

Metro | Agenda

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, January 29, 2010
Time: 9:30 a.m. to noon
Place: Council Chambers

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|----------|-------|--|------------------------------|
| 9:30 AM | 1. | Call to Order and Declaration of a Quorum | Robin McArthur, Chair |
| 9:30 AM | 2. | Comments from the Chair and Committee Members | Robin McArthur, Chair |
| 9:35 AM | 3. | Citizen Communications to TPAC on Non-Agenda Items | |
| 9:35 AM | 4. | Future Agenda Items <ul style="list-style-type: none">• MOVES update• On-street Bus Rapid Transit• The State of Travel Models and How to Use Them• Active Transportation update• High Speed Rail• House Bill 2001 (e.g. congestion pricing and climate change scenario planning)• Alternative mobility standards for state facilities in the Metro region• Updated on the Columbia River Crossing Project• Regional Transportation Functional Plan update | Robin McArthur, Chair |
| 9:40 AM | 5. * | Approval of the TPAC Minutes for January 8, 2010 | Robin McArthur, Chair |
| 9:45 AM | 6. * | Unified Planning Work Program- <u>INFORMATION</u> <ul style="list-style-type: none">• <u>Purpose</u>: Seek TPAC comments on draft of UPWP.• <u>Outcome</u>: Finalize UPWP draft for federal consultation. | Ted Leybold |
| 9:55 AM | 7. ** | Regional Transportation Plan – Functional Plan Revisions – <u>DISCUSSION</u> <ul style="list-style-type: none">• <u>Purpose</u>: Present proposed approach for meeting mobility standards in the Oregon Highway Plan and identifying revisions to transportation functional plan.• <u>Outcome</u>: TPAC input on approach and menu of potential actions. | Kim Ellis |
| 10:30 AM | 8. * | Resolution No. 10-XXXX, For the Purpose Approving the Portland Metropolitan Regional Federal Transportation Priorities for Federal Fiscal Year 2011 – <u>RECOMMENDATION TO JPACT REQUESTED</u> <ul style="list-style-type: none">• <u>Purpose</u>: Review draft resolution.• <u>Outcome</u>: Recommendation to JPACT approval of resolution. | Andy Cotugno |
| 10:50 AM | 9. * | Resolution No. 10-XXXX, For the Purpose of Endorsing a Regional Position on the Authorization of the Surface Transportation Act of 2009 – <u>RECOMMENDATION TO JPACT REQUESTED</u> <ul style="list-style-type: none">• <u>Purpose</u>: Review draft resolution.• <u>Outcome</u>: Recommendation to JPACT approval of resolution. | Andy Cotugno |

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|-----------------|------------|----|---|------------------------------|
| 11 AM | 10. | ** | 2012-15 State Transportation Improvement Program (STIP) Criteria Comment Letter – <u>RECOMMENDATION TO JPACT REQUESTED</u> | Ted Leybold |
| | | | <ul style="list-style-type: none"> • <u>Purpose</u>: Provide input on suggested edits to draft 2012-15 STIP Eligibility and Prioritization Criteria. • <u>Outcome</u>: Development of draft letter from JPACT to to ODOT and STIP Stakeholder Committee. | |
| 11:10 AM | 11. | * | Project Delivery and Potential ODOT – Metropolitan Planning Organization (MPO) Agreement – <u>INFORMATION</u> | Gregg Snyder, ODOT |
| | | | <ul style="list-style-type: none"> • <u>Purpose</u>: Improve the delivery of local federal-aid transportation projects. • <u>Outcome</u>: Understanding and input to the local program review process. | |
| 11:30 AM | 12. | * | Metropolitan Transportation Improvement Program (MTIP) update – <u>INFORMATION</u> | Ted Leybold |
| | | | <ul style="list-style-type: none"> ○ Regional Flexible Fund allocation process and timeline. • <u>Purpose</u>: Begin MTIP Policy update and Regional Flexible Fund allocation process. • <u>Outcome</u>: Receive feedback on proposal to define objectives of the policy update and change the allocation process for regional flexible funds. | |
| 12 PM | 13. | | <u>ADJOURN</u> | Robin McArthur, Chair |

* Material available electronically.

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

Material will be distributed at the meeting.

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

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



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

January 8, 2010

Metro Regional Center, Council Chambers

MEMBERS PRESENT

Ross Roberts, Chair
Soren Garber
Mara Gross
Nancy Kraushaar

Susie Lahsene

Alan Lehto

Dave Nordberg

Ron Papsdorf

John Reinhold

Karen Schilling

Paul Smith

Jenny Weinstein

Tracy Ann Whalen

AFFILIATION

Metro

Citizen

Citizen

City of Oregon City representing the Cities of Clackamas
Co.

Port of Portland

TriMet

Oregon Department of Environmental Quality

City of Gresham representing the Cities of Multnomah Co.

Citizen

Multnomah County

City of Portland

Citizen

Citizen

MEMBERS ABSENT

John Hoefs

Keith Liden

Satvinder Sandhu

Sharon Zimmerman

AFFILIATION

C-TRAN

Citizen

Federal Highway Administration

Washington State Department of Transportation

ALTERNATES PRESENT

Andy Back

Lynda David

Margaret Middleton

Scott Pemble

Lidwien Rahman

AFFILIATION

Washington County

Southwest Washington Regional Transportation Council

Cities of Washington County, City of Beaverton

Clackamas County

Oregon Department of Transportation, Region 1

STAFF: Andy Cotugno, Ted Leybold, Kelsey Newell, Tom Matney, Lake McTighe, Tony Mendoza, John Mermin, Deborah Redman, Mark Turpel

1. CALL TO ORDER AND DECLARATION OF A QUORUM

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

2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Chair Roberts welcomed Ms. Tracy Ann Whalen, Ms. Jenny Weinstein, and Mr. Scott Pemble to the committee. Ms. Whalen and Ms. Weinstein were selected to serve as TPAC community representatives beginning in January 2010. Mr. Pemble represents Clackamas County.

3. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

There was none.

4. FUTURE AGENDA ITEMS

Ms. Lidwien Rahman asked for the inclusion of the Regional Transportation Functional Plan as a near-term item on the agenda.

5. APPROVAL OF TPAC MINUTES FOR NOVEMBER 20, 2009

MOTION: Mr. John Reinhold moved, Mr. Alan Lehto seconded, to adopt the November 20, 2009 TPAC minutes.

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

6. STIP STAKEHOLDER COMMITTEE: RECOMMENDATION ON 2012-15 STIP ELIGIBILITY AND PRIORITIZATION CRITERIA

Ms. Jerri Bohard of ODOT reviewed the 2012-15 Statewide Transportation Improvement Program (STIP) Project Eligibility Criteria and Prioritization Factors. The STIP Stakeholder Committee agreed on a draft of the new criteria to send out for review and comment. After the comment period, the STIP Stakeholder Committee prepared a revised draft to forward to the Oregon Transportation Commission (OTC) for approval. Upon approval, the STIP criteria are used immediately by ODOT and local jurisdictional staff to decide which projects should be “scoped” in more detail. The committee asked that STIP Stakeholder Committee updates be included as future agenda items.

7. ACTION ITEMS

7.1 Resolution No. 10-4116, For the Purpose of Amending the Metropolitan Transportation Improvement Program (MTIP) to Add a Construction Phase to the US26: 185th to Cornell Project

MOTION: Mr. Reinhold moved, Ms. Rahman seconded, to recommend to JPACT approval of Resolution No. 10-4116.

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

7.2 Resolution No. 10-4115, For the Purpose of Amending the 2008-11 Metropolitan Transportation Improvement Program (MTIP) to Add the Springwater Corridor: Rugg Rd. to Dee St. Project and the Willamette Greenway Trail: Chimney Park Trail to Pier Park Project

MOTION: Mr. Reinhold moved, Ms. Karen Schilling seconded, to recommend to JPACT approval of Resolution No. 10-4115.

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

7.3 Resolution No. 10-4117, For the Purpose of Amending the FY 2010 Unified Planning Work Program (UPWP) to Add Funding for the Best Design Practices in Transportation Work Element

MOTION: Mr. Reinhold moved, Ms. Rahman seconded, to recommend to JPACT approval of Resolution No. 10-4117.

ACTION TAKEN: With thirteen in favor, three opposed (Smith, Lehto, Papsdorf), the motion passed (13-3).

7.4 Resolution No. 10-XXXX, For the Purpose of Endorsing the Portland to Sherwood in the Vicinity of Barbur Boulevard/OR 99W (HCT Corridor #11) as the Next Regional Priority to Expand High Capacity Transit (HCT)

Mr. Tony Mendoza of Metro briefed the committee on Resolution No. 10-XXXX, which will select the Barbur Boulevard/OR 99W corridor as the regional priority corridor to advance into alternatives analysis.

MOTION: Mr. Smith moved, Mr. Ron Papsdorf seconded, to recommend to JPACT approval of Resolution No. 10-XXXX.

The committee agreed upon the following friendly amendments:

- Mr. Smith moved to amend the language under BE IT RESOLVED to read: “Metro Council selects the Barbur Boulevard/OR 99W Corridor as the next regional High Capacity Transit priority to advance toward implementation”;
- Mr. Andy Back moved to amend the language under BE IT RESOLVED to include a reference to High Capacity Transit Corridor #11; and
- The committee moved to amend the language in the title of Resolution No. 10-XXXX to read: “For the Purpose of Endorsing the Southwest High Capacity Transit Corridor (HCT) in the Vicinity of Barbur Boulevard/OR 99W (HCT Corridor #11) as the Next Regional Priority to Advance into Alternatives Analysis to Expand High Capacity Transit.”

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

7.5 Resolution No. 10-XXXX, For the Purpose of Updating the Work Program for Refinement Planning Through 2020 and Proceeding with the Next Two Refinement Plans in the 2010-2013 Regional Transportation Plan Cycle

MOTION: Mr. Soren Garber moved, Ms. Schilling seconded, to recommend to JPACT approval of Resolution No. 10-XXXX.

