5 trains/day goal by 2005. That has not happened, and there is no clear path to achieve that goal, but ODOT holds that the status quo as unacceptable.
- ODOT met with several rail line operators including PNWR, UP, and BNSF, regarding OE and UP mainline. What needs to be done to upgrade the lines/tracks to achieve HSR goals? What would be the actual operational outcomes of new investments be on either line?
- Won't go through any town at 110 MPH. The train needs to stop and pick people up. Current average is 40 MPH, and passenger rail can do better than 40 MPH.
- ODOT can't force electrification on private railways.
- Higher speeds mean varying degrees of upgrades – positive train control for 90 mph, need protected crossings for 110 mph. Need to identify repairs and upgrades.
- Improved sustainability is a very important part of the overall HSR effort, and that includes use of electrification of lines, up to and including dedicated solar panels. It is technically possible in the long term (50 years), and possibly sooner, but is it feasible? UP strongly opposes electrification on mainline.
- UP opposes passenger rail trains traveling over 90 mph mixing with freight traffic.
- Preservation (and expansion) of freight capacity is a very important economic and transportation goal for the state as well. The freight – passenger conflict will grow with expected increase in freight traffic.
- The Willamette Valley has four existing lines to choose from, all other regions have to build new lines. Oregon is blessed by historical accident with the “problem” of selecting an alignment.
- Federal passenger rail priorities have changed dramatically. Previous administration was aggressively cutting support to Amtrak. New administration is clearly pushing HSR. Oregon is scrambling—as are other states—to take advantage of the change.

- The National Policy Consensus Center was brought on by ODOT to help initiate consultation and outreach with stakeholders. NPCC developed recommendations and findings for moving forward. Pros and cons for each line are part of the initial study, which the Governor requested.
- NPCC would have a future role in assisting with outreach if project continues.
- ODOT submitted a “Track One” application for stimulus funding:
 - August 09 – Review of what projects are shovel-ready (i.e., NEPA is complete, no match required)
 - September 09 – Submit application and enter two-year window for completion of projects
- ODOT also submitted a “Track Two” application for stimulus funding:
 - October 09 – Review what projects are possible
 - Five-year window for non shovel-ready projects. (requires PE and NEPA processes).
 - FRA expects to disburse \$2.3 billion in 2010.
- ODOT’s application focused on fixes that would make sense regardless of line choice that would minimize congestion. The projects include PE/NEPA for 8 Portland projects and a Eugene layover track to keep some trains out of the rail yard.
- Requested funds for PE/NEPA for selection of a HSR alignment through the Portland region and south to Eugene.
- Actual applications: 26 states asked for \$50 billion. Only \$8 billion is available this year.
- FRA new to handing out money, so they’re making it up as they go.
- Timeline for announcement slipped from 45 days to “fall” to “winter”
- January 1st to February 15th is current expectation for decision on all current applications
- Likely to not allocate \$8 billion all at once
- Additional \$1-4 billion likely in next federal budget (\$1 billion currently in next budget)
- If ODOT application is selected, next steps would include conducting an EIS to select a route
 - Form stakeholder & technical groups – heavy on local government and others
 - Whole point is to carry out the study – may never move to OE line; may upgrade the UP mainline instead.
 - “Maybe” include a new corridor (a third option), or sections of new ROW.
 - Need to look at the existing rail condition. Rail division owes it to the state to look at best alternatives before any construction money is spent.
- Preliminary look at OE would not allow any 110 mph sections until south of Wilsonville
- Timing is not ideal, but need to start talking publicly.
- Goal is 6-8 trains/day
- Move to 90%+ reliability (recent years, 60% reliability was normal; Coast Starlight had 2% reliability)
- Current speed is average of 44-45 MPH.
- A combination of the two lines may be possible.

Question & Response

Sherilyn Lombos, Tualatin City Manager

Q. How do the Oregon and Washington applications fit together- how do they coordinate?

A. Washington faces similar challenges. Dealing with BNSF, only has 1 line. WashDOT is looking at congestion reduction packages. Washington is considering purchase of a portion of the BNSF R/W where it is very wide to construct third track. Washington has same service goals, so the state’s are coordinating efforts. Some ODOT application elements north of Union Station benefit Washington’s system. Washington’s application is above/beyond the Oregon \$2B request.

Andy Cotugno, Metro

Q. With an alternatives analysis, there are a lot of ways to scope project. Metro is interested in identifying benefits and weighing benefits against impacts and cost of construction. How will ODOT’s process dovetail

with projects happening in the region now? When do you lay out the scope? What is the decision making process? Will it follow the EIS typical process with mitigation to figure out what to do in each community? How will this be framed?

- A. Don't have money to aggressively work on scope now. Current RFI asked consultants to provide recommendation on how ODOT should go forward. They are asking for contractor assistance in crafting the RFP. This will lay the groundwork and structure for possible public improvements.

Ross Roberts, Metro

Q. Budget is \$85 million for EIS project – would you want to make the basic alignment decision prior to bulk of EIS work, rather than incurring the costs of fleshing out all the impacts of both alignments?

- A. Assumption is to move to one alignment early enough to enable ODOT to drill down on one alternative as part of the EIS.

Donna Jordan, Lake Oswego City Council

Q. So will you be studying both lines in EIS?

- A. No but there would be a screening process prior to the EIS on multiple alignments.
- Q. Much regional and local area/downtown planning would be impacted. Will the State process trump local planning decisions? Do locals have to change?
- A. ODOT wants to do outreach so there is no trumping of local plans. Wants to work cooperatively, and recognize that this planning effort has implications/ impacts for transportation and transit corridors for whole region. Need to come to a unified vision that makes sense. Any solution is going to have multiple elements. This process will map out the future and determine what the preferred alternative is. All options need to be looked at. It needs to be determined how each can be practical.

Larry Patterson, Oregon City

Q. How was OE line selected as preferred route?

- A. [Kelly Taylor] Draft study only says it looks like most promising now, that's all. It appears to deliver better results for passenger rail now, but will have further consideration. This was a consultant recommendation.

Nancy Kraushaar, Oregon City

Q. We do need this infrastructure. New routes need to be considered, at least for some portions, if this is to be a 100-year plan. Consider options to reduce community impacts and not limit to the existing 2 lines. Will ODOT consider owning the ROW because of ongoing battles and operational difficulties of sharing lines?

- A. [KT] We will look at more than just the 2 lines in specific locations. We will need some changes and can't run exactly as it is now, but 1 of the 2 lines is likely to be the backbone. Currently there are clear capacity constraints on the UP mainline.

Kenny Asher, City of Milwaukie

Q. You know what you are up against with UP. Do you know what you are up against with the local cities and neighborhoods regarding land use, etc.? Do you understand the community impacts, because these may seem less urgent compared to the many challenges UP has laid out for you.

- A. [KT] We sense that "robust conversations" are coming. Both lines have many such issues, interactions with towns, nearby schools, etc. The communities around the UP route are used to high traffic now, the others are not. Ultimately, we need an Oregon vision. We need to look for ways to make it work, wins for multiple parties and what is best in the long run.

Mike McKillip, City of Tualatin

Q. In 2 years, will we know which line to move forward with?

- A. We applied for both 2 and 5 year tracks – and the clock starts when the FRA agreement is signed, so actually we could get an additional 6-8 months if we move quickly as soon as the results are announced.

Q. Can locals hold up the process by refusing to participate?

A. [KT] I can't really imagine any local jurisdiction actively preventing their public from being involved in conversations.

Donna Maddox, Tualatin City Councilor

Q. Are there precedents in Oregon for EIS across many/multiple jurisdictions? How long will it take?

A. [Betsy Imholt] ODOT's Major Projects Group has experience of working with multiple jurisdictions (e.g. OTIA). We will rely on them to help with this.

[Matthew Garrett] We haven't done something exactly like this before; the many jurisdictions and layers involved do make it exponentially difficult. Parochialism is difficult and working with the railroads is hard too. But we have to take a shot because this is a generational opportunity. Funding is the major issue in moving forward. ODOT is chasing funding options now to keep AMTRAK moving and more predictable. ODOT is staying focused to leverage options for Oregon so these questions can be answered as part of this process.

Alice Norris, Oregon City Mayor

Q. Oregon City is very much potentially impacted because Oregon City has been focusing local efforts (with federal support) on supporting and improving the existing Amtrak station. Who would operate the system if not Amtrak?

A. [KT] Assumption is that it would be Amtrak operating. They are very interested and reviewed our application.

Mark Ottenad, Wilsonville

Q. How does high speed rail relate to commuter rail (CR)?

A. [KT] They are not necessarily connected. ODOT is still looking at extending to Salem via commuter rail separately. However, ODOT is considering lessons learned from Commuter Rail experience. The railroads are reluctant, but intercity passenger rail is less disruptive than commuter rail.

Kenny Asher, City of Milwaukie

Q. What happens if you are unsuccessful with these ARRA applications? Is HSR a priority for the Transportation Commission? Would HSR remain a state priority?

A. [MG] The priority comes from the 2006 Oregon Transportation Plan, which describes a multi-modal vision. ODOT wants to breathe life into that vision and expand passenger rail to make that happen. Until recently, due to lack of funds, we have only done a little bit. Now we are looking at least-cost-alternatives to make a comprehensive decision. We also need to animate the discussion of revenues for all modes. We want to keep looking at HSR and not let it fall from the radar screen. One question is does the state have investment strategies to do this?

A. [KT] If we are not successful now, we will look forward for feedback on how to improve the application for additional rounds. The Transportation Commission just flexed ARRA money to buy more trains (\$35 million). That shows the commitment. The HSR needs far outrun the funds available to implement HSR now.

Andy Cotugno, Metro

I think this is for the long run. The DeFazio/Oberstar Reauthorization bill has \$50B for HSR through the 6-year period of the authorization bill in addition to the current \$8 billion of stimulus funds. There are \$1-3 billion in FY 10 appropriations. The question should be "How do we get HSR? What will it take to make it work in our downtowns and acceptable to towns? How much will it cost?" We need to look at multiple costs (financial/land use disruption/opportunity costs). But the feds are in it for the long run, at least under this administration, so the state should be in it for long run.

Donna Jordan, Lake Oswego

- Q. There is some overlap in existing corridors between freight and passenger rail. Is there a way to blend the uses for best use of money? Are you looking at using freight to help passenger rail?
- A. [KT] No freight rail money is available – all other modes have federal money, but we are targeting congestion fixes that would benefit both passenger and freight rail. There are no projects that are passenger only. Eugene and Portland projects are freight fixes that help passenger rail.

Brant Williams, Lake Oswego

- Q. Please clarify how we can all help make this process go correctly and help out.
- A. [KT] We're looking at forming stakeholder and technical committees. We will want local involvement. We need all the help we can get, not just statements about one line or the other. Earlier involvement is better. Please keep communications open with ODOT.

Greg Chaimov, City of Milwaukie Councilor

- Q. Who is the ultimate decision-maker?
- A. [KT] FEIS document decides where alignment is. FRA owns the Record of Decision. The Oregon Transportation Commission is the key state decision maker.

Ross Roberts, Metro

- Q. It is quite unusual for the feds to be decision makers. They will look to the authors of the EIS to be making a clear case. The project could use MPOs/JPACT to be a resource for process. Waiting for the ROD to be the decision is not best practice. ROD should just affirm an earlier decision.
- A. [KT] In practice, would want close coordination between Steering Committee/Technical Committee and the Commission to work together to craft the solution/answer.

Mr. Asher offered suggestions for going forward:

- The decision on the ARRA funding is expected between January 1st – February 15th. The Clackamas County Cities workgroup could wait until the decision was made before meeting again.
- The attendees are very interested in participating with the process, if there is adequate room for these local concerns and interests.
- If there is not room or time for those conversations, external efforts and processes are bound to spring up, which would increase risk for the project.

Mr. Garrett concurred.

- The process needs to be cohesive and work towards a consensus. If the process is splintered, it will be difficult. Scope does overlap JPACT reach, but not yet sure how to best integrate. There will need to be a disciplined process because consensus is essential.

Mr. Chaimov adjourned the meeting.

High Speed Rail Stakeholder Contact List

Lake Oswego, Milwaukie, Oregon City, Portland, and Tualatin

Contact Name	email	address	phone
City of Milwaukie			
Kenny Asher Community Development and Public Works Director	asherk@ci.milwaukie.or.us	6101 SE Johnson Creek Blvd, Milwaukie OR 97206	503-786-7654
Alex Campbell Resource & Economic Development Specialist	campbella@ci.milwaukie.or.us	6101 SE Johnson Creek Blvd, Milwaukie OR 97206	503-786-7608
Wendy Hemmen, PE Light Rail Design Coordinator	hemmenw@ci.milwaukie.or.us	6101 SE Johnson Creek Blvd, Milwaukie OR 97206	503-786-7694
Jeanne Garst Administrative Supervisor	garstj@ci.milwaukie.or.us	6101 SE Johnson Creek Blvd, Milwaukie OR 97206	503-768-7655
City of Lake Oswego			
Brant Williams Director of Economic & Capital Development	bwilliams@ci.oswego.or.us	380 A Avenue, PO Box 369, Lake Oswego, OR 97034	503-635-6138
Denise Frisbee Director, Planning & Business Services	dfrisbee@ci.oswego.or.us	380 A Avenue, PO Box 369, Lake Oswego, OR 97034	503-635-0290
City of Oregon City			
Nancy Kraushaar, PE City Engineer / Public Work Director	nkraushaar@ci.oregon- city.or.us	320 Warner Milne Road, PO Box 3040, Oregon City, OR 97045	503-496-1545
Larry Patterson City Manager	lpatterson@orcity.org	320 Warner Milne Road, PO Box 3040, Oregon City, OR 97045	503-496-1504
Dan Drentlaw Community Development Director	ddrentlaw@orcity.org	320 Warner Milne Road, PO Box 3040, Oregon City, OR 97045	503-496-1552
Kathy Griffin Assistant to Nancy	kgriffin@orcity.org	320 Warner Milne Road, PO Box 3040, Oregon City, OR 97045	503-496-1555



Contact Name	email	address	phone
City of Tualatin			
Sherilyn Lombos City Manager	slombos@ci.tualatin.or.us	18880 SW Martinazzi Avenue, Tualatin, OR 97062	503-691-3010
Mike McKillip City Engineer	mmckillip@ci.tualatin.or.us	18880 SW Martinazzi Avenue, Tualatin, OR 97062	503-691-3030
City of Wilsonville			
Mark Ottenad Public/Government Affairs Director	ottenad@ci.wilsonville.or.us	29799 SW Town Center Loop E, Wilsonville, OR 97070	503-570-1505
Metro			
Ross Roberts	roberts@metro.dst.or.us	600 NE Grand Avenue, Portland, OR 97232	503-797-1700
Andy Cotugno	cotugnoa@metro.dst.or.us	600 NE Grand Avenue, Portland, OR 97232	503-797-1763
Clackamas County			
Danielle Cowen Community & Legislative Affairs Director	dcowen@co.clackamas.or.us	Public Service Building 2051 Kaen Rd. Oregon City, OR 97045	503-742-5909
City of Portland			
Dan Bates Government Relations Director	Dan.bates@ci.portland.or.us	1221 SW 4 th Ave, Room 410, Portland, OR 97204	503-823-4130
Paul Smith, AICP Transportation Planning Division Manager	paul.smith@pdxtrans.org	1120 SW 5 th Ave, Suite 800, Portland, OR 97204	503-823-7736
Grant Morehead Transportation Planner	grant.morehead@pdxtrans.org	1120 SW 5 th Ave, Suite 800, Portland, OR 97204	503-823-9707
ODOT Rail Division			
Betsy Imholt Rail Study Director	Betsy.imholt@odot.state.or.us	555 13 th Street NE, Suite 3 Salem, OR 97301-4179	503-986-4077
Bob Melbo State Rail Planner	Robert.i.melbo@odot.state.or.us	555 13 th Street NE, Suite 3 Salem, OR 97301-4179	503-986-4137



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

November 12, 2009

Metro Regional Center, Council Chambers

MEMBERS PRESENT

Carlotta Collette, Chair
Sam Adams
Shane Bemis
Rex Burkholder
Nina DeConcini
Craig Dirksen
Fred Hansen
Kathryn Harrington
Lynn Peterson
Roy Rogers
Jason Tell
Ted Wheeler

AFFILIATION

Metro Council
City of Portland
City of Gresham, representing the Cities of Multnomah Co.
Metro Council
Oregon Department of Environmental Quality
City of Tigard, representing the Cities of Washington Co.
TriMet
Metro Council
Clackamas County
Washington County
Oregon Department of Transportation, Region 1
Multnomah County

MEMBERS EXCUSED

Donna Jordan
Royce Pollard
Steve Stuart
Don Wagner
Bill Wyatt

AFFILIATION

City of Lake Oswego, representing the Cities of Clackamas Co.
City of Vancouver, WA
Clark County
Washington State Department of Transportation
Port of Portland

ALTERNATES PRESENT

Doug Ficco
Susie Lahsene
Dean Lookingbill
Alice Norris
Troy Rayburn

AFFILIATION

Washington State Department of Transportation
Port of Portland
City of Vancouver
Cities of Clackamas County
Clark County

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

1. CALL TO ORDER AND DECLARATION OF A QUORUM

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

2. INTRODUCTIONS

There were none.

3. CITIZEN COMMUNICATIONS TO JPACT ON NON-AGENDA ITEMS

There were none.

4. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

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

5. CONSENT AGENDA

Consideration of JPACT Minutes for October 8, 2009

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

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

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

6. INFORMATION / DISCUSSION ITEMS

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

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

Exhibit F

Greenhouse gas emissions and RTP Climate Action Plan

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

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

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

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

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

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

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

I-5/99W Connector Study Recommendations

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

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

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

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

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

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

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

Corridor Refinement Plan Priorities

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

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

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

Exhibit G

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

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

Amendments proposed by JPACT and MPAC members

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

7. **ADJOURN**

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

Respectfully submitted,



Tom Matney
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR NOVEMBER 12, 2009

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

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



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

December 10, 2009

Metro Regional Center, Council Chambers

MEMBERS PRESENT

Carlotta Collette, Chair
Sam Adams
Shane Bemis
Rex Burkholder
Nina DeConcini
Craig Dirksen
Kathryn Harrington
Donna Jordan
Lynn Peterson
Roy Rogers
Jason Tell
Don Wagner

AFFILIATION

Metro Council
City of Portland
City of Gresham, representing the Cities of Multnomah Co.
Metro Council
Oregon Department of Environmental Quality
City of Tigard, representing the Cities of Washington Co.
Metro Council
City of Lake Oswego, representing the Cities of Clackamas Co.
Clackamas County
Washington County
Oregon Department of Transportation, Region 1
Washington State Department of Transportation

MEMBERS EXCUSED

Fred Hansen
Royce Pollard
Steve Stuart
Ted Wheeler
Bill Wyatt

AFFILIATION

TriMet
City of Vancouver, WA
Clark County
Multnomah County
Port of Portland

ALTERNATES PRESENT

Deborah Kafoury
Susie Lahsene
Dean Lookingbill
Neil McFarlane

AFFILIATION

Multnomah County
Port of Portland
City of Vancouver
TriMet

STAFF: Tom Matney, Kelsey Newell, Kim Ellis, Andy Cotugno, Robin McArthur, Joshua Naramore, Andy Shaw, Deena Platman, Dick Benner, Michael Jordan, Milena Hermansky, Karen Withrow, Karen Kane, Ken Ray, Allison Kean Campbell, Ted Leybold, Kathryn Sofich, Leslie Williams.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Carlotta Collette declared a quorum and called the meeting to order at 7:20 a.m.

2. INTRODUCTIONS

There were none.

3. CITIZEN COMMUNICATIONS TO JPACT ON NON-AGENDA ITEMS

There were none.

4. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

There were none.

5. CONSIDERATION OF THE JPACT MINUTES FOR NOVEMBER 12, 2009

Consideration of the November 12th JPACT minutes has been postponed to the January 14, 2010 meeting.

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 Summary Report; and The Regional Transportation Functional Plan

Mr. Andy Cotugno and Ms. Kim Ellis of Metro briefly overviewed the Regional Transportation Plan (RTP) materials and proposed order of business, and outlined each action requested by the committee.

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

Exhibit G

Councilor Harrington requested that *Consent Item of Consideration #368*, regarding the sunset of the Columbia River Crossing project be removed from Exhibit G and deferred for committee discussion in January/February 2010.

AMENDMENT #1: Councilor Jordan moved, Councilor Harrington seconded, to approve Exhibit G to Resolution No. 09-XXXX with the amended language.

ACTION TAKEN: With 14 in favor (Burkholder, Harrington, Peterson, Kafoury, Rogers, Jordan, Bemis, Dirksen, McFarlane, Tell, DeConcini, Wagner, Lahsene, Lookingbill), amendment #1 passed.

Exhibit F

Alternative Mobility Standards

AMENDMENT #2: Councilor Burkholder moved, Commissioner Peterson seconded, to amend Resolution No. 09-XXXX, Exhibit F to include TPAC's recommendation on Alternative Mobility Standards.

ACTION TAKEN: With 14 in favor (Burkholder, Harrington, Peterson, Kafoury, Rogers, Jordan, Bemis, Dirksen, McFarlane, Tell, DeConcini, Wagner, Lahsene, Lookingbill), amendment #2 passed.

I-5/99W Connector Study Recommendations

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

Discussion: Commissioner Rogers was concerned with TPAC's recommendation to add a condition regarding conducting the I-5 South Corridor Refinement Plan including mobility corridors 2, 3 and 20 prior to advancing the Southern Arterial; stating that the committee needs to address the region's needs as a whole and that this condition would affect other priority corridors (i.e. I-84). He stated that adding this condition to the RTP would result in a Washington County vote against the RTP. Mayor Dirksen supported the County emphasizing that although they agree that the mobility corridors should be studied, this was not the compromise that was agreed upon. Commissioner Peterson disagreed stating that Clackamas County is comfortable with the proposed language. She cited improved freight access and the project's ability to help mitigate impacts to 99W as reasoning.

AMENDMENT #4: Commissioner Rogers moved, Mayor Dirksen seconded, to amend TPAC's recommendation 2.a to read, "include the conditions as part of the project description for the Southern Arterial with language that implementation will not proceed unless and until all the conditions are met, ~~including conducting the I-5 South Corridor Refinement Plan including Mobility Corridors 2,3, and 20...~~"

ACTION TAKEN: With 4 in favor (Dirksen, Tell, Rogers, Lookingbill), 8 opposed (Peterson, Jordan, Adams, McFarlane, Harrington, Lahsene, Bemis,

Burkholder) and 3 abstained (Kafoury, DeConcini, Wagner), amendment #4 failed.

ACTION TAKEN: With 12 in favor (Adams, Burkholder, Harrington, Peterson, Kafoury, Jordan, Bemis, McFarlane, Tell, DeConcini, Wagner, Lahsene), and 3 opposed (Dirksen, Lookingbill, Rogers), amendment #3 passed.

OR 217 Study Recommendations

AMENDMENT #5: Councilor Harrington moved, Councilor Jordan seconded, to amend Resolution No. 09-XXXX, Exhibit F to include TPAC's recommendation on the OR 217 Study recommendations.

ACTION TAKEN: With 13 in favor (Adams, Burkholder, Harrington, Peterson, Kafoury, Jordan, Bemis, McFarlane, Tell, DeConcini, Wagner, Lahsene, Lookingbill), and 2 opposed (Dirksen, Rogers), amendment #5 passed.

Sunnybrook Road Extension

AMENDMENT #6: Commissioner Peterson moved, Councilor Jordan seconded, to amend Resolution No. 09-XXXX, Exhibit F to include TPAC and MPAC's recommendation on the Sunnybrook Road Extension with an additional condition to pursue traffic mitigation on streets impacted in Milwaukie.

Discussion: Councilor Jordan requested that language be added addressing the City of Milwaukie's comments regarding traffic mitigation. Commissioner Peterson accepted this recommendation as a friendly amendment. **(All friendly amendments are recorded in the above amendment.)**

ACTION TAKEN: With 12 in favor (Burkholder, Harrington, Peterson, Kafoury, Rogers, Jordan, Bemis, McFarlane, DeConcini, Wagner, Lahsene, Lookingbill), and 2 abstained (Dirksen, Tell), amendment #6 passed.

Corridor Refinement Plan Priorities

AMENDMENT #7: (No first or second recorded.) To amend Resolution No. 09-XXXX, Exhibit F to approve TPAC's recommendation to defer action to January 2010 on RTP refinement plan priorities and next priority high capacity transit corridor.

ACTION TAKEN: With all in favor (Adams, Burkholder, Harrington, Peterson, Kafoury, Rogers, Jordan, Bemis, Dirksen, McFarlane, Tell, DeConcini, Wagner, Lahsene, Lookingbill), amendment #7 passed.