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

8. INFORMATION / DISCUSSION ITEMS

8.1 Regional Transportation Plan (RTP) Air Quality Conformity Determination

Mr. Mark Turpel of Metro briefed the committee on the timeline for assessing and reporting the air quality implications of the metropolitan area’s 2035 Regional Transportation Plan (RTP) and 2010-2013 Metropolitan Transportation Improvement Program (MTIP). Mr. Turpel outlined the action required from TPAC throughout the approval process. In addition, a separate air quality conformity for seven ODOT projects was presented and Mr. Turpel noted that TPAC would be given the opportunity for comment on this at their next meeting.

8.2 Federal Appropriations and Authorization Process and Project Lists

Mr. Andy Cotugno of Metro briefed the committee on the timeline for the Federal Appropriations and Authorization Process and Project Lists. TPAC is charged with recommending to JPACT a prioritization of the candidate projects in each of the three Congressional Districts. JPACT members are being asked to meet in subgroups to prioritize projects by district for consideration at the January 29 TPAC meeting and the February 11 JPACT meeting.

8.3 2010-13 TIP: ODOT Administered Projects – Briefing on Public Comments Received During Comment Period

Mr. Jeff Flowers of ODOT briefed the committee on the public comments received regarding the ODOT Administered Projects.

9. ADJOURN

Chair Roberts adjourned the meeting at 12:10 p.m.

Respectfully submitted,



Tom Matney
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR JANUARY 8, 2010

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
	Agenda	01/08/10	Revised Agenda	010810t-01
7.1	Resolution	01/08/10	Revised Resolution No. 10-4116 with Staff Report	010810t-02
7.2	Resolution	01/08/10	Revised Resolution No. 10-4115 with Staff Report	010810t-03
7.3	Resolution	01/08/10	Revised Resolution No. 10-4117 with Staff Report	010810t-03
7.4	Resolution	01/08/10	Revised Resolution No. 10-XXXX with Staff Report (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))	010810t-04
7.5	Resolution	01/08/10	Revised Resolution No. 10-XXXX with Staff Report (For the Purpose of Updating the Work Program for Corridor Refinement Planning Through 2020 and Proceeding with the Next Two Refinement Plans in the 2010-2013 Regional Transportation Plan Cycle)	010810t-05
	Work Program	01/07/10	JPACT Work Program	010810t-06

8.2	Memo	12/29/10	Next steps on federal appropriations earmarking	010810t-07
	Handout	01/07/10	Express bus service as a cost effective alternative to fixed rail systems	010810t-08

FY 2010-11 Unified Planning Work Program

Transportation Planning in the Portland/Vancouver Metropolitan Area

Metro

Tualatin Hills Parks & Recreation

City of Damascus

City of Milwaukie

City of Portland

City of Wilsonville (SMART)

Clackamas County

Multnomah County

Washington County

TriMet

Oregon Department of Transportation

Southwest Washington Regional Transportation Council

Draft

January 21, 2010

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE) RESOLUTION NO. 10- _____
PORTLAND METROPOLITAN REGIONAL)
FEDERAL TRANSPORTATION PRIORITIES) Introduced by _____
FOR FEDERAL FISCAL YEAR 2011
APPROPRIATIONS

WHEREAS, the Portland metropolitan region relies heavily on various federal funding sources to adequately plan for and develop the region’s transportation infrastructure; and

WHEREAS, Metro must comply with a wide variety of federal requirements related to transportation planning and project funding; and

WHEREAS, the Metro region’s Congressional delegation has advised the region’s transportation agencies to develop a coordinated request for legislation related to the annual federal transportation appropriations bill; and

WHEREAS, the region has prioritized the requested projects as regional priorities endorsed for support by all members of the Congressional delegation and local priorities endorsed for support by individual Congressmen; and

WHEREAS, on February ____, 2010, the Joint Policy Advisory Committee on Transportation (JPACT) recommended adoption of this resolution; now therefore

BE IT RESOLVED that the Metro Council hereby approves Exhibit A of this resolution, entitled “The Portland Metropolitan Fiscal Year 2011 Federal Appropriations Request List” and directs the Chief Operating Officer to submit this resolution to the Oregon Congressional delegation.

ADOPTED by the Metro Council this ____ day of February, 2010.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

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

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

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING A) RESOLUTION NO. 10-XXXX
REGIONAL POSITION ON THE)
AUTHORIZATION OF THE SURFACE) Introduced by _____
TRANSPORTATION ACT OF 2009

WHEREAS, the House Transportation and Infrastructure Committee introduced a new authorization bill entitled the Surface Transportation Act of 2009, which is pending approval by the full committee; and

WHEREAS, in anticipation of the new authorization bill the Portland metropolitan area, through Joint Policy Advisory Committee on Transportation (JPACT), endorsed a comprehensive statement of policy priorities to pursue in January 2009; and

WHEREAS, Resolution No. 09-4016, "For the Purpose of Endorsing a Regional Position on Reauthorization of the Safe, Accountable, Flexible, Efficient, Transportation Act: A Legacy for Users" recommended by JPACT and adopted by the Metro Council on January 22, 2009 communicated the region's position and outlined the policy priorities; and

WHEREAS, the region has continued to refine both policy and project recommendations in the Surface Transportation Act of 2009 based on the adopted policy direction; and

WHEREAS, on February _____, 2010 JPACT recommend approval of this resolution; now therefore

BE IT RESOLVED that the Metro Council:

- 1. Advances the refined policy priorities as defined in Exhibit A.
- 2. Approves the refined authorization project list as defined in Exhibit B.

ADOPTED by the Metro Council this _____ day of February, 2010.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Policy and project priorities for the Surface Transportation Act of 2009

- 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.

Surface Transportation Act of 2009 Project 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	\$5.00	City of Tigard/ODOT	OR-1	PE/ROW/Construction	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-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
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

Map Number	Project Description	Funding Request (\$Millions)	Sponsor	Congressional District	Purpose	Program Category
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-2	Portland Bicycle Boulevard Project	\$25.00				
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	\$0.80	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-4	102nd Ave. St. Improvement: Project Phase II - NE Glisan to SE Washington St.	\$3.00	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	\$3.60	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.



Oregon

Theodore R. Kulongoski, Governor

Oregon Department of Transportation
Local Government Section
355 Capitol St. NE, Room 326
Salem, OR 97301-3871
(503) 986-3389

MEMORANDUM

DATE: January 21, 2010
TO: METRO TPAC Members
FROM: Mr. Gregg Snyder, Senior Program Manager, ODOT Local Government Section
RE: **POTENTIAL PROGRAM MANAGEMENT PRACTICES FOR THE ODOT LOCAL PROGRAM**

OVERVIEW

As you may know, the ODOT Local Government Section and METRO have been working cooperatively to explore ways of improving project delivery in the ODOT Local Program. Over the last few months we have had multiple brainstorming sessions with a wide range of local agency representatives, METRO staff, ODOT local agency liaisons, and ODOT Local Government Staff. Collectively we have put together a list of potential program management practices that may be included in a future program management agreement between ODOT and the METRO.

We appreciate this upcoming opportunity to brief you on our efforts to date and to get your initial feedback on program management practices that may be implemented in the upcoming FY2010-FY2013 STIP. Specifically, the program management practices seek to address workload and project delivery issues in the ODOT local program. We are seeking your input and assistance in developing a multi-layered short and long term strategy to implement program management practices for the next six years.

SHORT TERM STRATEGY

As you may know, the ODOT local program is currently challenged by over \$60 million dollars in unobligated federal funds carried in to 2010. This project backlog has created a serious workload issue that has been compounded by ARRA projects. Statewide, the 11 local agency liaisons that are the front-line employees for the ODOT local program are overseeing a combined 544 projects, an average of 50 projects per liaison. This unbalanced workload has led to longer project delivery timelines and has stressed the relationship between ODOT and its local agency partners.

As a result the LGS staff is considering hiring consultants to assist in project scoping for the 2010-2013 STIP. The projects that will be included in this scoping effort will be selected by representatives of Metro in Portland, the Mid-Willamette Valley Council of Governments in Salem, and the Lane Council of Governments in Eugene

Working with local agencies and LGS staff, the consultants will write a project prospectus, develop a Part 3 environmental classification, evaluate project schedules and verify project costs using ODOT cost estimating techniques. This consultant effort is expected to relieve the ODOT local agency liaisons of 70-100 hours of work per project.

The benefits of this short term strategy is that the new projects included in the 2010-2013 STIP from the Portland, Salem, and Eugene Metropolitan Transportation Improvement Plans (MTIPs) will have defined footprints and uniform cost estimates. This effort should result in a consistent project scope, schedule and budget methodology for all new STIP projects, and should serve as an initial screening to determine which projects proposed for the 2010-2013 STIP are defined well enough to advance to preliminary engineering.

LONG TERM STRATEGY

The Local Government Section's Strategic Plan, adopted in 2008, outlines how we intend to develop and implement program management practices in the ODOT local program. As requested by Director Garret, these program management practices are intended to speed project delivery, reduce the backlog of unobligated federal funds, and improve the customer service delivered by ODOT to its local agency partners.

It is our intention to develop a multi-layered long term strategy over the next six months to implement program management practices and address the ODOT local program workload.

To achieve this, the LGS strategic plan calls for executing program management agreements with the state's three Transportation Management Areas: Metro in Portland, the Mid-Willamette Valley Council of Governments in Salem, and the Lane Council of Governments in Eugene. In the last 90 days we have held nine brainstorming sessions with local agencies, Metropolitan Planning Organizations (MPOs), ODOT regional and ODOT headquarters staff. Representatives from more than three dozen agencies have made a combined 596 written comments and prioritized them in rank order.

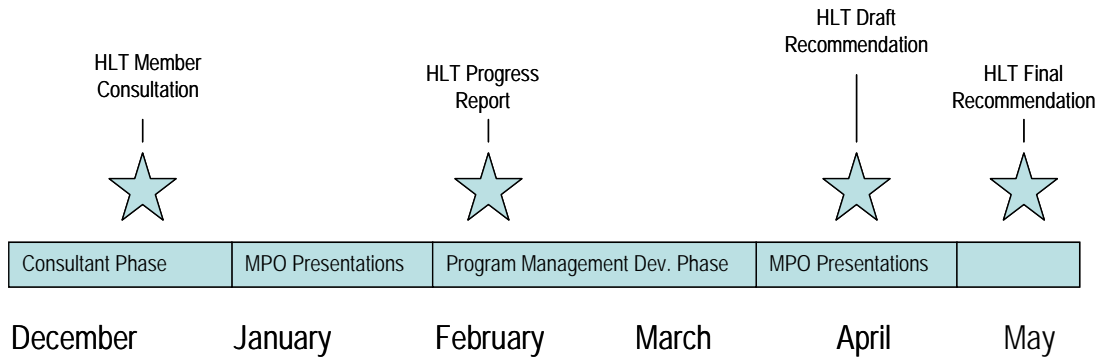
We have rendered the comments into a menu of options that will be considered over the next six months. The menu of options consist of 31 possible approaches that we recommend be considered by the Portland, Salem and Eugene MPO policy committees and the ODOT Highway Leadership Team. Collectively the potential approaches fall into 5 areas:

1. Increase available labor hours in the local program
2. Reduce the number of assigned projects in the local program
3. Streamline the ODOT oversight process
4. Add Tools to the Local Agency Liaison Toolbox
5. Infrastructure Banking

In order to accomplish this we intend to engage a working sub-group of the Highway Leadership Team in a series of discussions starting in February and ending in June. Concurrently we intend to engage the MPOs in Portland, Salem and Eugene to discuss their perspectives and take input on the multi-layered long term strategy. We feel that the active participation of these participants is critical.

Figure 1 is the draft schedule to develop the multi-layered long term strategy. Starting in January we intend to engage the ODOT Highway Leadership Team (HLT) and make a series of presentations to the MPO technical advisory and policy committees to discuss their perspectives and take input.

Figure 1
Draft Local Program Management Guidelines Schedule



Thank you for your time and attention to this matter. We look forward to working with you and the METRO over the coming months.

Draft



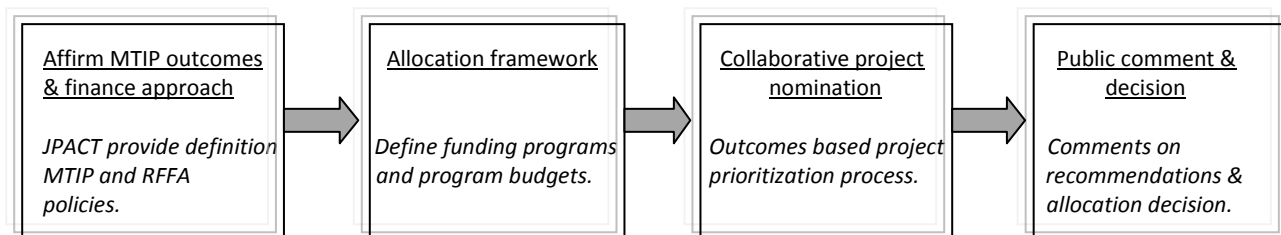
Date: January 21, 2010
To: TPAC
Cc:
From: Ted Leybold and Amy Rose
Re: Updating MTIP policies and Refining the RFFA process

The following information describes the process being proposed to update Metropolitan Transportation Improvement Program (MTIP) policies and refine how regional flexible funds are spent in the region. Following the Regional Flexible Fund Allocation (RFFA) retrospective and the new Regional Transportation Plan (RTP), changes are being proposed for how to invest regional transportation funds more strategically to meet the goals for Making the Greatest Place implementation. The primary change being proposed to meet these new objectives is to replace the competitive application process used in past cycles with a more collaborative project nomination and decision process between regional and local agency staff.

Overall objectives/outcomes

1. More effective use of JPACT's time to provide focused policy direction and program budget decisions.
2. Improve implementation of Making the Greatest Place strategies and RTP policy direction for project implementation.
3. Better use of Metro and local agency staff time and resources.

Proposed process for 2012-15 funding cycle



Existing policy framework

The region has recently adopted a new RTP that includes policies for the development of the transportation system and the prioritization of transportation projects. Six outcomes form the framework for how to prioritize projects in our region. Those outcomes are:

- **Vibrant communities:** People live and work in vibrant communities where they can choose to walk for pleasure and to meet their everyday needs.
- **Economic prosperity:** Current and future residents benefit from the region’s sustained economic competitiveness and prosperity.
- **Safe and reliable transportation:** People have safe and reliable transportation choices that enhance their quality of life.
- **Leadership on climate change:** The region is a leader in minimizing contributions to global warming.
- **Clean air and water:** Current and future generations enjoy clean air, clean water and healthy ecosystems.
- **Equity:** The benefits and burdens of growth and change are distributed equitably.

These outcomes guided the development of the RTP performance targets for transportation investments. The ten performance targets are shown below.

Economy	Safety – Contribute to meeting goals identified in the 2010 Oregon Traffic Safety Performance Plan based on the Metro region’s share of Vehicle Miles Traveled (VMT).
	Congestion – By 2035, reduce vehicle hours of delay per person by 10 percent compared to 2005.
	Freight reliability – By 2035, reduce vehicle hours of delay per truck by 10 percent compared to 2005.
Environment	Climate change – By 2035, reduce transportation-related carbon dioxide emissions by 40 percent below 1990 levels.
	Active transportation – By 2035, triple walking, biking and transit mode share compared to 2005.
	Basic infrastructure – By 2035, increase by 50 percent the number of essential destinations ¹ accessible within 30 minutes by trails, bicycling and public transit or within 15 minutes by sidewalks for all residents compared to 2005.
	Clean air – By 2035, ensure zero percent population exposure to at-risk levels of air pollution.
	Travel – By 2035, reduce vehicle miles traveled per person by 10 percent compared to 2005.
Equity	Affordability – By 2035, reduce the share of households in the region spending more than 50 percent of income on housing and transportation combined compared to 2000.
	Access to daily needs – By 2035, increase by 50 percent the number of essential destinations accessible within 30 minutes by trails, bicycling and public transit or within 15 minutes by sidewalks for low-income, minority, senior and disabled populations relative to the general population compared to 2005.

1. Affirm regional transportation finance approach

JPACT/Council will provide more specific definition to the MTIP and Regional Flexible Funding Allocation policies. A framework has been developed that summarizes a general regional direction on the how the transportation needs of the region are to be addressed by existing or potential funding sources at the JPACT retreat in May 2009. This approach is shown in Table 1 and provides a starting point for refinement of policy direction for the various funding programs or sources that are addressed in the MTIP/STIP. The approach identifies funding mechanisms agencies use and a regional strategy for sources to be pursued to address unmet needs of the different elements of transportation activities in the region.

Table 1: Metro Area Transportation Finance Approach

Transportation Project/Activity Type	Existing Funding Sources	Strategy for Sources of Additional Funding
Local/Arterial Street reconstruction/maintenance	<ul style="list-style-type: none"> • State pass through • Street utility fees • Local portion of HBRR • OTIA 	<ul style="list-style-type: none"> • Increases in state gas tax or VRF • New street utility fees or equivalent
Active Transportation	<ul style="list-style-type: none"> • Regional Flexible Funds • Transportation Enhancement 	<ul style="list-style-type: none"> • New federal program • State Urban Trail Fund • New local funds
Highway preservation	<ul style="list-style-type: none"> • Interstate Maintenance • State gas & w/m • HBRR • OTIA 	<ul style="list-style-type: none"> • Increases in state gas tax or VRF
Transit Operations	<ul style="list-style-type: none"> • Employer tax • Passenger fares • Section 5307 • New Freedom • JARC 	<ul style="list-style-type: none"> • Employer tax rate • New funding mechanism • Increase fares
Arterial Expansion	<ul style="list-style-type: none"> • Development (Frontage, Impact Fees, SDC's) • Urban Renewal • OTIA 	<ul style="list-style-type: none"> • SDC rate increases • Regional VRF pass through or equivalent
Highway expansion	<ul style="list-style-type: none"> • Modernization Program • OTIA • Fed/state earmarks 	<ul style="list-style-type: none"> • More from existing sources • New federal Metropolitan mobility program • Pricing/tolling • Regional VRF or equivalent
HCT expansion	<ul style="list-style-type: none"> • Federal New Starts • State lottery • Regional Flexible Funds • TriMet General Fund • Local contributions 	<ul style="list-style-type: none"> • More from existing sources
TSMO	<ul style="list-style-type: none"> • State Operations • Regional Flexible Funds 	<ul style="list-style-type: none"> • State Modernization • Regional VRF or equivalent
Land Use – TOD	<ul style="list-style-type: none"> • Regional Flexible Funds 	<ul style="list-style-type: none"> • Strategy under development

2. Proposed framework for RFFA program/project nominations and local recommendation process for ODOT Administered funds.

The previous sections outline the existing RTP performance targets and broader MTIP level investment strategy to help identify the appropriate uses of regional flexible funds for transportation activities (shown in bold in Table 1). Table 2 demonstrates how JPACT policy direction could be summarized to direct the development of RFFA investment proposals. As a first step, JPACT will determine the program areas in which to focus investments, narrow policy priorities within those categories, and set cost targets for each program area.

After considering existing policy direction from the RTP and affirming a regional transportation finance approach, JPACT will also consider providing specific direction to ODOT for supplemental prioritization criteria of projects funded with ODOT administered funds. JPACT may also consider providing policy direction to TriMet and SMART on Transit administered federal funds as input to the TriMet Transit Investment Plan process.