MPAC amendments

RTP Climate Action Plan and greenhouse gas emissions

AMENDMENT #8: Councilor Burkholder moved, Councilor Harrington seconded, to amend Resolution No. 09-XXXX to:

- Amend “BE IT RESOLVED, #8” to read, “Directs staff to work with ODOT, TriMet and local governments to develop and evaluate, by January 1, 2012, two or more alternative land use and transportation scenarios designed to reduce GHG emissions ~~by January 1, 2012,~~ as directed by the 2009 Legislature through House Bill 2001, and select one scenario for regional and local implementation that meets the state targets. The Metro Council, JPACT and MPAC will consider forward-recommendations from this effort prior to the next RTP update in 2014 in June, 2012. Recommendations may include ~~refinements~~ amendments to the RTP policies, performance targets, and investment priorities and functional plan requirements in order to accelerate implementation. Additional amendments may be identified for MPAC, JPACT and Metro Council consideration as part of the next RTP update between June, 2012 and June, 2014.”
- Add two new ‘BE IT RESOLVED’ actions that read, “Directs staff to prepare amendments to the RTP if new tools, legislation, and/or scientific understanding demonstrate that additional RTP policies, performance targets, investment priorities or functional plan requirements should be adopted prior to the next RTP update” and “Directs staff to develop tools and methods to evaluate the effects of land use and transportation projects on greenhouse gas emissions in the Metro region by December 2010. This work should include developing a baseline regional greenhouse gas inventory, utilizing the Environmental Protection Agency’s final MOVES model and preparing guidance on conducting qualitative and/or quantitative greenhouse gas analyses on transportation projects and/or land use projects with impacts to the transportation system.” ‘

Discussion: Mayor Adams expressed concern with the proposed amendments, stating that the region should be more aggressive in reducing greenhouse gas (GHG) emissions. He was in favor of sorting projects into categories based on their ability to reduce or increase GHG emissions. (See amendment #10.) Mayor Adams emphasized tools currently in place, including the region’s land use policy and active transportation, and offered resources to help conduct further analysis. Councilor Burkholder and others disagreed stating that the proposed amendments respond to both the region’s needs and City of Portland’s concerns by directing staff to develop tools and methods to evaluate land use and transportation projects on GHG emissions in an urgent and deliberate manner.

AMENDMENT #9: Mayor Adams moved, Commissioner Rogers seconded, to table amendment #8.

ACTION TAKEN: With 2 in favor (Bemis, Adams), 12 opposed (Burkholder, Harrington, Peterson, Kafoury, Jordan, Dirksen, McFarlane, Tell, DeConcini, Wagner, Lahsene, Lookingbill), and 1 abstained (Rogers), amendment #9 failed.

ACTION TAKEN: With 13 in favor (Burkholder, Harrington, Peterson, Kafoury, Rogers, Jordan, Bemis, Dirksen, McFarlane, DeConcini, Wagner, Lahsene, Lookingbill), 1 opposed (Adams) and 1 abstained (Tell), amendment #8 passed.

AMENDMENT #10: Mayor Adams moved, Councilor Burkholder seconded, to amend Resolution No. 09-XXXX to:

- Add a new “BE IT RESOLVED” that reads, “Accepts the RTP project lists for the purposes of obtaining public comment and determining conformance with the Clean Air Act...”
- Add a new “BE IT RESOLVED” that reads, “Directs Metro staff to: (A) Use existing RTP data and analysis and other currently available information to sort projects from the 2035 RTP project lists into three categories based on the potential of the project to increase CO2 emissions: Negative to Low, Moderate, and Higher; (B) Denote projects in the “Higher” category with a “potential for higher emissions” label on the 2035 RTP lists; (C) After adoption of the RTP and project lists, conduct further GHG analysis on projects in the “Higher” category before proceeding with additional funding, planning or construction; (D) Report these findings for discussion and consideration by JPACT.”

Discussion: Commissioner Peterson, Councilor Jordan and others supported the concepts outlined in the above amendments.

ACTION TAKEN: With 5 in favor (McFarlane, Adams, Peterson, Jordan, Kafoury), and 10 opposed (Burkholder, Harrington, Rogers, Bemis, Dirksen, Tell, DeConcini, Wagner, Lahsene, Lookingbill), amendment #10 failed.

RTP Performance targets

AMENDMENT #11: Councilor Jordan moved, Councilor Burkholder seconded, to amend Resolution No. 09-XXXX, to reconcile the conflicting MPAC and TPAC recommendations regarding Performance targets.

ACTION TAKEN: With 13 in favor (Burkholder, Harrington, Peterson, Rogers, Jordan, Bemis, Dirksen, McFarlane, Tell, DeConcini, Wagner, Lahsene, Lookingbill), amendment #11 passed.

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

AMENDMENT #12: Mr. Tell moved, Commissioner Rogers seconded, to amend Resolution No. 09-XXXX, Exhibit F to:

- Amend the Safety Performance Target (Table 1) to read, “Safety – Contribute to meeting goals indentified in the 2010 Oregon Traffic Safety Performance Plan based on the Metro region’s share of Vehicle Miles Traveled (VMT);”
- Amend Chapter 5, Implementation of the RTP, to include the following action: “Directs Metro to work with ODOT and members of the Regional Safety Work Group, or develop an official transportation safety committee, to refine the existing statewide traffic safety data to reflect conditions within the subset of the Metro boundary and develop a regional Traffic Safety Plan by December, 2011, with goals, performance measures, and strategies specific to the MPO. Upon adoption of the plan by JPACT and the Metro Council, the MPO Traffic Safety Plan measures will replace the existing Safety Performance Target.”

Discussion: Councilor Harrington requested that “and the Metro Council” be added, in addition to JPACT, as part of the MPO adopting the RTP. Mr. Tell accepted this recommendation as a friendly amendment. **(All friendly amendments are recorded in the above amendment.)**

ACTION TAKEN: With all in favor (Adams, Burkholder, Harrington, Peterson, Kafoury, Rogers, Jordan, Bemis, Dirksen, McFarlane, Tell, DeConcini, Wagner, Lahsene, Lookingbill), amendment #12 passed.

Final recommendation on RTP Resolution as amended

ACTION ON MOTION: With 12 in favor (Burkholder, Harrington, Peterson, Kafoury, Jordan, Bemis, McFarlane, Tell, DeConcini, Wagner, Lahsene, Lookingbill) and 3 opposed (Adams, Dirksen, Rogers), the motion passed.

7. INFORMATION / DISCUSSION ITEMS

7.1 Direction on Approach to Federal Appropriations and Authorization Priorities

Mr. Cotugno briefly updated the committee on the federal appropriation and authorization processes. Members have been asked to narrow their list of federal appropriation candidate projects down to two per jurisdiction by the January 14th JPACT meeting. Once the appropriation list has been narrowed, three JPACT subgroups will be convened, consistent with Oregon congressional districts 1, 3 and 5, to identify appropriation earmark priorities within their districts. JPACT is scheduled to discuss and take action on the appropriation lists in January and February 2010 respectively.

While appropriation earmarks help fund smaller projects, Mr. Cotugno emphasized that historically the Portland metropolitan region has competed well for large authorization earmarks and awards, receiving funding for projects such as the Columbia River Channel Deepening or Eastside Streetcar Loop. As the authorization process changes, steering away from earmarks to creating more larger funding awards such as Metropolitan Mobility or Active Transportation, the region will have more opportunities to seek federal funds.

7. ADJOURN

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

Respectfully submitted,



Tom Matney
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR DECEMBER 10, 2009

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
	Order of business	12/10/09	Proposed order of business for adoption of the RTP Resolution by JPACT	121009j-01
6.1.3.a	Amendments	12/09/09	RTP Climate Action Plan - Greenhouse Gas Emissions and HB 2001 Land Use and Transportation Scenarios	121009j-02
6.1.3.b	Amendments	12/09/09	RTP Performance Targets and Implementation	121009j-03
6.1	Memo	12/10/09	Safety Goals and Measures	121009j-04
6.1	Report	10/09	Oregon Traffic Safety Performance Plan	121009j-05
6.1	Email	12/09/09	RTP Question	121009j-06
7.1	Table	12/09/09	Fiscal Year 2011 Appropriations Request	121009j-07
7.1	Maps	12/09/09	Fiscal Year 2011 Appropriations - 1	121009j-08
	Oregon House Resolution	11/25/09	HR XXXX - The Active Transportation Fund Act of 2009	121009j-09
	Publication	Fall 2009	OTREC News	121009j-10
	Flyer	n/a	"Say YES to the White Oak Habitat of 3-Creeks"	121009j-11

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

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.

**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.

DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

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

11
12 This document clarifies expectations for the Development STIP, Modernization,
13 Preservation, and State Bridge programs and the STIP decision process for those
14 programs. This document, as a whole, will be approved by the OTC before it is
15 released for use. It explains overall expectations and direction for STIP project
16 selection, lists the STIP Project Eligibility Criteria and Prioritization Factors for the 2012-
17 2015 STIP, and describes the documentation necessary to show how a project meets
18 each criterion or factor.

19
20 Further descriptions of the STIP development procedures are provided in various
21 documents available on ODOT's website on the STIP Background Information page. A
22 short summary brochure describes the STIP process in general, and the STIP User's
23 Guide includes more detailed information about the processes and procedures for
24 developing the STIP. The STIP Background Information page can be found at:
25 www.oregon.gov/ODOT/TD/TP/Background.shtml .

26
27 The Policy on Formation and Operation of the Area Commissions on Transportation
28 (the "ACT Policy") explains the roles and responsibilities of the ACTs. The ACT Policy
29 and other information about the ACTs can be found on the ACT homepage at:
30 www.oregon.gov/ODOT/COMM/act_main.shtml .

31 32 33 **II. Goal Context**

34
35 The Oregon Transportation Commission (OTC) approves the Project Eligibility Criteria
36 and Prioritization Factors to declare expectations for projects that are recommended for
37 inclusion in the STIP by the Oregon Department of Transportation (ODOT), Area
38 Commissions on Transportation (ACTs), Metropolitan Planning Organizations (MPOs),
39 or regional or statewide advisory groups. This document gives basic information and
40 provides guidance pertaining to using the criteria for project prioritization and selection
41 and explains expectations for project documentation.

42
43 The OTC establishes program goals, funding levels and regional funding distribution at
44 the start of each two-year STIP update. Those policy decisions are made separate from
45 the STIP Eligibility Criteria and Prioritization Factors and are not part of this document.

DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

1 Those decisions establish how much funding is available to various STIP programs.
2 The STIP Eligibility Criteria and Prioritization Factors are then used to prioritize and
3 select projects for the Development STIP and Construction STIP (Modernization,
4 Preservation, and State Bridge programs) to the funding levels approved by the OTC.
5

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

- 10 1. Mobility and Accessibility
 - 11 2. Management of the System
 - 12 3. Economic Vitality
 - 13 4. Sustainability
 - 14 5. Safety and Security
 - 15 6. Funding the Transportation System
 - 16 7. Coordination, Communication, and Cooperation
- 17
18

19 These goals recognize the importance of providing an efficient, optimized, safe, secure,
20 and well-integrated multimodal transportation system that allows for access and
21 connectivity throughout the state to enable a diverse economy while not compromising
22 the ability of future generations to meet their needs. These goals are implemented
23 through the Oregon Highway Plan (OHP) and the other mode and topic plans.
24

25 Projects recommended for inclusion in the STIP are expected to be consistent with the
26 Oregon Transportation Plan and the Oregon Highway Plan. Both plans contain goals
27 and policies; the OTP has strategies to implement the goals and policies while the OHP
28 has actions to implement its goals and policies. These goals and policies set a general
29 framework for projects to advance. The STIP Project Eligibility Criteria and Prioritization
30 Factors then set specific thresholds to meet and factors to use for determining eligibility
31 and prioritization of possible STIP projects.
32
33

34 **III. House Bill 2001 Implementation**

35

36 The STIP Project Eligibility Criteria and Prioritization Factors (the "STIP criteria") for
37 2012-2015 included in this document are an interim step as ODOT moves toward
38 implementing least cost planning methodologies, as directed by the 2009 Oregon State
39 Legislature in HB 2001. Least cost planning is defined in HB 2001 as "a process of
40 comparing direct and indirect costs of demand and supply options to meet
41 transportation goals, policies, or both, where the intent of the process is to identify the
42 most cost-effective mix of options." In the same legislation, ten "considerations" were
43 listed for use in development of criteria for STIP project selection. The considerations
44 listed also reflect least cost planning ideas and other priorities of the state. These 2012-

DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

1 2015 STIP criteria respond to the criteria considerations in HB 2001 and help move
2 towards a least cost planning process.

3
4 The ten STIP criteria considerations in House Bill 2001 are:

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

28
29 The 2012-2015 STIP criteria respond to these considerations in HB 2001 in the
30 following ways:

- 31 • Adding new emphasis and project reporting requirements reflecting OTP Policy
32 1.1 and OHP Policy 1G that prioritize operations, management, and other non-
33 construction improvements first, ahead of capacity construction improvements
34 (considerations 1, 2, 3, and 4).
- 35 • Providing explanations and documentation requirements to clarify use of off-
36 system improvements (consideration 4) and to better address the prioritization
37 factor addressing freight (consideration 5).
- 38 • Adding new prioritization factors to address safety (consideration 2), economic
39 development (consideration 6), the land use and transportation relationship
40 (consideration 8), and environmental concerns (consideration 9).