A final revenue forecast for regional flexible funds will be provided prior to the funding allocation, but after accounting for prior commitment to regional rail bond payments and Metro planning in lieu of dues allocation, approximately \$30 million of regional flexible funds is expected to be available for allocation. JPACT and the Metro Council will provide direction on distributing these funds across program areas and across regional sub-areas.

Table 2: Sample RFFA program areas (example based on prior allocations)

RFF Program Area	Investment Types	Policy priorities and objectives utilizing RTP performance targets	RFFA Program area cost target and/or Other funding source to address				Recommendation bodies
			City of Portland	Clackamas County	East Multnomah County	Washington County	
HCT Bond Commitment			\$26 Million				TriMet
Metro MPO Planning (in lieu of dues)							Metro
TOD/Land use	Priority centers, Station area development						TOD Steering Committee
Congestion management	Corridor Planning, System and Demand Mgmt	Example: Prioritize next corridor plan at \$1 million. Fund TSMO-RTO strategic plan priorities.	W%	X%	Y%	Z%	Coordinating Committees, Transport, RTO Subcom, Freight AC
Active Transportation	Regional trails, Access to transit, Pedestrian and Bike infrastructure						Active Trans Committee, Trail Planners, TriMet, Coordinating Committees
HCT system development	Light rail, BRT, Streetcar						Metro, TriMet, Coordinating Committees
Street network improvements	Connectivity projects, Main Street retrofits, Industrial access, Freight bottlenecks						Coordinating Committees
Demo projects/Best practices	Culvert retrofit, Diesel emission reduction, other						Coordinating Committees
Sub-Total							

3. Collaborative project nomination and refinement RFFA process

Metro staff, advisory committees and policy makers will increase collaboration with local transportation agencies on the identification of projects that best meet the direction defined in Step 2. This includes eliminating the competitive application process from previous cycles. A regional outcomes based analysis for the funding program areas will be developed and serve as the basis for identifying and defining a menu of priority transportation projects.

Rail Bond commitment, Metro Planning, and a TOD Program allocation are proposed to be defined first and deducted from forecasted available funds for other projects. Metro staff, Transport, RTO Subcommittee, the Freight Advisory Committee and other committees would then identify priority projects within the RTP and strategic or management plans that best meet the policy direction provided for consideration by the coordinating committees and TPAC for the development of a funding proposal.

The project nomination process would be analyzed through a place based lens, utilizing RTP performance targets for the RFFA program area priorities identified by JPACT/Council. The following construct will be used in the regional analysis to help identify priorities for investments within target land use areas:

Mobility Corridors

- Utilizes Congestion Management Process (CMP) and Mobility Corridor Atlas
- Supports building complete networks within corridors
- Addresses corridor planning, project development and project construction
- Encourage innovative practices
- Supports access to 2040 land uses

Community Building

- Supports local aspirations
- Considers community readiness to implement MGP recommendations (capacity, market, local implementation tools)
- Flexible in considering priorities based on an area's stage of development
- Considers RTP performance targets and system evaluation measures
- Encourage innovative practices

Regional staff will utilize RTP policies, program strategies (such as the RTO Strategic Plan), systems and corridors analysis, and MTIP program policy direction to collaborate with local agencies/sub-regional coordinating committees to propose a program/project list. Regionally managed implementation programs are coordinated with locally managed projects. Costs of sub-regional proposals will be set within a target budget range determined by JPACT.

Regional policy objectives regarding facility design (including safety, equity and environmental considerations) and fiscal stewardship are accounted for in the definition of the project/program nomination. Local coordinating committees are responsible for identifying local priorities and working with regional funding program staff to coordinate those priorities with the regional funding programs. RFF policy direction on funding projects across the region would be addressed during this step. This step may require several iterations of proposals between coordinating committees and the full region to balance funding program targets and sub-regional project definition priorities.

4. Public comment and project allocation decision

Public comment will be held on the draft recommendation of TPAC based on nomination from the local coordinating committees and Metro staff and will address project priorities and scope.

JPACT will then make a final recommendation to Metro Council on how to allocate Regional Flexible Funds considering the staff proposal of RFFA projects/programs, public comments and balancing the project/program proposals to available funds.

Next steps

- Engagement strategy: consult with stakeholders on proposal prior to JPACT action.
- Begin technical prep work for development of MTIP and RFFA policy development.
- Prepare JPACT for MTIP and RFFA policy development.

2010 JPACT Work Program

1/21/10

<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• Regional Transportation Plan: Sunset of the Columbia River Crossing project – Discussion• Project Delivery and Potential ODOT – Metropolitan Planning Organization (MPO) Agreement – Information• 2012-15 STIP criteria comment letter – Action/Recommendation• MTIP policy update – Information<ul style="list-style-type: none">○ RFFA policy direction, process and timeline
<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• MTIP: ODOT’s Jobs & Transportation Act (JCA) projects – Action• Metro audit on tracking transportation outcomes – Information• JPACT participation in Rail~Volution• Metro/TriMet on Portland – Milwaukie Light Rail agreement on bond – Action <p><u>March 9th – 11th – JPACT Washington, DC Trip</u></p> <p><u>March 22nd – Final RTP Public Comment Period Begins</u></p> <p><u>March 2010 – Joint MPAC/IPACT Retreat (Tentative)</u></p> <ul style="list-style-type: none">• Climate Prosperity Project review• Greenhouse gas, University of Oregon climate change study, etc.• House Bill 2001 Greenhouse Gas Scenarios work program - Information/direction• MTIP/STIP policy direction- Discussion	<p><u>April 8, 2010 – Regular Meeting</u></p> <ul style="list-style-type: none">• FY 2010-11 Unified Planning Work Program (UPWP) – Action• High Speed Rail Presentation (Kelly Taylor, ODOT)• RFFA policy direction – Action• RTO evaluation results (Dr. Jennifer Dill, PSU) – Information• RTO work plan and budget for FY 2010-11 – Information• 2010-13 STIP public comments• ODOT Region 1 STIP process and timeline

<p><u>May 13, 2010 – Regular Meeting</u></p> <ul style="list-style-type: none"> • MTIP policy update: <ul style="list-style-type: none"> ○ TriMet TIP • East Metro Corridor multi-modal work program • Southwest Corridor HCT and multi-modal work program <p><u>May 6th – Final RTP Public Hearing/Comment Period Ends</u></p>	<p><u>June 10, 2010 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Adopt final 2035 RTP – Action • 2035 RTP Air Quality Conformity Determination – Action • 2010-13 MTIP – Action • MTIP Air Quality Conformity Determination – Action • 2010-13 STIP public comment briefing - Information/Discussion • Climate change work plan
<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> <ul style="list-style-type: none"> • RFFA: Recommended draft for public comment • STIP: Recommended draft for public comment 	<p><u>October 14, 2010 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Portland to Lake Oswego Locally Preferred Alternative – Action <p><u>October 19-21 Rail~Volution</u></p>
<p><u>November 4, 2010 – Regular Meeting</u></p>	<p><u>December 9, 2010 – Regular Meeting</u></p> <ul style="list-style-type: none"> • House Bill 2001 Scenarios – Action

Parking Lot:

- U.S. jobs for Main Street – Direction (Tentative)
- TIGER grant action and air quality conformity analysis
- 2011 legislative agenda

 Metro | Memo

Date: Friday, November 20, 2009
To: TPAC Members, Alternates and Interested Parties
From: Kelsey Newell
Subject: 2010 TPAC meeting schedule

Please mark your calendars for the following 2010 TPAC meeting dates. TPAC meetings are scheduled from 9:30 a.m. to noon in the Metro Council Chambers.

Friday, January 8, 2010	Regular TPAC meeting
Friday, January 29, 2010	Regular TPAC meeting
Friday, February 26, 2010	Regular TPAC meeting
Friday, March 26, 2010	Regular TPAC meeting
Friday, April 30, 2010	Regular TPAC meeting
Friday, May 28, 2010	Regular TPAC meeting
Friday, June 25, 2010	Regular TPAC meeting
Friday, July 30, 2010	Regular TPAC meeting
Friday, August 27, 2010	Regular TPAC meeting
Friday, October 1, 2010	Regular TPAC meeting
Friday, October 29, 2010	Regular TPAC meeting
Friday, November 19, 2010	Regular TPAC meeting

Materials following this page were distributed at the meeting.

- Develop technical methods for travel forecasting that fully explain the ridership patterns of the Streetcar mode to assist FTA in the evaluation of Small Starts projects and to assist the City of Portland with the evaluation of future transit corridors for the Streetcar System Plan. (DECEMBER 2007)
- Develop technical methods for evaluating the impact of Streetcar on development patterns and measuring the economic development potential of the Streetcar mode to assist FTA in the evaluation of Small Starts projects and to assist the City of Portland with the evaluation of economic development in future transit corridors for the Streetcar System Plan. (MARCH 2008)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

The first segment of the Portland Streetcar from NW 23rd to Portland State University was opened in August 2001. During the late 1990s, the City of Portland constructed an initial operating segment for the Portland Streetcar project. Streetcars run on a 6.0-mile continuous loop with 40 stops ranging from Legacy Good Samaritan Hospital at NW 23rd Avenue, on Lovejoy and Northrup, through the Pearl District and on 10th and 11th Avenues, Portland State University to a terminus at SW Moody and Gibbs.

Portland Streetcar is a part of the City's growth management and neighborhood livability strategy. Reduced vehicle-miles-traveled per capita provides associated environmental benefits, energy conservation and urban land-use efficiencies.

In 2005, Eric Hovee Inc. was retained to develop a correlation between the presence of the Portland Streetcar and Central City development patterns. This study found evidence of a connection between streetcar service and economic development and recommended further, even more rigorous methods to show causality between the streetcar and intensity of development that form the basis of the current work program.

In 2005, PB Consult was retained to evaluate the travel demand forecasting methods to be used to evaluate the Streetcar mode. Several sub-mode adjustments were made to Metro's travel forecasting model as a result.