41
42 HB 2001 considerations 7: benefit-cost comparison and 10: greenhouse gas and foreign
43 oil dependency reduction are included in this document in general ways rather than as
44 specific criteria or factors for use in the 2012-2015 STIP. This is because methods,
45 tools, and measures for how to consider these factors and report on their use are under

DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

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

8
9 The final 2012-2015 STIP criteria will be approved by the Oregon Transportation
10 Commission in the spring of 2010. They will be immediately used to start deciding
11 which projects should be evaluated further for the 2012-2015 STIP. Once the STIP
12 criteria are approved, the STIP Stakeholder Committee will turn its attention to
13 development of the least cost planning process required by HB 2001. It is expected that
14 the least cost planning process and implementation methods that are developed will
15 provide agreed-upon methods and measures for incorporating both benefit-cost
16 comparisons and greenhouse gas reduction factors in a decision-making framework.
17 Criteria for future STIPs will reflect what is learned through the development of the least
18 cost planning process.

19
20 Implementing the least cost planning process will require a broad perspective on
21 possible solutions to transportation problems and methods of comparison to find cost-
22 effective options that respect the goals and policies of the Oregon Transportation Plan
23 as well as state targets such as those for greenhouse gas emission reduction. Also,
24 much of the least cost planning process will likely need to be implemented at the
25 transportation system or corridor planning levels. Selection of possible transportation
26 solutions for funding and implementation, through application of the STIP criteria, is a
27 later process that follows the transportation system or corridor planning stages.

28
29 However, the 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors begin
30 to reflect the priorities of least cost planning and other current concerns by setting
31 appropriate eligibility thresholds and prioritization factors. The 2012-2015 STIP criteria
32 represent a first step toward this perspective. Indeed, the HB 2001 considerations likely
33 reflect priorities that the least cost planning process must address, and these STIP
34 criteria take steps to integrate these considerations in the STIP decision process.
35 Further agency and stakeholder time and effort will be spent on determining least cost
36 planning methodologies after the 2012-2015 STIP criteria are approved, and later
37 criteria will be further adapted to reflect the conclusions of that process.

38
39 Following approval of the 2012-2015 STIP criteria, the STIP Stakeholder Committee will
40 consider the broader subject of least cost planning and assist ODOT to develop least
41 cost planning implementation methods. The least cost planning process will require
42 comparison of possible investments to find the best transportation solutions, ideally
43 without regard to limitations due to program funding rules and “silos” that allow funding
44 for some types of work and not others. However, at this time, the constraints of various
45 program funding limitations do apply. While the 2012-2015 STIP criteria apply across

DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

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

8
9 For several STIP cycles, documentation has been required to show how the
10 Development STIP and Construction STIP (Modernization, Preservation, and State
11 Bridge) projects meet the approved criteria. This documentation requirement will be
12 strengthened for 2012-2015. Explanation of what meeting the criteria means will be
13 provided in this documentation and responses on the reporting “templates” will be
14 expected to be thorough enough to answer the questions posed by the criteria. This is
15 also an interim step towards identifying future criteria that projects may be expected to
16 meet following development of least cost planning methodologies.

17
18 ODOT staff, stakeholders, and project proponents should develop the information
19 needed to show how proposed projects meet the appropriate criteria before identifying
20 STIP priorities and narrowing the list of projects. This will provide information to assist
21 decision-making. ODOT staff, stakeholders, and proponents should communicate and
22 share this and other STIP-related information as early as practicable to enable timely
23 and informed project prioritization.

24 25 26 **IV. Additional Principles for STIP Project Selection**

27
28 There are principles that should be employed by ACTs, MPOs, local jurisdictions, and
29 ODOT Regions during the selection of STIP projects, in addition to the criteria listed on
30 the following pages. These principles reflect transportation policies described in the
31 Oregon Transportation Plan (OTP), the Oregon Highway Plan (OHP) and in House Bill
32 2001 , particularly considerations 7 and 10, benefit-cost comparison and greenhouse
33 gas reduction. These are not included as specific criteria to answer at this time and
34 documentation of these is not required for the 2012-2015 STIP. However, ACTs,
35 MPOs, ODOT Regions, and local jurisdictions are expected to consider and discuss
36 these principles as STIP selections are made. If any project information is developed to
37 respond to these principles, it should be included in the project documentation.

38 39 OTP / OHP Policies

40
41 One additional principle is the goal context of projects. Projects are expected to be
42 consistent with the OTP and the OHP goals and policies. In the past, OHP goal support
43 in general was one prioritization factor, but this proved difficult to apply. For the 2012 –
44 2015 STIP, certain policies are called out in the prioritization factors because they
45 contain a set of ideas that will likely prove important as least cost planning is developed,

DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

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

9 10 Long-term Perspective

11
12 A second principle is that a long-term broad perspective should be used when choosing
13 solutions to fund. Whether a project will be effective in the short term or the long term
14 and how well the transportation solution will further transportation goals should be
15 considered in relation to the overall cost of the project.. Similarly, the corridor or system
16 level effects of the project and how well it integrates with other applicable plans should
17 be considered. For example, does the proposed transportation solution make sense
18 with the context of land use plans and other investments within the planning area or
19 along the transportation corridor? STIP decisions should reflect consideration of the
20 long-term impacts of the investment.

21 22 House Bill 2001 Considerations 7 and 10

23
24 Project proponents should expect that these considerations regarding benefit-cost
25 comparison and greenhouse gas reduction will be included as criteria for future STIPs.
26 Data, methods, and measures to evaluate these meaningfully are not yet developed for
27 the 2012-2015 STIP, therefore these considerations are not yet included as criteria to
28 evaluate and report on. Methods and measures for evaluating these will be developed
29 through the greenhouse gas reduction planning and least cost planning implementation
30 efforts. Even though formal evaluation procedures are not yet developed, benefit-cost
31 comparison and greenhouse gas reduction should be considered and discussed by
32 ACTs, MPOs, ODOT Regions, and local jurisdictions as part of 2012-2015 STIP project
33 selection. An appropriate way to consider these for the 2012-2015 STIP would be to try
34 to select solutions for funding that are consistent with and support the ideas described.
35 If interim methods of evaluating and reporting on these have been developed by
36 affected jurisdictions, then any results of project evaluations should be included in the
37 project documentation.

38
39 Cost-efficiency, or benefit-cost comparison reflected in HB 2001 consideration 7, is not
40 an explicit criterion or factor for the 2012-2015 STIP because information and
41 procedures to evaluate cost-efficiency for projects are not yet in place for this STIP.
42 However, cost-efficiency should be considered throughout STIP development and
43 project prioritization. *Cost-efficient* or *cost-effective* refers to achieving maximum or
44 optimum results or return relative to the expenditure. For the purposes of a
45 transportation investment, cost-efficiency refers to results over the long-term (generally

DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

1 20 or more years), and results and return as well as costs should be thought of broadly
2 in terms of goal achievement not just dollars saved or spent. Various goals that
3 transportation projects may help achieve include economic development, community
4 livability, and environmental sustainability. In order to be considered cost-efficient,
5 transportation projects should help advance goals over the long-term. For example, an
6 inexpensive project that is contrary to broader community goals should not be
7 considered cost-efficient.

8
9 Transportation investments generally have a long life and major investments should
10 result in improved outcomes over the long-term. A major project that creates an
11 improved outcome for only a few years should not be considered cost-effective. Also,
12 an inexpensive solution that will provide only moderate improvements for a short time or
13 that does not meet the approved prioritization factors well should not necessarily be
14 considered more cost-effective than an expensive solution that provides long-term
15 improvements and better meets the prioritization factors. However, if a temporary
16 solution is affordable while the long term solution is not likely to be funded in the
17 foreseeable future, then the benefits of implementing the temporary solution may make
18 it cost-effective.

19
20 Greenhouse gas reduction is another priority for the state and is reflected in HB 2001
21 consideration 10. Methods, rules, procedures, and regional targets to evaluate project
22 contributions to state greenhouse gas (GHG) reduction goals are currently under
23 development. Consequently, this is not included as a criterion to be answered during
24 project selection and prioritization for the 2012-2015 STIP. However, project
25 proponents should be aware of the state greenhouse gas reduction targets and any
26 local greenhouse gas reduction plans and are encouraged to select investments that
27 contribute to achievement of the goals described. The state GHG reduction targets are
28 listed in ORS 468A.205:

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

34
35 Possible prioritization factors to address greenhouse gas reduction in future STIP
36 solution prioritization processes include the following:

- 37 • Demonstrate a material contribution to reducing greenhouse gas emissions
38 consistent with adopted state goals (HB 2001 consideration #10)
- 39 • Reduce Oregon's dependence on imported fossil fuels (HB 2001 consideration
40 #10)
- 41 • Reduce vulnerability of essential transportation infrastructure (and of the
42 communities and commerce that rely upon it) to climate change-associated
43 effects such as flooding and fire
- 44 • Project designs that anticipate future needs to reduce greenhouse gas emissions
45 and adaptation to climate change

DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

1
2 Application of the first two possible prioritization factors should recognize that different
3 communities and regions within the state, such as urban and rural areas, will have
4 different capabilities to reduce GHG emissions and fossil fuel consumption. Such
5 differences should be explicitly acknowledged; while also acknowledging that all areas
6 should be capable of reductions of emissions as compared to their historical record.
7

8 9 **V. STIP Project Documentation**

10
11 This document lists and explains expectations for meeting approved eligibility criteria
12 and prioritization factors for the Development STIP and the Construction STIP
13 (Modernization, Preservation, and State Bridge programs). Project documentation is
14 expected to show how the selected project meets the criteria. The information required
15 to show that the project meets the criteria is listed in this document. There are two
16 types of criteria listed in this document: Eligibility Criteria and Prioritization Factors.
17

- 18 • *Eligibility Criteria* are criteria that must be met in order for the project to be
19 considered further. All of the eligibility criteria listed must be met or the project
20 may not move on to prioritization. The eligibility criteria are a pass-fail test that a
21 project must pass.
22
- 23 • *Prioritization Factors* are criteria that are used to choose projects to be funded
24 from among eligible projects. All prioritization factors may not apply to all
25 projects. Generally, a project that meets more prioritization factors or meets
26 them more fully should be advanced ahead of a project that meets fewer
27 prioritization factors or meets them to a lesser degree.
28

29 The project documentation must clearly show how all the applicable eligibility criteria are
30 met by providing the information requested. The prioritization factors are designed to
31 be broadly applicable to the different programs. However, as Preservation and State
32 Bridge projects typically maintain existing infrastructure, fewer of the prioritization
33 factors may apply. Documentation for Preservation and State Bridge projects should
34 answer all of the eligibility criteria and answer the prioritization factors that apply or were
35 used to help prioritize projects, not necessarily all of them. Preservation project criteria
36 can still be answered on a region-wide basis, and State Bridge criteria can still be
37 answered on a statewide basis, with some information provided by each region.
38

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

DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

1
2 Here are some overall principles to use for documentation:

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

15
16 The documentation requirements described here are more extensive than in the past
17 and are designed to explain what is needed to sufficiently show that the criteria are met.
18 Due to the short timeline available to implement the 2012-2015 STIP criteria,
19 explanations in the documentation are expected to rely primarily on narrative
20 descriptions of anticipated effects, though project proponents should provide data to
21 support their conclusions where such data is available. In the future, more objective
22 and data-based criteria may be implemented, particularly as analysis methods and
23 measures are agreed to during the least cost planning methodology development
24 process. Future STIP project documentation may therefore require more objective data.

25 26 Conditions of Approval

27
28 ODOT staff and project proponents should remember that Conditions of Approval may
29 be applied to projects. Applying Conditions of Approval should be considered where
30 they will assist the project to meet these criteria or overall goals. What Conditions of
31 Approval are applied and what they are expected to accomplish should be included in
32 the project documentation.

33
34 Staff and proponents should consider whether conditions would benefit the investment
35 in terms of better meeting the approved criteria or in terms of lengthening the time that
36 the investment successfully resolves the transportation problem. For example, ODOT
37 regularly requires an Interchange Area Management Plan (IAMP) that includes binding
38 implementation steps and strategies with interchange improvements. Would a similar
39 management plan or other type of agreement between affected jurisdictions and ODOT
40 be beneficial for non-interchange projects? If so, applying such conditions to the project
41 should be considered.

42
43 These conditions reflect specific implementation steps that a jurisdiction or ODOT must
44 take to maintain the integrity of the recommended transportation solution. The
45 Conditions of Approval are delivered to the OTC for approval as a part of the

DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

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.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26

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.

DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

Development STIP Eligibility Criteria and Prioritization Factors

Development STIP Eligibility Criteria

Development work on major transportation solutions may be eligible for funding if it:

- 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

Priority shall be given to transportation solution development work that:

- 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

DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

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

DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

1 transportation system plans or comprehensive plans, or be identified in legislation as a
2 discretionary project. Occasionally, funding for specific projects may be included in
3 federal legislation as a discretionary project. If that project is still under development, it
4 will be a high priority to include in the Development STIP.
5

6 Documentation provided in response to this criterion must:
7

- 8 • Note the federal discretionary project status of the proposed work and/or
 - 9 • Describe the planning history of the solution and the unmet need:
 - 10 ○ Identify the plan that describes the need
 - 11 ○ Describe briefly how the work will meet the need
- 12
13

14 ³D-STIP Milestone(s) Funded

15

16 D-STIP projects must have funding to complete the identified milestone. Partially
17 funded milestones or those with no funding will not be included in the STIP. Possible D-
18 STIP milestones include those listed below. Not all projects are required to complete all
19 the milestones.
20

- 21 • Project specific refinement plan completion
 - 22 • Project specific refinement plan adoption
 - 23 • Land use consistency. This may include land use decisions that establish need,
24 mode, function and general location for a project that is included in the
25 acknowledged comprehensive plan or transportation system plan as a planned
26 facility and that is expected to be constructed within the next 20 years with
27 available financial resources
 - 28 • Interchange Area Management Plan or Access Management Plan
 - 29 • Location Environmental Impact Statement (EIS) Record of Decision (ROD)
 - 30 • Design EIS ROD
 - 31 • Environmental Assessment (EA) and Finding of No Significant Impact (FONSI)
 - 32 • Right of way acquisition
 - 33 • Advance plans (or any other applicable project development design milestone)
 - 34 • Plans, specifications and estimates (PS&E)
- 35

36 Documentation provided in response to this criterion must:
37

- 38 • Identify what milestone(s) will be completed during the four years of the STIP
39
40

41 **B. Development STIP Prioritization Factors Explanations**

42

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

DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

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

5 6 **4Implements OTP Policy 1.1**

7
8 Priority should be given to Development STIP solutions that meet the intent of OTP
9 Policy 1.1: *It is the policy of the State of Oregon to plan and develop a balanced,*
10 *integrated transportation system with modal choices for the movement of people and*
11 *goods.* In particular, see Strategy 1.1.4:

12
13 *In developing transportation plans to respond to transportation needs, use the most*
14 *cost-effective modes and solutions over the long term, considering changing*
15 *conditions and based on the following:*

- 16 • *Managing the existing transportation system effectively.*
- 17 • *Improving the efficiency and operational capacity of existing transportation*
18 *infrastructure and facilities by making minor improvements to the existing*
19 *system.*
- 20 • *Adding capacity to the existing transportation system.*
- 21 • *Adding new facilities to the transportation system.*

22 23 Documentation that responds to this criterion should:

- 24
25 • Describe how the proposed transportation solution meets the intent of this policy
26 and strategy with respect to the hierarchy of priorities described in OTP Strategy
27 1.1.4
- 28 • Describe whether the solution can be phased in over time, what part of the
29 identified need is met by the phase, and how the phase will move towards
30 implementing the overall solution
- 31 • If the transportation solution will include providing additional highway capacity or
32 adding new facilities, documentation should:
 - 33 ○ Describe whether higher priority solutions as listed in OTP Strategy 1.1.4
34 have already been considered and/or implemented, how effective they
35 have been, and whether evaluation and active management of those
36 solutions are being implemented to improve their performance to meet the
37 short or long-term need
 - 38 ○ Describe why higher priority solutions would not be effective, or why they
39 do not apply to the situation if management, operations, or minor
40 improvements have not been implemented previously, or are not being
41 evaluated for inclusion with the current capacity project
 - 42 ○ Describe why a capacity increasing solution is likely to be the most
43 effective solution to address the long term capacity needs of the projects
44 area

DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

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

DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

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

1
2
3
4
5
6
7
8
9
10
11

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*.

DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

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

DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

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.

DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

1
2 Documentation that responds to this criterion must:

- 3
4
- Describe how the project is consistent with the appropriate plan, or
 - Describe how and when the inconsistency will be rectified.
- 5
6
7

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

9

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

14
15 As Preservation and State Bridge projects typically maintain existing infrastructure,
16 fewer of these factors may apply to them. Therefore, Preservation and State Bridge
17 project documentation may respond only to the prioritization factors that apply or were
18 used to help prioritize projects. Modernization projects typically make significant
19 changes to the transportation system. Therefore, modernization project documentation
20 should respond to all of the prioritization factors listed. If a factor does not apply to a
21 particular modernization project, the documentation may note that fact.

22
23

24 **¹⁰Implement OHP Action 1G.1**

25

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

- 28
29
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
- 30
31
32
33

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

39
40 Projects may also implement OHP Action 1G.1 by:

- 41
- 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)
- 42
43
44

DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

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

8
9 *Policy 2B: It is the policy of the State of Oregon to provide state financial*
10 *assistance to local jurisdictions to develop, enhance, and maintain improvements*
11 *on local transportation systems when they are a cost-effective way to improve*
12 *the operation of the state highway system if:*

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

25
26 Where needed to implement Action 1G.1 (or Policy 2B: Off-System Improvements), the
27 ACTs, MPOs, or regional or statewide advisory groups, with ODOT assistance, may
28 negotiate Conditions of Approval for a project with affected jurisdictions and project
29 proponents. If such conditions are not met during any D-STIP milestones completed for
30 the project, they shall be noted in the project documentation and shall be as specific as
31 possible given the stage of development of the project, and may include the following:

- 32
- 33 • Interchange Area Management Plan or Access Management Plan,
- 34 • Highway segment designations,
- 35 • Needed local street improvements,
- 36 • Traffic management plans,
- 37 • Land use plan designations,
- 38 • Other similar conditions.

39
40 Conditions of Approval on projects are delivered to the OTC with the final STIP and are
41 approved by the OTC and are binding.

42
43 Documentation that responds to this criterion should:

DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

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

11 Implement OHP Policy 1B: Land Use and Transportation

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

31
32 *It is the policy of the State of Oregon to coordinate land use and transportation*
33 *decisions to efficiently use public infrastructure investments to:*

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

41 Projects may implement this policy by:

- 42 • Supporting local community development plans
- 43 • Supporting sustainable urban development
- 44 • Improving the quality of life of the community

DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

- 1 • Supporting development of transportation mode choices
- 2 • Supporting industrial land development near adequate infrastructure
- 3 • Improving intermodal connectivity and transfer opportunities
- 4 • Supporting other state, regional, or local plans such as
 - 5 ○ Sustainability plans
 - 6 ○ Climate change adaptation plans
 - 7 ○ Economic development plans
 - 8 ○ Other local approved plans, strategies, or similar documents

Documentation that responds to this criterion should:

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

¹²Support Economic Development Plans and Goals

19 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:

- 23 • 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.*
- 27 • 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.*

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

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

Documentation that responds to this criterion should:

- 43 • Identify the economic development goal or plan that the project will support
- 44 • 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

13 Support 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

14 Improves 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

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

6 **16Leverage Other Funds and Public Benefits**

7
8 ACTs, MPOs, and regional or statewide advisory groups should evaluate whether
9 proposed projects leverage additional funding, investment, or other benefits. Priority
10 should be given to projects that do leverage other contributions and benefits, though the
11 capacity of the jurisdictions affected to contribute should be considered as well.

12
13 Leveraged funds and benefits may include:

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

19
20 Documentation that responds to this criterion should:

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

30 31 **17Project Readiness**

32
33 Projects that are “ready” should be given priority in the C-STIP over projects that are not
34 ready. A project is ready when it is expected that construction or implementation can
35 begin within the timeframe of the STIP . Projects that can be considered ready likely
36 have any necessary environmental documentation complete and approved, and other
37 major pre-construction steps are likely complete or nearing completion. Other major
38 pre-construction steps may include completion of any necessary management plans or
39 land use approvals.

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

DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

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

- 3
- 4 • Class 1: Requires draft and final environmental impact statement (EIS) and the
5 final approval issued is called a Record of Decision (ROD)
- 6 • Class 2: Categorical exclusion (requires documentation sufficient to demonstrate
7 Class 2 status)
- 8 • Class 3: Requires environmental assessment (EA) or revised environmental
9 assessment and the final approval issued is called a Finding of No Significant
10 Impact (FONSI) or it may be determined that a full EIS is required
- 11

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

- 16
- 17 • Public involvement
- 18 • Right of way purchased
- 19 • Final construction and traffic flow management plans developed
- 20 • Additional land use requirements such as completing plans for access
21 management, supporting local transportation system improvements and land use
22 measures to protect the function and operation of the project.
- 23

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

- 26
- 27 • Environmental requirements
- 28 • Land use requirements
- 29 • Applicability of minor improvements and alternative mode solutions
- 30

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

35
36 Documentation that responds to this criterion should:

- 37
- 38 • Identify whether the project will be a Class 1, 2, or 3 project
- 39 • Identify whether the EA or EIS is complete and a ROD or FONSI issued or
40 whether Class 2 status has been approved
- 41 • For a Class 1 or 3 project that does not have a ROD or FONSI issued or a Class
42 2 project that has not been approved as a categorical exclusion, identify
43 remaining steps and anticipated timeline to complete the remaining steps
- 44 • Identify whether or not the project is likely to go to construction when anticipated

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 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. 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.

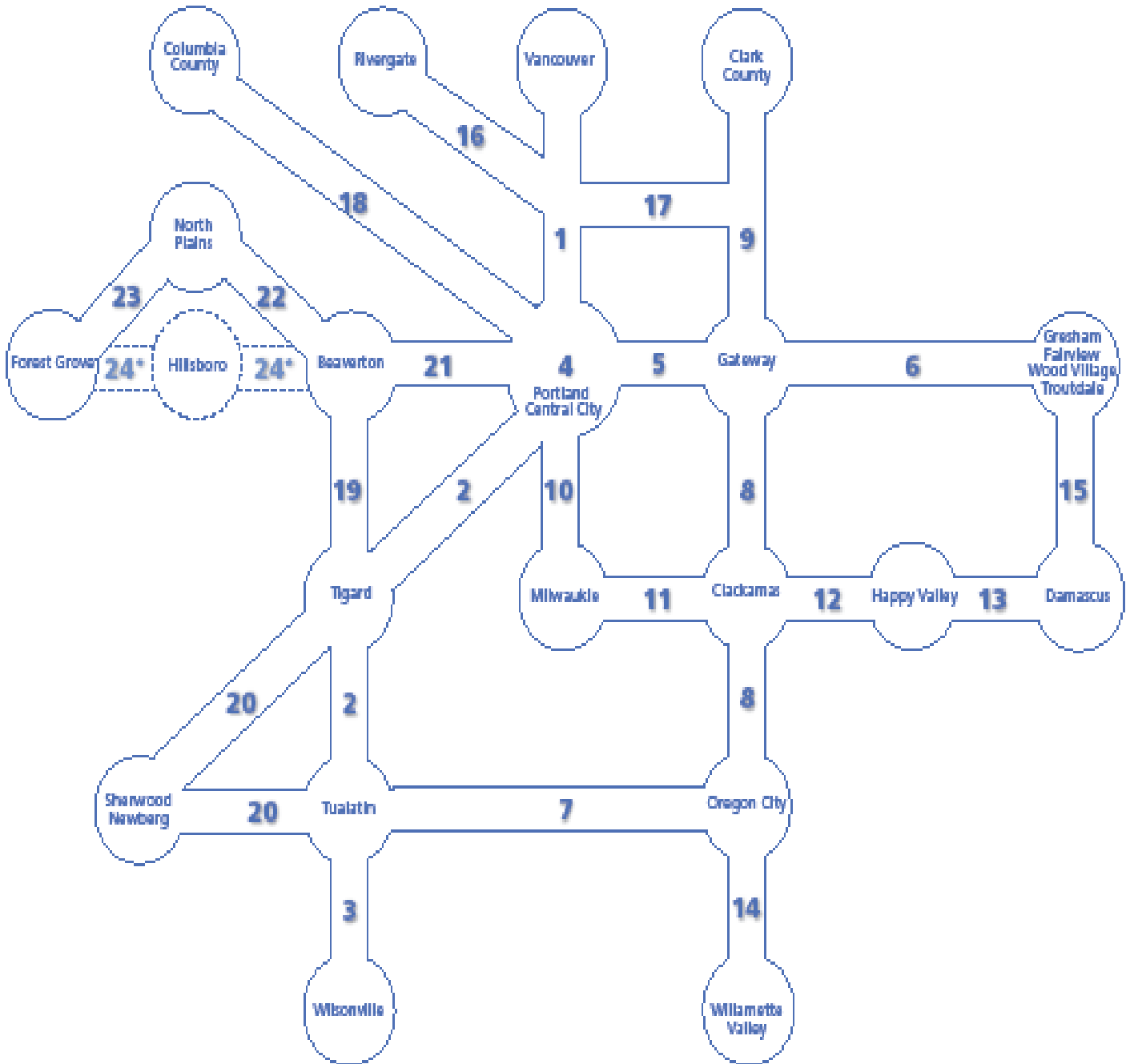
David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