An FTA Alternatives Analysis was completed and a Locally Preferred Alternative selected for both the Eastside and Portland to Lake Oswego Transit Projects in federal FY2005-06.

BUDGET SUMMARY

Requirements:			Resources:	
Personal Services	\$	54,146	FTA Streetcar grant	\$ 145,600
Interfund Transfers	\$	21,258	Local Jurisdiction Match	\$ 36,400
Materials & Services	\$	105,570		
Consultant	\$75,000			
Pmt to Other Agency	\$25,000			
Miscellaneous	\$5,570			
Computer	\$	1,026		
TOTAL	\$	182,000	TOTAL	\$ 182,000

<u>Full-Time Equivalent Staffing</u>	
Regular Full-Time FTE	0.48
TOTAL	0.48

 **Metro** | *Memo*

Date: January 26, 2010

To: TPAC, MTAC and interested parties

From: Kim Ellis, Principal Transportation Planner

Re: Regional Transportation Plan – Summary of Next Steps

BACKGROUND

The region is nearly finished with a major update to the Regional Transportation Plan (RTP). The third and final public comment period will be held from March 22 to May 6, 2010. A public hearing will be held on May 6, 2010. After considering public comment, the RTP will be considered for approval by the Joint Policy Advisory Committee on Transportation and the Metro Council on June 10, 2010.

The RTP proposes investing more than \$20 billion in local, regional, state and federal funds during the next 25 years to improve safety, freight reliability and travel choices for everyone, revitalize downtowns and main streets, create jobs, and reduce our region's carbon footprint. It provides for record levels of investment in transit, system management, bicycle and pedestrian-oriented projects. Furthermore, it sets ambitious targets for evaluating future transportation investments against greenhouse gas emissions targets and other targets for safety, equity, active transportation, freight and vehicle miles traveled.

A summary of remaining activities is provided for reference.

- **January – February 2010:** Complete system analysis and conformity determination.
- **January – March 2010:** Develop draft **mobility corridor strategies** to document each corridor's function, needs and investment strategy to address identified needs. The strategies will be included in a new chapter of the RTP.
- **January - March 2010:** Develop **functional plan revisions** to direct how local governments should update their transportation system plans and projects to support 2040 implementation and meet other goals of the RTP. Staff proposes working with the Oregon Department of Transportation (ODOT) and Department of Land Conservation and Development (DLCD) to reach agreement on a menu of "safe harbor" actions to meet current Oregon Highway Plan alternative mobility standards for the Metro region. This work will be coordinated with development of the 20-year regional urban growth boundary capacity ordinance that also commits communities and the region to specific land use actions to minimize contributions to global warming and accommodate a majority of future growth within the current urban growth boundary.
- **January - March 2010: Measure greenhouse gas emissions** using the EPA-approved Mobile 6 and MOVES models as part of the final system analysis. The new MOVES model will better account for federal CAFÉ standards and anticipated changes to vehicle technologies.
- **January – June 2010:** Prepare an overall scope of work, budget and intergovernmental agreements to initiate the **climate change scenario planning** mandated by the 2009 Oregon Legislature in House Bill 2001.

ADVISORY COMMITTEE DISCUSSIONS TO FINALIZE THE 2035 REGIONAL TRANSPORTATION PLAN

A summary of upcoming milestones and advisory committee discussions is provided for reference.

Jan. 11 – Feb. 15, 2010	Conduct final system analysis and air quality conformity
Jan. 29, 2010	TPAC discussion on RTP work program and functional plan revisions
Feb. 4, 2010	MTAC discussion on RTP work program and functional plan revisions
Feb. 8, 2010	RTP work group discussion on draft functional plan revisions
Feb. 22, 2010	RTP work group discussion on draft functional plan revisions
Feb. 26, 2010	TPAC discussion on final draft RTP (including final system analysis and mobility corridor strategies) and functional plan revisions
March 3, 2010	MTAC discussion on final draft RTP and functional plan revisions
March 4, 2010	JPACT discussion on final draft RTP and functional plan revisions
March 10, 2010	MPAC discussion on final draft RTP and functional plan revisions
March 17, 2010	MTAC discussion on final draft RTP and functional plan revisions
March 22, 2010	Final 45-day public comment period begins
March 26, 2010	TPAC consultation on air quality analysis results; discussion on 2035 RTP
April 2010	JPACT/MPAC climate change retreat, including regional greenhouse gas inventory, House Bill 2001 scenario work program (date to be determined)
April 30, 2010	TPAC discussion on 2035 RTP
May 5, 2010	MTAC discussion on 2035 RTP
May 6, 2010	Final hearing; public comment period ends
May 13, 2010	JPACT discussion on 2035 RTP
May 19, 2010	MTAC final recommendation on 2035 RTP
May 26, 2010	MPAC discussion on 2035 RTP
May 28, 2010	TPAC final recommendation on air quality conformity and 2035 RTP
June 9, 2010	MPAC final recommendation on 2035 RTP
June 10, 2010	JPACT and Metro Council final action on air quality conformity and 2035 RTP
June 15, 2010	Joint 2035 RTP and 2010-13 MTIP air quality conformity submitted to U.S. DOT for review
	Final RTP submitted to DLCD in the manner of periodic review



Date: January 28, 2010

To: TPAC, MTAC and interested parties

From: Kim Ellis, Principal Transportation Planner

Re: Regional Transportation Plan – Proposed Alternative Mobility Standards Approach

BACKGROUND

The region is nearly finished with a major update to the Regional Transportation Plan (RTP). The RTP establishes an outcomes-based policy framework that supports the desired outcomes that are at the core of the 2040 Growth Concept. One aim of the RTP is to maintain highway performance as much as feasible while supporting the region's land use and transportation strategy for a compact urban form, freight reliability, reduced greenhouse gas emissions and other regional objectives.

The final RTP will indicate that many facilities in the region will no longer meet the current mobility standards. Local governments have indicated a desire to amend their comprehensive plans and zoning to further implement the 2040 Growth Concept. Uses allowed by the local plan amendments and/or zoning changes may generate more trips than uses allowed prior to the amendment and may cause transportation facilities to further exceed current mobility standards. The RTP analysis conducted to date does not provide a sufficient technical basis to recommend new alternative mobility standards for state facilities in the Metro region.

In September 2009, Metro and the Oregon Department of Transportation (ODOT) agreed to collaboratively develop a more comprehensive and tailored set of mobility standards and land use and transportation actions for the Portland region to address this issue. The Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC) and the Metro Council endorsed this approach in December 2009 as part of approving the RTP.

- **Attachment 1** includes the memo sent to the Oregon Transportation Commission that describes the proposed process and set of principles to guide this effort.
- **Attachment 2** summarizes a range of possible land use and transportation actions that have been identified to date in lieu of amending the RTP/Oregon Highway Plan mobility standards.

LEGAL CONTEXT

The RTP must be consistent with Statewide Planning Goals, the Transportation Planning Rule, the Oregon Transportation Plan (OTP), and by extension the Oregon Highway Plan (OHP) and other state modal plans. The RTP update itself and transportation system plan (TSP) updates are not plan amendments subject to the requirements of the Transportation Planning Rule (TPR), section -0060.

The intent of this effort was to develop alternative mobility standards to provide a process for subsequent local plan amendments that are consistent with the 2040 Growth Concept in order to meet the requirements of the TPR, section -0060. To be consistent with the OHP, and specifically with Policy 1.F.5, the RTP must document the extent of congestion on state facilities and develop a broad range of actions to "improve highway performance as much as feasible and avoid further degradation" on facilities that are expected to no longer meet the current RTP/OHP mobility standards.

PROPOSED APPROACH

Since December 2009, staff has been working with ODOT and Department of Land Conservation and Development (DLCD), and developed the following proposed approach:

Step 1: Document the location and extent of congestion and RTP system of improvements that will serve as the projected performance baseline for subsequent local plan amendments.

- The final RTP system analysis indicates that many segments of state highways and arterials between and passing through 2040 centers, industrial areas, corridors, station communities, main streets and employment areas will operate at levels that exceed the current mobility standards set forth in the RTP and in Table 7 of the OHP.
- This step would be adopted in Chapter 4 of the final RTP.

Step 2: Define a set of actions that, if enacted in local TSPs, comprehensive plans and/or zoning codes, would qualify for a “to be determined” vehicle trip reduction credit greater than 10 percent.¹

- The TPR, section -0060(6)², and OHP Policy 1F5³ identify possible actions to improve performance, avoid degradation, avoid a “significant effect” or mitigate a “significant effect,” including implementation of compact, mixed-use, pedestrian-friendly development.
- The possible actions are summarized in Attachment 2. Many of the possible actions also support and advance the High Capacity Transit System Expansion Policy and other RTP goals for increased walking, biking and use of transit, improved efficiency of the existing system, reduced greenhouse gas emissions and reduced per capita vehicle miles traveled.
- The possible actions could be used by local governments to meet current OHP mobility standards when updating their TSPs and/or amending their comprehensive plans and zoning, consistent with the 2040 Growth Concept.
- Some actions may need to be required in order to demonstrate that the RTP and TSP include all feasible actions to maintain performance of state highways. Others actions could be optional “safe

¹ TPR, section -0060(6) allows local governments to discount vehicle trips generated by compact, mixed-use, pedestrian-friendly development by 10 percent (below ITE Trip Generation Manual estimates), or more if justified. A recent study that included case studies from the Portland region demonstrated that a 30-50% reduction in vehicle trips could be achieved. The full study can be accessed at:

http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_rpt_128.pdf

² TPR, section -0060(2) possible actions (paraphrased):

- a. Take action to make allowable uses consistent with the planned function, capacity and performance standards;
- b. Amend the TSP to add improvement projects;
- c. Change land uses to reduce demand for auto travel;
- d. Modify the planned function, capacity or performance standards of the affected facility;
- e. Other actions, such as TSM, TDM or minor improvements.