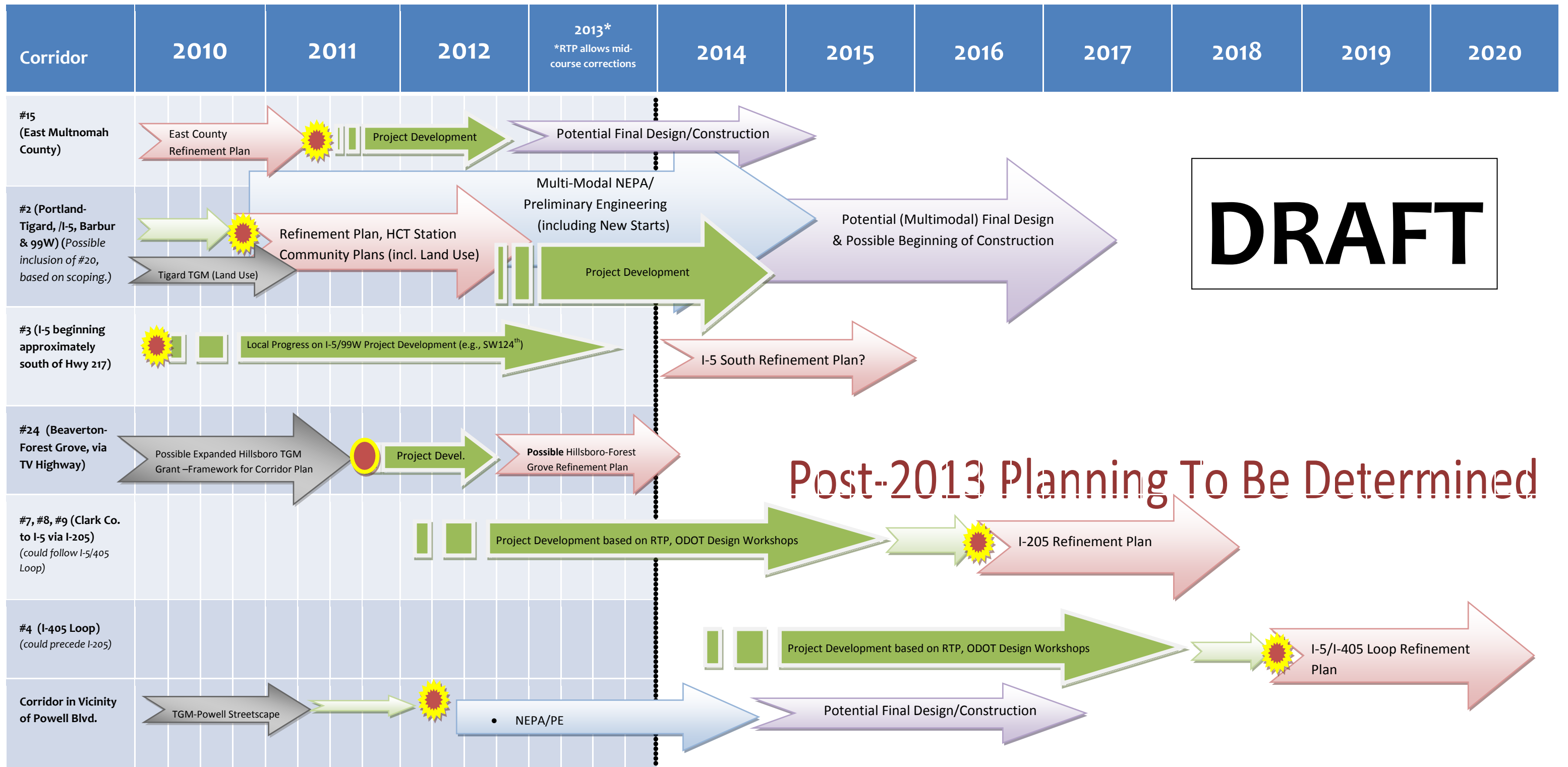
Resolution No. 10-xxxxxx

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 Barbours/ I-5 South				Portland Central City Loop, including I-5/I-405 Downtown Loop		Clark County to I-5 via Gateway, Oregon City and Tualatin, including I-205				Cities of East Multnomah County to Damascus (between I-84 and 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)



DRAFT

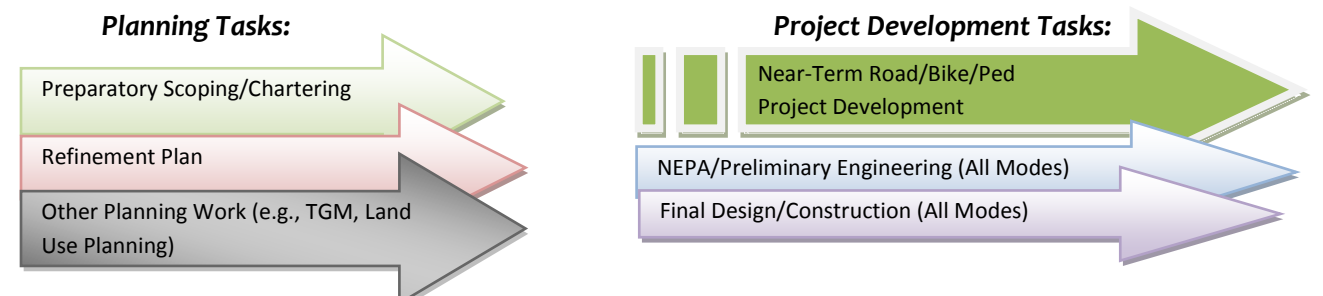
Post-2013 Planning To Be Determined

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, 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)



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.

DRAFT 2012-2015 STIP Project Eligibility Criteria and Prioritization Factors

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

 Metro | Memo

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

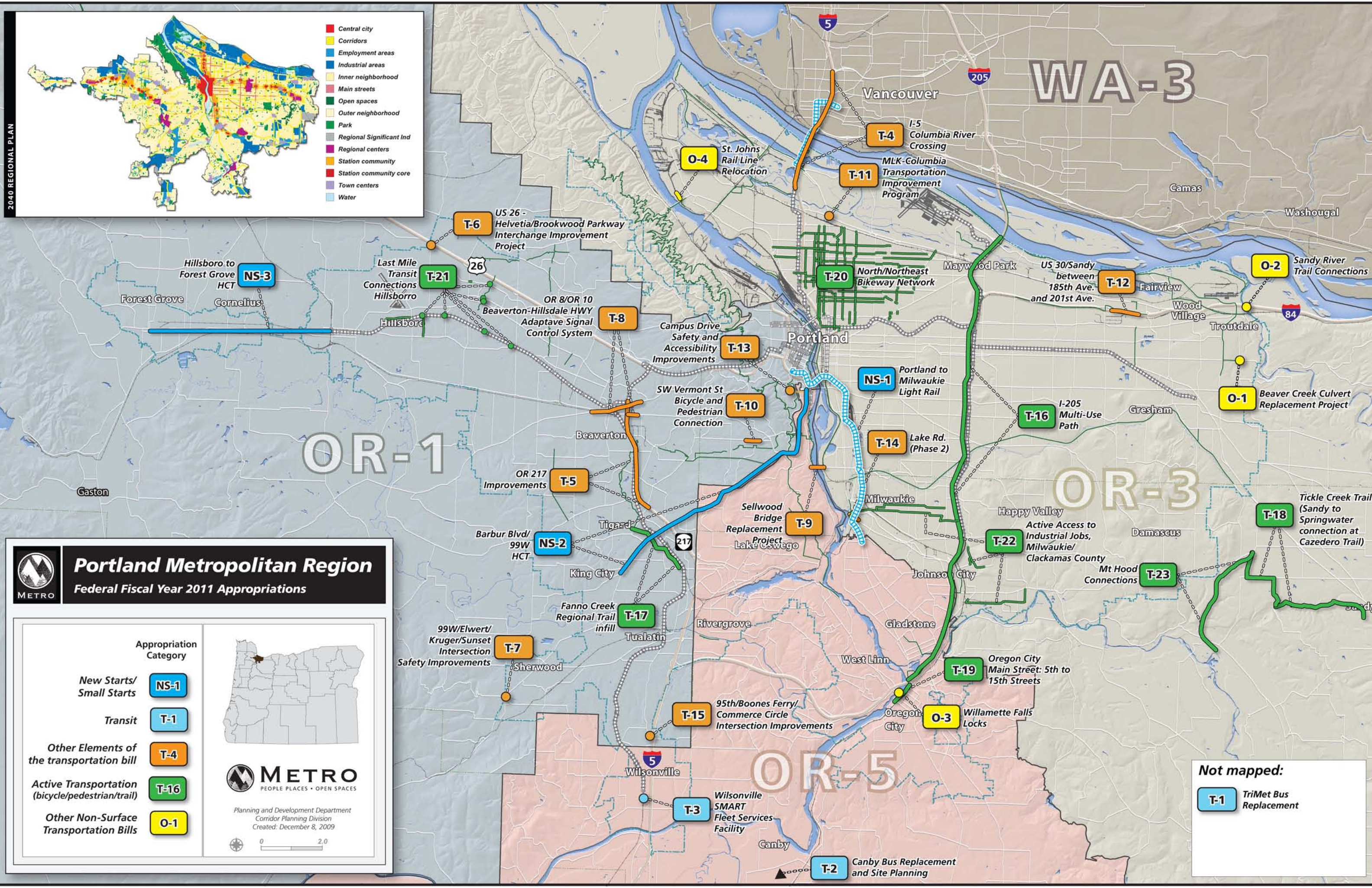
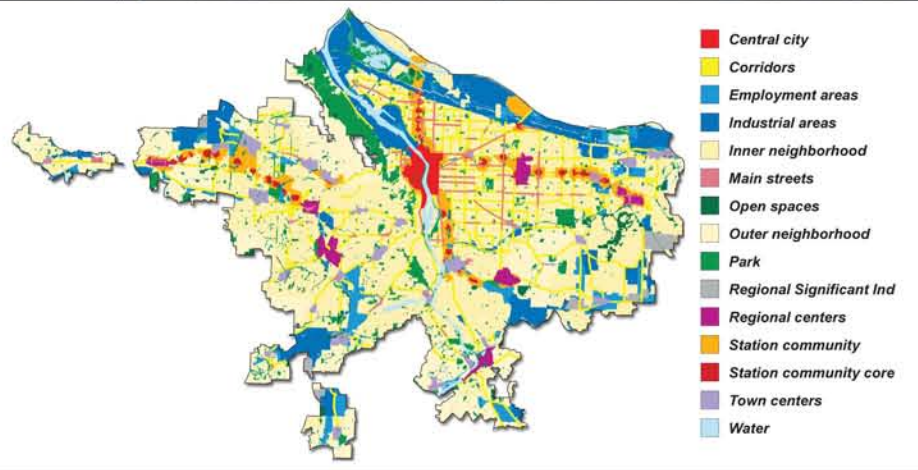
Note: Projects subject to change after each jurisdiction or group of jurisdictions narrow their priorities to 2 each.

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
T-21	Project Development for trail/bike projects in pending TIGER application, including: - Last Mile Transit Connection, Hillsboro (TIGER)*	\$2.00	Metro Metro/Hillsboro	OR-1	FHWA - Surface Transportation Program	Preliminary Engineering
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
T-20	Project Development for trail/bike projects in pending TIGER application, including: - North/NE Bike Way Network, Portland (TIGER)	\$2.00	Metro Metro/Portland	OR-3	FHWA - Surface Transportation Program	Preliminary Engineering
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.

 Metro | Memo

Date: Thursday, December 3, 2009
To: JPACT Members, Alternates and Interested Parties
From: Kelsey Newell
Subject: 2010 JPACT meeting schedule

Please mark your calendars for the following 2010 JPACT meeting dates. JPACT meetings are scheduled from 7:30 to 9 a.m. in the Metro Council Chambers unless otherwise noted.

Thursday, January 14, 2010	Regular JPACT meeting
Thursday, February 11, 2010	Regular JPACT meeting
HOLD: Late February 2010*	JPACT retreat (tentative)
Thursday, March 4, 2010	Regular JPACT meeting
Thursday, April 8, 2010	Regular JPACT meeting
Thursday, May 13, 2010	Regular JPACT meeting
Thursday, June 10, 2010	Regular JPACT meeting
Thursday, July 8, 2010	Regular JPACT meeting
Thursday, August 12, 2010	Regular JPACT meeting
Thursday, September 2, 2010	Regular JPACT meeting
Thursday, October 14, 2010	Regular JPACT meeting
Thursday, November 4, 2010	Regular JPACT meeting
Thursday, December 9, 2010	Regular JPACT meeting

*Tentative hold for a JPACT retreat in late February. Retreat date, location and time will be provided at a later date.

Materials following this page were distributed at the meeting.

2010 JPACT Work Program

1/11/10

<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 29th – 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• Regional Transportation Plan: Sunset of the Columbia River Crossing project - 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

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

This amendment is to address a discrepancy between funds budgeted in the UPWP as available to Best Design Practices in Transportation planning work element and funding made available to this planning element for an update to best practices in the 2008-11 MTIP.

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. Funding for on-going planning activities such as implementing project design conditions on funded projects and participation on local plan development to ensure practices can be implemented was included in the program budget. 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) RESOLUTION NO. 10-XXXX
SOUTHWEST HIGH CAPACITY TRANSIT) Introduced by Councilor Collette
(HCT) CORRIDOR - HCT CORRIDOR #11,)
PORTLAND TO SHERWOOD IN THE VICINITY)
OF BARBUR BOULEVARD/OR 99W - AS THE)
NEXT REGIONAL PRIORITY TO ADVANCE)
INTO ALTERNATIVES ANALYSIS)

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, increases walking and bicycling and reduces 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 Southwest HCT Corridor would provide HCT service to a new area of the region;

WHEREAS, the Southwest HCT 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 Southwest HCT 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 Southwest HCT 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 Southwest HCT Corridor as the next regional HCT priority to advance toward implementation.
2. Selection of this corridor also begins the process for affected jurisdictions, including Metro, 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 and to work with local, state and federal partners to secure necessary funding for this project.

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

APPLICATION OF THE SYSTEM EXPANSION POLICY TO THE SW HCT CORRIDOR

As adopted in Resolution No. 09-4052, the System Expansion Policy framework is designed to provide a transparent process to advance HCT projects through the Near-Term, Next Phase, Developing and Vision tiers. The framework is based on a set of targets designed to measure corridor readiness to support a high capacity transit project.

The System Expansion Policy framework:

1. Identifies which near-term regional priority 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 - SW HCT CORRIDOR AND POWELL CORRIDOR¹

Both the SW HCT Corridor and Powell Boulevard corridors are viable for implementation based on the analysis completed through the Regional HCT System Plan. While Powell Boulevard shows potential to achieve significant ridership, the SW HCT Corridor shows greater potential to gain new riders, a strong indicator of the corridor's potential to meet existing federal requirements for New Starts funding.

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 SW HCT Corridor from the Powell Boulevard corridor. Based on System Expansion Policy Targets, the SW HCT Corridor and Powell Boulevard compare as follows:

- Transit supportive land use/station context (SW HCT Corridor = Powell) - measured through Regional HCT System Plan
- Community support (SW HCT Corridor = Powell) - measured by Local Aspirations as part of the Regional HCT System Plan
- Partnership/political leadership (SW HCT Corridor has more support than Powell) – measured through City of Portland, TriMet, City of Tigard and Washington County support for SW HCT Corridor – measured by corridor refinement plan responses
- Regional transit network connectivity – (SW HCT Corridor = Powell) – measured through Regional HCT System Plan
- Housing needs supportiveness (SW HCT Corridor serves fewer people in this category than Powell) – measured through Regional HCT System Plan
- Financial capacity – capital and operating finance plans - (SW HCT Corridor performs better than Powell under current Federal Transit Administration criteria that measures the number of potential new riders)
- Integrated transportation system development (SW HCT Corridor = 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 consist of incremental improvements to the existing commuter rail line, and therefore do not require the federal project development process that would be required of investments in the SW HCT Corridor or Powell Boulevard corridor.

Ridership - In this category, the SW HCT Corridor has higher projected corridor ridership and higher projected increase in corridor ridership.

	Powell Blvd	Barbur Blvd/Hwy 99W
Daily ridership estimate (2035)	28,000	38,000
Increase in projected 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 SW HCT 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 SOUTHWEST HIGH CAPACITY TRANSIT (HCT) CORRIDOR - HCT CORRIDOR #11, PORTLAND TO SHERWOOD IN THE VICINITY OF BARBUR BOULEVARD/OR 99W - AS THE NEXT REGIONAL PRIORITY TO ADVANCE INTO ALTERNATIVES ANALYSIS

Date: January 13, 2010

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 (Southwest HCT Corridor), Powell Boulevard and the Westside Commuter Express. This resolution selects the Southwest HCT 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 Near-Term, Next Phase, Developing and Vision 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 select 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 prioritization process, conducted 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 consist of incremental improvements to the existing commuter rail line, and therefore do not require the federal project development process that would be required of investments in the Southwest HCT Corridor or Powell Boulevard corridor.

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 Southwest HCT Corridor weighs 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 Southwest HCT Corridor over the Powell Boulevard corridor.

ANALYSIS/INFORMATION

Known opposition

None

Legal antecedents

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 Southwest HCT Corridor 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, yet to be secured, resources, including ODOT Transportation and Growth Management funding and federal appropriations.

RECOMMENDED ACTION

Approve Resolution No. 10-XXXX

Resolution exhibits

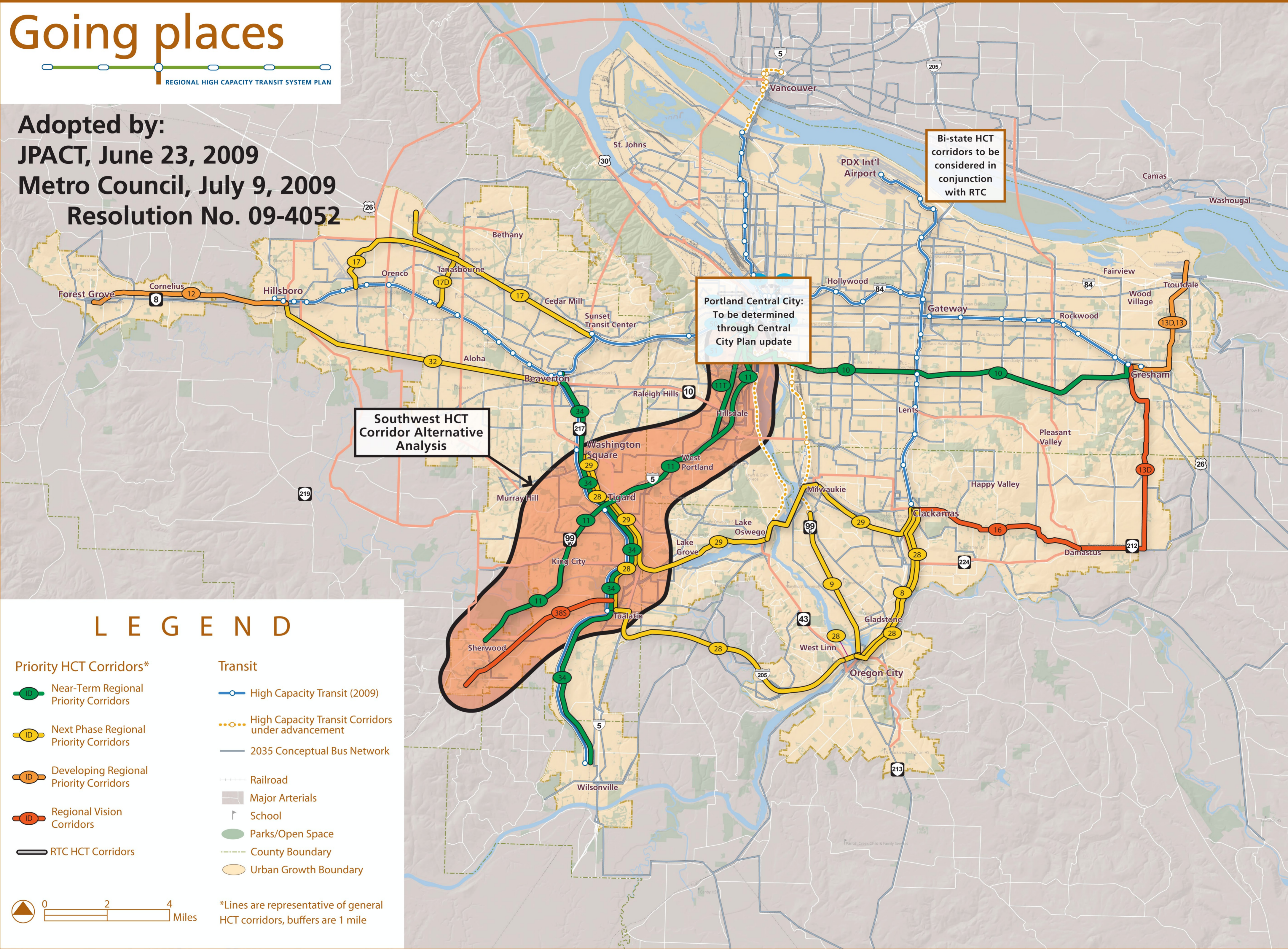
Exhibit A: Application of the System Expansion Policy to the Southwest HCT corridor

Going places



REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN

Adopted by:
JPACT, June 23, 2009
Metro Council, July 9, 2009
Resolution No. 09-4052



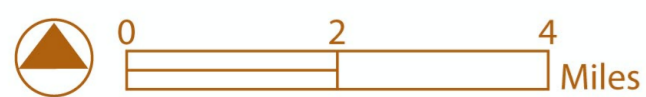
LEGEND

Priority HCT Corridors*

- Near-Term Regional Priority Corridors
- Next Phase Regional Priority Corridors
- Developing Regional Priority Corridors
- Regional Vision Corridors
- RTC HCT Corridors

Transit

- High Capacity Transit (2009)
- High Capacity Transit Corridors under advancement
- 2035 Conceptual Bus Network
- Railroad
- Major Arterials
- School
- Parks/Open Space
- County Boundary
- Urban Growth Boundary



*Lines are representative of general HCT corridors, buffers are 1 mile

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 of 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, subject to all necessary further approvals, 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 explore funding options with local, state and federal partners for 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 and #20 from Portland Central City southward

to approximately the “Tigard Triangle”) to scope and explore funding options with local, state and federal partners for 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.

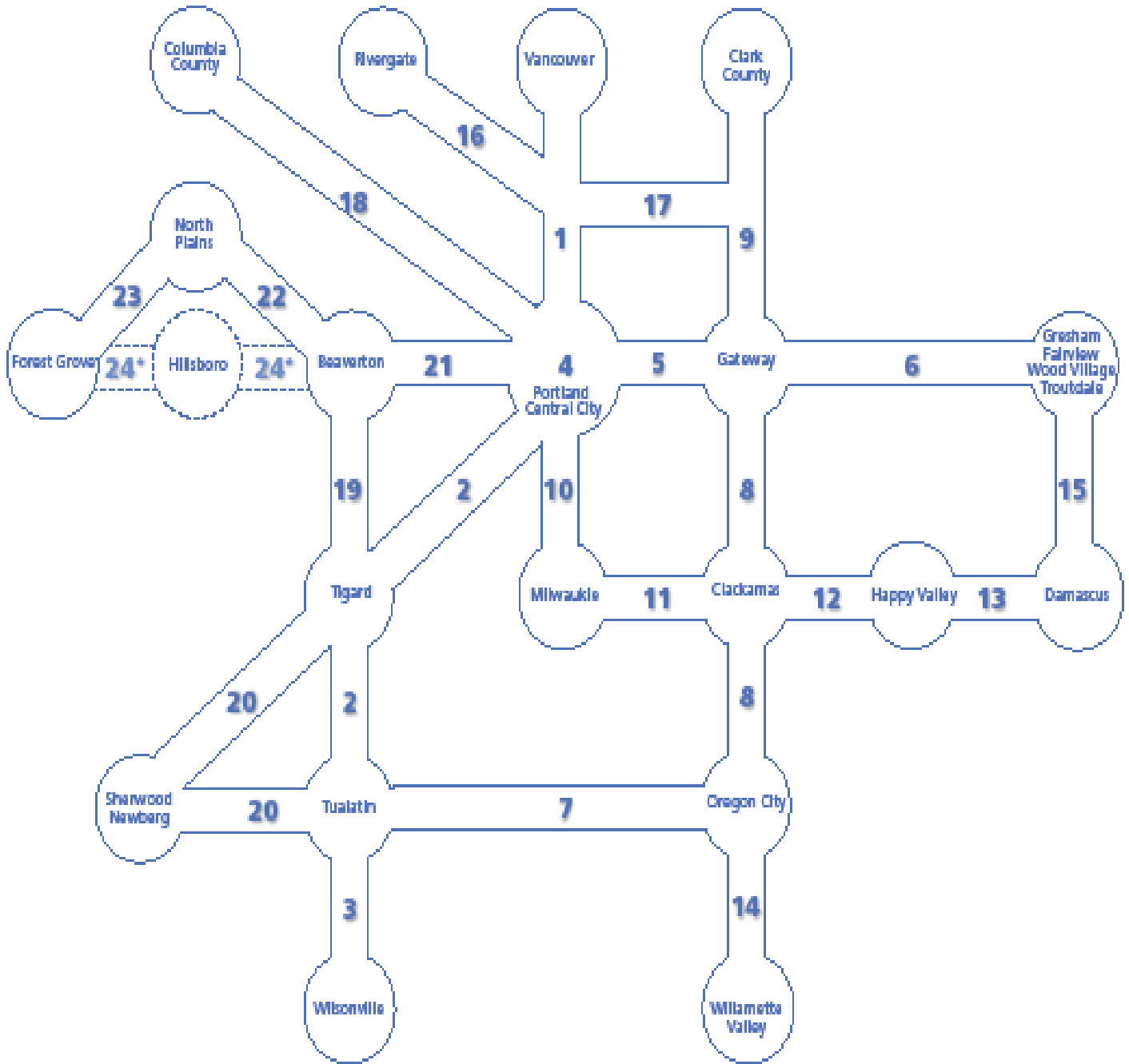
ADOPTED by the Metro Council this [insert date] day of January, 2010.