³ OHP Policy 1F.5 possible actions (paraphrased):

- a. Reconfigure accesses to minimize traffic conflicts at intersections;
- b. Limit parking near signalized intersections;
- c. Coordinate signals to improve traffic progression;
- d. Re-locate driveways and improve local road connections to direct traffic away from intersections;
- e. Improve turning radii at intersections;
- f. Install raised medians to reduce traffic conflicts;
- g. Improve access to highway to minimize flow disruption;
- h. Favor land uses that generate less traffic or fewer trips at peak times.

harbor” actions that may be used when considering a plan amendment in order to avoid and/or mitigate a “significant effect” to a state highway.

- Staff could develop a methodology for conducting the TPR, section -0060 traffic analysis that includes specific trip reduction credits to apply to local plan amendments and/or zoning changes.
- The functional plan directs how local TSPs and plan amendments implement and are consistent with the RTP. Refinement of the menu of possible actions in Attachment 2 would be coordinated with development of the 20-year regional urban growth boundary capacity ordinance, land use efficiency measures and other urban growth management functional plan revisions in 2010.
- This step would be adopted as part of the transportation functional plan in June 2010 and other urban growth management functional plan revisions in December 2010.

Step 3: Re-examine current RTP/OHP mobility standards in the context of future corridor refinement plans.

- The RTP calls for future refinement plans to comprehensively consider land use as well as transportation solutions to address identified needs within a particular corridor. Corridor refinement plans typically include more detailed modeling and analysis than can be accomplished as part of an RTP update.
- Scoping work for the East Metro Corridor and Southwest Corridor refinement plans is underway.
- This step would be documented through future corridor refinement plan findings and recommendations, and will likely result in amendments to the RTP.

Step 4: Re-examine current RTP/OHP mobility standards in the context of House Bill 2001 scenarios planning.

- The region is about to conduct greenhouse gas reduction scenarios that will include more in-depth analytical work that can be used to refine mobility expectations in the region in a broader context.
- As they impact urban form, growth distribution and transportation performance, the land use efficiency measures and reserves designations adopted by the Metro Council in 2010 will be included in the scenarios work.
- Scoping work for the scenarios analysis is underway.
- This step would be documented through the House Bill 2001 scenarios findings and recommendations, and will likely result in amendments to the RTP.

OTHER FINDINGS

- Local governments address mobility standards in multiple phases of the development process – transportation system plans, comprehensive plan/zoning amendments as well as site design and transportation project development.
- In situations of severe congestion, where the 2-hour volume-to-capacity ratio exceeds .99, the current RTP/OHP mobility standards have become less meaningful, and safety, operations and reliability have become more important considerations.
- In some situations, mitigation actions required of local governments to address safety, operations or mobility standards do not support state and regional policies for multi-modal connectivity and higher-density development in mixed-use areas.
- Consistent with the OTP and the RTP, when current mobility standards are not met, the range of actions to maintain performance of the highway should include: provision of a network of arterial, collector, and local streets; provision of facilities and services for transit, walking, and bicycling; access management, operational strategies (e.g., signal timing, access management), transportation demand management (TDM) strategies (e.g., parking management, trip reduction programs), and land use strategies (e.g., density, mix of uses, urban design) to encourage walking, bicycling and use

of transit and reduce vehicle trips using state facilities. These solutions are not always considered and/or emphasized in the range of actions that are ultimately implemented.

IMPLICATIONS FOR CONSIDERATION

- This approach focuses on local plan amendments and zoning changes in mixed-use areas, however, the same “trip reduction” credits may be eligible for plan amendments or zoning changes that may be initiated in industrial or residential areas. The engineering community will need to embrace any trip reduction credits that may be assumed for purposes of the 0060 analysis.
- This approach does not reconcile differences between the OHP mobility standards for interchange ramps and mainline state facilities.
- This approach does not reconcile differences between the OHP mobility standards for planning and project development activities. Project development (e.g., preliminary engineering and design) standards are higher than TSP and plan amendment standards and lead to higher costs to fully eliminate all forecasted congestion.
- This approach does not change ODOT’s role in reviewing plan amendments and zoning changes or requiring traffic and safety mitigation through the development review and plan amendment process as provided for in TPR, section -0060.

NEXT STEPS

Preliminary input from TPAC and MTAC on the updated approach and menu of possible actions will inform a more thorough discussion of the region’s options for meeting the OHP mobility standards as part of the final RTP adoption in June and future local plan amendments that may cause transportation facilities to exceed mobility standards.

Feb. – March 2010	MTAC and TPAC, along with RTP work group identify actions and corresponding trip reduction credits that should be included in the transportation functional plan revisions
March – June 2010	MPAC, JPACT and the Metro Council review proposed actions; informal review by the Oregon Transportation Commission and Land Conservation and Development Commission
March – June 2010	RTP Ordinance includes transportation actions and directs staff to address land use actions in Land Use Capacity Ordinance
June 15, 2010	Final RTP submitted to DLCD in the manner of periodic review
July – Dec. 2010	Land Use Capacity Ordinance land use measures/ actions developed for consideration by the Metro Council in December 2010



Oregon

Theodore R. Kulongoski, Governor

Department of Transportation

Region 1

123 NW Flanders

Portland, OR 97209-4019

(503) 731-8200

FAX: (503) 731-8259

DATE: September 29, 2009

TO: Oregon Transportation Commission

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

SUBJECT: Metro Request for alternative mobility standards

File Code:

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

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

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

1. The RTP Mobility Corridors will serve as the alternative mobility policy framework.
2. Volume to capacity (V/C) will continue to be the primary measure of mobility for interstate highways and OHP freight routes.
3. Interim V/C standards may be developed for RTP "refinement plan corridors", where more analysis is needed to determine the modes, functions, mobility standards and other performance standards, and general locations of improvements. These are corridors where more planning is required to identify feasible transportation solutions -- five refinement plans are proposed in the draft RTP.
4. Mobility standards will be tailored for each mobility corridor.

OHP_Amendment_Memo.doc
9/29/2009



5. The V/C standards may be organized by peak hours and/or days, or by the duration of congestion within a given period.
6. Policy about the function of individual interchanges within the Metro region could be established.
7. The ability of ODOT to require traffic and safety mitigation through the development review and plan amendment process will be retained.
8. District and Regional Highways could be managed using multiple or graduated standards that help the region meet desired growth management goals along these routes.

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

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

DRAFT Menu of Possible Actions – Subject to Further Refinement

DISCUSSION DRAFT: 1/27/10

Existing Actions Required in Metro Functional Plans	Other Possible Actions	Affected Functional Plan Title(s)
<ul style="list-style-type: none"> - Parking ratios - Pedestrian accessways in large parking lots 	<ul style="list-style-type: none"> - Parking management plans/districts in centers and station areas - Shared parking credits - Parking pricing - Employer parking cash-out - Limit parking near intersections 	<ul style="list-style-type: none"> - UGMFP (Title 2) - UGMFP (Title 6)
<ul style="list-style-type: none"> - Local street connectivity in new residential and mixed use areas 	<ul style="list-style-type: none"> - Arterial connectivity - Retrofitting sidewalk and bike connectivity/network completion - Complete streets - Block size/length in centers 	<ul style="list-style-type: none"> - TFP (Title 3) - UGMFP (Title 6)
<ul style="list-style-type: none"> - Progress reports on center strategy - Adopt and map centers/2040 designation boundaries in local code - Residential unit and job targets for centers 	<ul style="list-style-type: none"> - Local adoption of plan and zoning consistent with 2040 designation - Incentives in local land use code to support redevelopment/infill in centers and corridors - Financial incentives in centers - Density targets - centers - Land use mix targets - centers - Limit auto-oriented uses in centers - Civic infrastructure in centers - Zoning incentives for affordable housing 	<ul style="list-style-type: none"> - UGMFP (Title 1) - UGMFP (Title 6)
<ul style="list-style-type: none"> - None 	<ul style="list-style-type: none"> - Limit large-format retail at interchanges 	<ul style="list-style-type: none"> - UGMFP (Title 4)
<ul style="list-style-type: none"> - Adopt Non-SOV modal targets and show progress through RTP updates - Consider amendments to achieve targets 	<ul style="list-style-type: none"> - Update modal targets in centers - Expand to include other targets (e.g. GHGs, mode share, vmt/capita) 	<ul style="list-style-type: none"> - UGMFP (Title 6) - TFP (Title 1)
<ul style="list-style-type: none"> - Transit oriented development (building orientation) 	<ul style="list-style-type: none"> - Design standards - Bike/ped orientation - Bicycle parking at transit stops, and other activity centers - Connectivity to transit stops - Density targets – proximity to station areas, HCT, Frequent Bus 	<ul style="list-style-type: none"> - UGMFP (Title 6) - TFP (2004 RTP, Chapter 6)

UGMFP = Urban Growth Management Functional Plan

TFP = Transportation Functional Plan

Existing Actions Required in Metro Functional Plans	Other Possible Actions	Affected Functional Plan Title(s)
	and Streetcar - Siting of transit intensive land uses within certain proximity to station areas, HCT, Frequent Bus and Streetcar	
- Allow regional street design guidelines to be implemented	- Street design standards - Access management - Green infrastructure elements	- TFP (Title 4)
- Consider demand management programs (e.g., TMAs, Transit Pass programs)	- Expanded TDM programs in areas within certain proximity to station areas, HCT, Frequent Bus and Streetcar - Employer-administered TDM programs	- TFP (Title 1)
- Consider TSMO strategies	- Signal timing - Arterial corridor management - Transit priority treatments at intersections - Expanded TSMO strategies (to be defined through Oregon Research Grant)	- TFP (Title 1)