David Bragdon, Council President

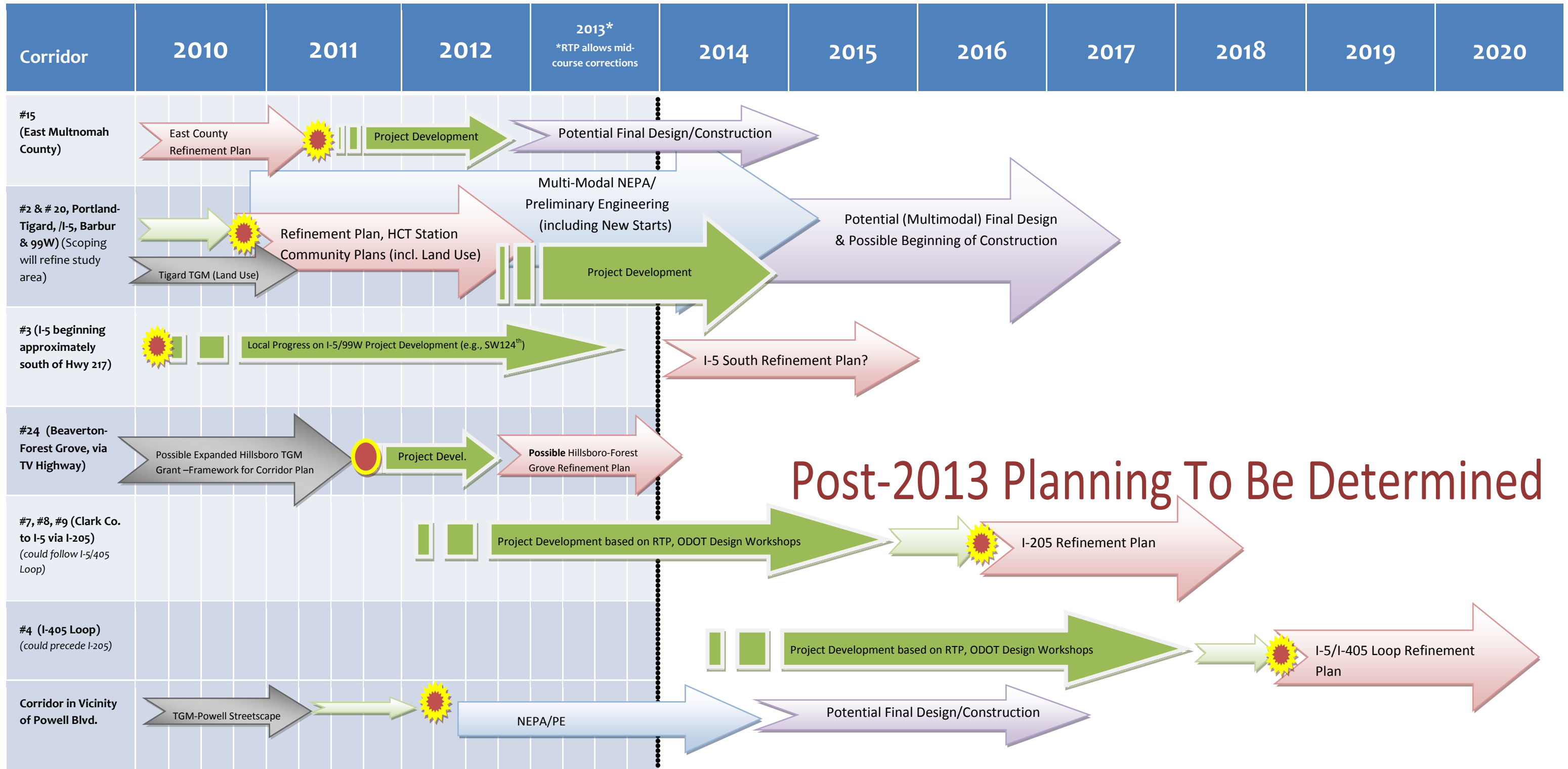
Approved as to Form:

Daniel B. Cooper, Metro Attorney

Mobility Corridors in the Portland Metropolitan Region



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 Barbours/ I-5 South				Portland Central City Loop, including 5/-/ 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; > 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



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 Central City to Tigard Triangle: I-5, Barbur & 99W Refinement Plan, HCT Station Communities Plan, 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.**

Color Key: (Arrow thickness indicates relative level of effort across the region. Local agency efforts would differ.)

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)

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. [10-INSERT NUMBER], 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 and # 20 (in the vicinity of I-5/Barbur Blvd, from Portland Central City southward to approximately the “Tigard Triangle”) 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 1: Technical Ranking Methodology (11/3/09) and Attachment 2: 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 (e.g., to postpone refinement planning)
- 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

17. December 16, 2009 HCT Subcommittee provided input on staff priorities recommendation
18. January 8, 2010: TPAC recommended approval of resolution to JPACT
19. January 12, 2010: Metro Council Work Session—approval to proceed with resolution

2010 Steps to Complete

20. January 14, 2010: JPACT recommendation to Metro Council on resolution
21. 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 Corridor #15 (East Multnomah County connecting I-84 and US 26) and Mobility Corridors #2 and # 20 (in the vicinity of I-5/Barbur Blvd, from Portland Central City southward to approximately the “Tigard Triangle”) 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 1: Technical Ranking Methodology (11/3/09)
Attachment 2: Guidance for Demonstration of Local Support for Corridor Refinement Plan (10/14/0-9)



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



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?

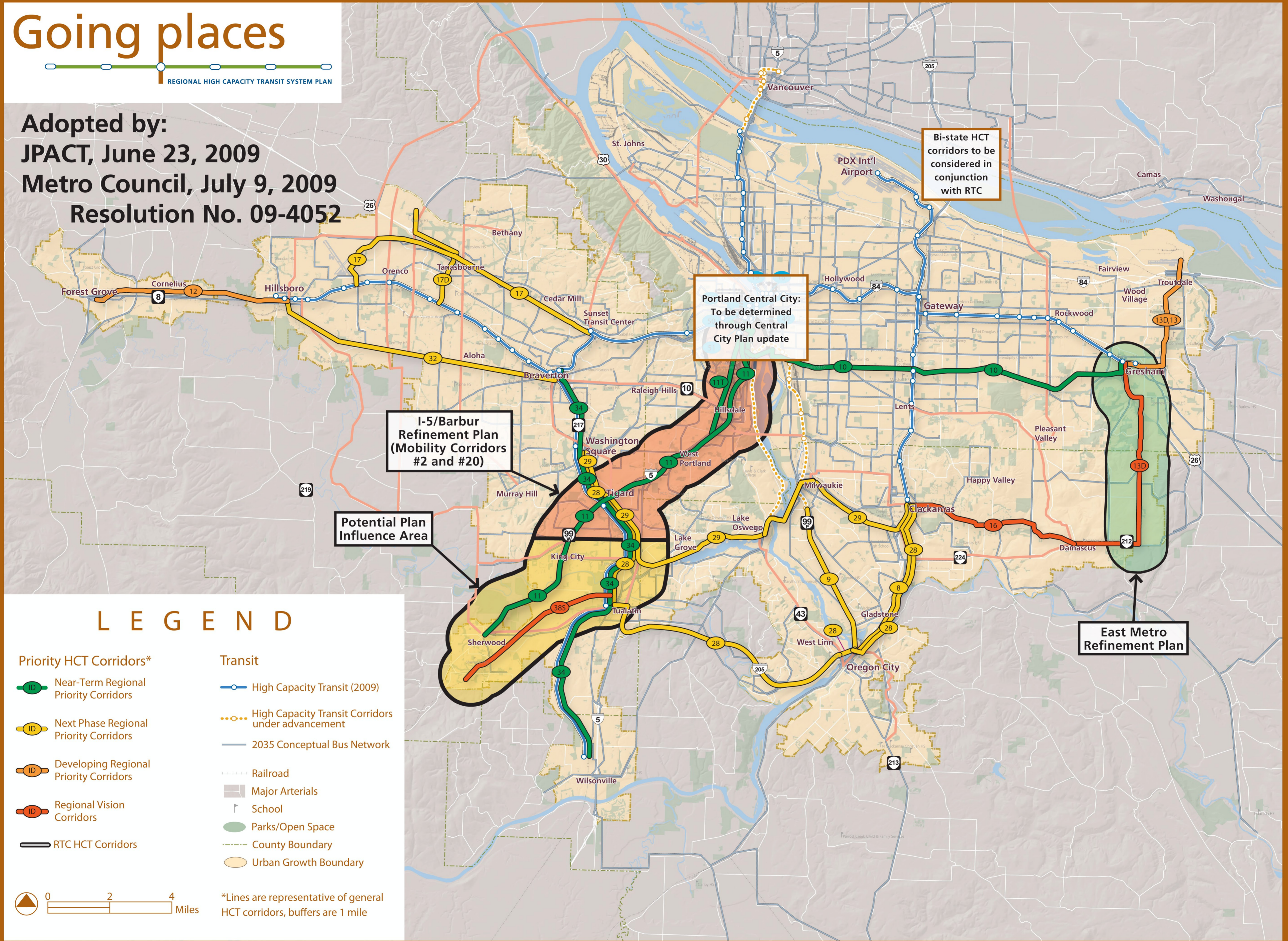
4. **Local Resource Commitment:** What resources can the local jurisdictions commit to, in terms of in-kind, and monetary resources to leverage the regional commitment?

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.

Going places



Adopted by:
JPACT, June 23, 2009
Metro Council, July 9, 2009
Resolution No. 09-4052



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

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

I-5/Barbur Refinement Plan (Mobility Corridors #2 and #20)

Potential Plan Influence Area

East Metro Refinement Plan

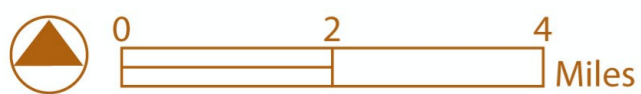
LEGEND

Priority HCT Corridors*

-  Near-Term Regional Priority Corridors
-  Next Phase Regional Priority Corridors
-  Developing Regional Priority Corridors
-  Regional Vision Corridors
-  RTC HCT Corridors

Transit

-  High Capacity Transit (2009)
-  High Capacity Transit Corridors under advancement
-  2035 Conceptual Bus Network
-  Railroad
-  Major Arterials
-  School
-  Parks/Open Space
-  County Boundary
-  Urban Growth Boundary



*Lines are representative of general HCT corridors, buffers are 1 mile

Updated January 11, 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-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
T-21	Project Development for trail/bike projects in pending TIGER application, including: - Last Mile Transit Connection, Hillsboro (TIGER)*	\$2.00	Metro Metro/Hillsboro	OR-1	FHWA - Surface Transportation Program	Preliminary Engineering
Congressional District 3 - Blumenauer						
New Starts/Small Starts						
NS-1	Portland to Milwaukie Light Rail	\$60.00	TriMet	OR-1	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
T-20	Project Development for trail/bike projects in pending TIGER application, including: - North/NE Bike Way Network, Portland (TIGER)	\$2.00	Metro Metro/Portland	OR-3	FHWA - Surface Transportation Program	Preliminary Engineering
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 11, 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-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

Updated January 11, 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	\$10.00	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.	\$40.00	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.