STREETCAR TECHNICAL METHODS AND CITY OF PORTLAND STREETCAR SYSTEM PLAN

As part of SAFETEA-LU, the region received \$3 million to advance the Streetcar program, which included funding for advancement of Streetcar Technical Methods and a City of Portland Streetcar System Plan, as well as to advance the Portland Streetcar Loop Project (formerly called the Eastside Transit Alternatives Analysis) and the Lake Oswego to Portland Transit Corridor Project into the National Environmental Protection Act (NEPA) process. The technical methods will assist the Federal Transit Administration (FTA) in the development of guidance for travel demand forecasting and economic development methodologies for the Small Starts funding program. In FY2005-06 and FY2006-07, initial work was done to evaluate potential approaches for this work, during the Eastside Transit Project and Lake Oswego to Portland Transit Corridor Project Alternatives Analyses. The City of Portland Streetcar System Plan will evaluate potential alignments and extensions to the existing system and will serve as input into the Regional Transportation Plan update.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

- As the region's Metropolitan Planning Organization (MPO), Metro has responsibility for the region's long-range transportation planning, including transit. Memoranda of agreement outlining Metro's planning responsibilities and relationships with Oregon Department of Transportation (ODOT) and TriMet document Metro's role as the lead agency for federally-funded transit and transportation planning projects, particularly FTA New Starts projects.
- As part of SAFETEA-LU, the region received \$3 million to advance the Streetcar program, which would include funding for advancement of Streetcar Technical Methods as well as to advance the Portland Streetcar Loop Project and the Lake Oswego to Portland Transit Corridor Project into the NEPA process.
- Also as part of SAFETEA-LU, TriMet received a \$4 million authorization to develop a domestic streetcar prototype.

STAKEHOLDERS

- Metro Council
- Cities of Portland and Lake Oswego
- Clackamas and Multnomah County
- Portland Streetcar, Inc.
- Eastside Transit Project Advisory Committee
- Lake Oswego to Portland Transit Project Advisory Committee
- FTA
- TriMet
- ODOT
- Central Eastside Industrial Council
- Lloyd Business Association and TMA
- Private development community
- Downtown and central eastside workers and residents
- Joint Policy Advisory Committee on Transportation (JPACT)

OBJECTIVES

- Ensure that the streetcar transit mode is planned and integrated into both local plans and regional plans (the RTP);
- Improve methods of forecasting the likely outcome of proposed streetcar service;
- Enhance methods of estimating the economic impact of streetcar service on adjacent land uses, forecasting the likely economic development impacts.

PRODUCTS/DELIVERABLES

- Assist with the development of a Streetcar System Plan for the City of Portland and provide input into the Regional Transportation Plan update. (JUNE 2008)



Date: Friday, January 29, 2010 **DRAFT**
To: JPACT
From: Councilor Kathryn Harrington, on behalf of the Congressional District 1 appropriations
earmark prioritization subgroup
Subject: Transportation appropriations priorities

After narrowing the candidate list of appropriations to 2 per jurisdiction or group of jurisdictions, the following prioritization is recommended:

A. Proposed priorities recommended for support by all Congressional Districts:

- Portland to Milwaukie LRT \$60.00 million
- Southwest Corridor (Barbur/99W) HCT Alternatives Analysis \$2.50 million
- Sellwood Bridge Replacement \$5.00 million
- I-5/Columbia River Crossing Final Design \$3.00 million
- TriMet Bus Replacements \$15.82 million

B. Proposed Priorities for Congressional District 1:

- OR 8/OR 10/Beaverton Hillsdale Adaptive Signals \$0.75 million
- OR 217 Improvements \$4.00 million
- US 26/Helvetia Interchange \$2.00 million
- Active Transportation Project Development \$2.00 million
- Last Mile Transit Connections, Hillsboro



Date: Wednesday, January 27, 2010

Revised 1/29/10

To: JPACT

From: Councilor Rex Burkholder, on behalf of the Congressional District 3 appropriations earmark prioritization subgroup

Subject: Transportation appropriations priorities

After narrowing the candidate list of appropriations to 2 per jurisdiction or group of jurisdictions, the following prioritization is recommended:

A. Majority Opinion: Proposed regional priorities recommended for support by all Congressional Districts:

- Portland to Milwaukie LRT \$60.00 million
- Southwest Corridor (Barbur/99W) HCT Alternatives Analysis \$2.50 million
- Sellwood Bridge Replacement \$5.00 million
- I-5/Columbia River Crossing Final Design \$3.00 million
- TriMet Bus Replacements \$15.82 million

Minority Opinion: There was a strong minority opinion expressed from one member that an appropriations request is not the appropriate vehicle for the two large bridge projects – I-5 Columbia River Crossing and Sellwood Bridge replacement. This is based upon the recognition that an earmark (likely under \$2 million) is inconsequential to the overall project budget. While these should be very high regional priorities for the authorization bill, they should not be sought through the appropriations bill.

B. Proposed Priorities for Congressional District 3:

First Priority Projects based upon Jobs and the Economy (not in any particular order)

- St. Johns Rail Line Relocation \$2.00 million
- MLK-Columbia Blvd. \$1.90 million
- US 30/Sandy Blvd. NE 185th to 201st \$1.97 million

Second Priority Projects based upon Active Transportation and Greenhouse Gas Reduction (not in any particular order)

- Lake Road (Phase 2) \$2.00 million
- 122nd Avenue ITS Improvement \$1.22 million
- I-205 Multi-Use Path \$2.00 million
- Active Transportation Project Development \$2.00 million
- North/NE Bikeway Network
- Active Access to Industrial Jobs
- Urban to Rural Trail – Mt. Hood Connections

C. Proposed Non-Transportation Appropriations Bills:

- Beaver Creek Culvert Replacement \$6.00 million

D. Acknowledgement of requests submitted outside the Metro/JPACT MPO boundary:

- Tickle Creek Trail connection to Sandy \$1.50 million



Date: Wednesday, January 20, 2010
To: JPACT
From: Councilor Carlotta Collette, on behalf of the Congressional District 5 appropriations earmark prioritization subgroup
Subject: Transportation appropriations priorities

Revised 1/29/10

After narrowing the candidate list of appropriations to 2 per jurisdiction or group of jurisdictions, the following prioritization is recommended:

- A. Proposed priorities recommended for support by all Congressional Districts:
 - Portland to Milwaukie LRT \$60.00 million
 - Southwest Corridor (Barbur/99W) HCT Alternatives Analysis \$2.50 million
 - Sellwood Bridge Replacement \$5.00 million
 - I-5/Columbia River Crossing Final Design \$3.00 million
 - TriMet Bus Replacements \$15.82 million

- B. Proposed Priorities for Congressional District 5:
 - 1. Oregon City Main Street Pedestrian Improvements \$3.00 million

- C. Proposed Non-Transportation Appropriations Bills:
 - Willamette Falls Locks \$1.00 million

- D. Acknowledgement of requests submitted outside the Metro/JPACT MPO boundary:
 - Canby Bus Replacement and Site Planning \$0.60 million

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE) RESOLUTION NO. 10- _____
PORTLAND METROPOLITAN REGIONAL)
FEDERAL TRANSPORTATION PRIORITIES) Introduced by _____
FOR FEDERAL FISCAL YEAR 2011
APPROPRIATIONS

WHEREAS, the Portland metropolitan region relies heavily on various federal funding sources to adequately plan for and develop the region’s transportation infrastructure; and

WHEREAS, Metro must comply with a wide variety of federal requirements related to transportation planning and project funding; and

WHEREAS, the Metro region’s Congressional delegation has advised the region’s transportation agencies to develop a coordinated request for legislation related to the annual federal transportation appropriations bill; and

WHEREAS, the region has prioritized the requested projects as regional priorities endorsed for support by all members of the Congressional delegation and local priorities endorsed for support by individual Congressmen; and

WHEREAS, on February ____, 2010, the Joint Policy Advisory Committee on Transportation (JPACT) recommended adoption of this resolution; now therefore

BE IT RESOLVED that the Metro Council hereby approves Exhibit A of this resolution, entitled “The Portland Metropolitan Fiscal Year 2011 Federal Appropriations Request List” and directs the Chief Operating Officer to submit this resolution to the Oregon Congressional delegation.

ADOPTED by the Metro Council this ____ day of February, 2010.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

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	Port of Portland/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-?	124th Ave. Extension	\$4.00	Tualatin/Wash. Co.	OR-1		
Active Transportation (bike/ped/trail)						
T-17	Fanno Creek Regional Trail Infill	\$0.800	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

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

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 10-XXXX, FOR THE PURPOSE OF APPROVING PORTLAND REGIONAL FEDERAL TRANSPORTATION PRIORITIES FOR FEDERAL FISCAL YEAR 2011 APPROPRIATIONS

Date: January 29, 2010

Prepared by: Andrew Cotugno

BACKGROUND

The region annually produces a position paper that outlines the views of the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT), a regional body that consists of local elected and appointed officials, on issues concerning transportation funding that are likely to be considered by Congress during the coming year. This year priorities are focused on both the FY '11 appropriations bill and the new six-year authorization bill. This resolution establishes project priorities for consideration for funding through the FY '11 appropriations. A separate resolution establishes project and policy priorities for the authorization bill.

The region undertook a concerted effort to focus and prioritize project requests for the delegation to consider. Each regional agency or group of local jurisdictions limited their requests to no more than two each for the following:

- a. Portland
- b. Multnomah County and Cities of Multnomah County
- c. Clackamas County and Cities of Clackamas County
- d. Washington County and Cities of Washington County
- e. TriMet
- f. Metro
- g. ODOT
- h. Port of Portland

Following that narrowing step, the requests were organized as "Regional" projects, important to the full region, or grouped by Congressional District and prioritized for each District. The result is a more focused and prioritized request.

ANALYSIS/INFORMATION

1. **Known Opposition:** None
2. **Legal Antecedents:** Projects within the region earmarked for federal funding must be consistent with the Regional Transportation Plan, adopted by Resolution No. 09-4099, For the Purpose of Accepting the Draft 2035 Regional Transportation Plan.
3. **Anticipated** Resolution would provide the US Congress and the Oregon Congressional delegation specifically with the region's priorities for transportation funding for use in the federal transportation appropriation process.

- 4. Budget Impacts** Metro is involved in planning related to several of the projects included in the priorities paper and must approve many of the requested funding allocations. Failure to obtain funding for one or more of the projects could affect the FY 10-11 Planning Department budget. However, most of the funding requests deal with implementation projects sponsored by jurisdictions other than Metro.

RECOMMENDED ACTION

Approve Resolution 10-XXXX for submission to the Oregon Congressional delegation for consideration in the Federal Fiscal Year '11 Transportation Appropriations Bill.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING A) RESOLUTION NO. 10-XXXX
REGIONAL POSITION ON THE)
AUTHORIZATION OF THE SURFACE) Introduced by _____
TRANSPORTATION ACT OF 2009

WHEREAS, the House Transportation and Infrastructure Committee introduced a new authorization bill entitled the Surface Transportation Act of 2009, which is pending approval by the full committee; and

WHEREAS, in anticipation of the new authorization bill the Portland metropolitan area, through Joint Policy Advisory Committee on Transportation (JPACT), endorsed a comprehensive statement of policy priorities to pursue in January 2009; and

WHEREAS, Resolution No. 09-4016, "For the Purpose of Endorsing a Regional Position on Reauthorization of the Safe, Accountable, Flexible, Efficient, Transportation Act: A Legacy for Users" recommended by JPACT and adopted by the Metro Council on January 22, 2009 communicated the region's position and outlined the policy priorities; and

WHEREAS, the region has continued to refine both policy and project recommendations in the Surface Transportation Act of 2009 based on the adopted policy direction; and

WHEREAS, on February _____, 2010 JPACT recommend approval of this resolution; now therefore

BE IT RESOLVED that the Metro Council:

- 1. Advances the refined policy priorities as defined in Exhibit A.
- 2. Approves the refined authorization project list as defined in Exhibit B.

ADOPTED by the Metro Council this _____ day of February, 2010.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Policy and project priorities for the Surface Transportation Act of 2009

- 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.

Surface Transportation Act of 2009 Project 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	\$5.00	City of Tigard/ODOT	OR-1	PE/ROW/Construction	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	US 26/Brookwood-Helvetia Interchange	\$25.00	City of Hillsboro	OR-1	ROW/Construction	Metropolitan Mobility
M-8	Bethany Overcrossing of Hwy 26	\$12.00	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-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	\$8.00	Washington County	OR-1	Planning, PE, ROW	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
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

Map Number	Project Description	Funding Request (\$Millions)	Sponsor	Congressional District	Purpose	Program Category
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-2	Portland Bicycle Boulevard Project	\$25.00				
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	\$0.80	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-4	102nd Ave. St. Improvement: Project Phase II - NE Glisan to SE Washington St.	\$3.00	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	\$3.60	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.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 10-XXXX, FOR THE PURPOSE OF ENDORSING A REGIONAL POSITION ON THE AUTHORIZATION OF THE SURFACE TRANSPORTATION AUTHORIZATION ACT OF 2009

Date: January 29, 2010

Prepared by: Andrew Cotugno

BACKGROUND

The region annually produces a position paper that outlines the views of the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT), a regional body that consists of local elected and appointed officials, on issues concerning transportation funding that are likely to be considered by Congress during the coming year. This year priorities are focused on both the FY '11 appropriations bill and the new six-year authorization bill. This resolution establishes policy and project priorities that will be addressed through the authorization bill, the Surface Transportation Act of 2009, now pending before the House Transportation and Infrastructure Committee. A separate resolution establishes project priorities for the FY '11 appropriations bill.

In 2009, in preparation for the new 6-year authorization bill, the region established policy and project priorities to serve as the basis for advocacy at the federal level. This was adopted by Resolution No. 09-4016. In June 2009, the Surface Transportation Authorization Act of 2009 was introduced to the House Transportation and Infrastructure Committee where it is still pending. That bill takes a significant step towards implementing the policy recommendations being sought by the Metro region and therefore serves as an excellent platform for consideration by the Congress. In particular, the bill:

- Creates new discretionary, competitive programs for Metropolitan Mobility and Projects of National Significance which provide an opportunity for the region to pursue;
- Continues the Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ) programs, of importance to the Metro region;
- Consolidates and emphasizes a program focused on keeping the current investment in the highway system in a state of good repair;
- Streamlines the federal transit New Starts/Small Starts program.

The region also endorsed a set of projects for consideration of earmarking through the authorization bill. These projects have been submitted to the delegation and, in many cases, submitted by the member to the authorizing committee.

The purpose of this resolution is to clearly identify the priority attributes of the authorization bill to advocate for and to refine the list of projects. Attachment A provides a statement of priority for the region's preferred policy direction based upon the bill now pending before Congress and supplements the positions established through Resolution No. 09-4016. The region will continue to pursue refinements based upon Resolution No. 09-4016 but the priorities established through this resolution will be the issues of greatest emphasis. In addition, the projects have been refined to reflect their current status. Several have been removed because they have been fully funded and some have more refined cost estimates. There are no added projects included.

ANALYSIS/INFORMATION

- 1. Known Opposition:** None
- 2. Legal Antecedents:** Projects within the region earmarked for federal funding must be consistent with the Regional Transportation Plan, adopted by Resolution No. 09-4099, For the Purpose of Accepting the Draft 2035 Regional Transportation Plan.
- 3. Anticipated Effects:** Resolution would provide the US Congress and the Oregon Congressional delegation specifically with the region's priorities for transportation funding policy for use in the federal transportation authorization process.
- 4. Budget Impacts:** Metro is involved in planning related to several of the projects included in the priorities paper and must approve many of the requested funding allocations. Failure to obtain funding for one or more of the projects could affect the FY 10-11 and later Planning Department budgets. However, most of the funding requests deal with implementation projects sponsored by jurisdictions other than Metro.

RECOMMENDED ACTION

Approve Resolution 10-XXXX for submission to the Oregon Congressional delegation.



Date: January 24, 2010
To: TPAC
From: Ted Leybold
Subject: JPACT Comment letter on draft 2012-15 STIP eligibility and prioritization criteria

At its January 7th meeting, JPACT staff to draft a letter to provide comments on the draft 2012-15 STIP eligibility and prioritization criteria proposed by the STIP Stakeholder Committee. The draft criteria were distributed at the previous TPAC and JPACT meetings and are available at: www.oregon.gov/ODOT/TD/TP/docs/1215stipcmte/CriteriaReview.pdf

Three potential items were identified by JPACT Chair Collette to request further refinement by the Stakeholder Committee. TPAC is requested to consider these and other potential issues for inclusion in a letter from JPACT to the STIP Stakeholder committee (draft outline attached). The three issues identified to date, and potential comment language, include:

1. Greenhouse Gas emissions analysis

JPACT recognizes that best practices tools to measure transportation project greenhouse gas emissions are still under development. However, our committee requests that, consistent with direction in Section IV (pp 6-9) for local stakeholders to consider greenhouse gas emission effects for projects, that project proponents are directed to document how greenhouse gas emissions are evaluated for candidate projects as a prioritization factor.

We suggest adding the following language to the Prioritization criteria on pp 27-28:

Implement OHP Policy 5A: Environmental Resources

Documentation that responds to this criterion should:

- Explain how this project may impact state and any local greenhouse gas emissions reduction targets using available qualitative or quantitative analysis and considerations appropriate to the ODOT region.

This documentation will have the added benefit of assisting ODOT staff in their report to the Global Warming Commission on the expected impacts of their 2012-15 STIP investments.

2. Clarify Travel Demand Management as a priority investment

The draft eligibility and prioritization criteria wisely emphasize protection of the existing transportation system prior to adding vehicle capacity. However, the definition of system management does not explicitly include travel demand management activities. Travel demand management has been demonstrated to be a successful means to managing congestion and reducing peak capacity needs and therefore extending the operating life of the existing system. It should be clearly included as a method of implementing OHP Action 1G.1.

We suggest adding the following language to the Prioritization criteria on p 22:

Implement OHP Action 1G.1

Projects may also implement Action 1G.1 by:

- Implementing travel demand management (TDM) tools to extend the operational life of the transportation system

3. Implementation of cost-effectiveness criteria and practical design

Page 8, lines 9 – 18 describe the trade-off between meeting short-term vs. long-term needs. However, the language can be construed to prefer the selection of projects that meet long-term needs. This should be a neutral discussion of the issue and not lead to either preference. To address the issue of how to consider and balance addressing long-term vs. short-term needs, JPACT recommends the policy guidance be modified as follows:

Development STIP Prioritization Factors Explanations Implements OTP Policy 1.1

Documentation that responds to this criterion should:

(p 16, line 26)

- Describe how the development activity will begin implementation of practical design principles by:

- developing appropriate project phase options considering the long-term transportation needs of the area, the certainty and timing of long-term needs, short-term project options, and state and local goals, and/or –
- selecting and progressing a priority project phase(s) from a prior project development activity considering project option costs and trade-offs with competing needs in other areas.
- ~~Describe whether the solution can be phased in over time, what part of the identified need is met by the proposed phase and how the phase will move towards implementing the overall solution.~~

Prioritization Factors for C-STIP Modernization, Preservation and State Bridge Implements OHP Action 1G.1

Documentation that responds to this criterion should:

(p 24, line 11)

- Reference the planning and project development process that led to the identification and selection of the proposed solution and describe how higher priority solutions listed in OHP Action 1G.1 were considered as a part of the development of project options and incorporated into the proposed solution
- If the proposed solution includes new vehicle lane capacity, describe why it is proposed as a priority for funding over OHP Action 1G.1 priority solutions needed elsewhere in the Region
- ~~Describe why higher priority solutions as listed in OHP Action 1G.1 would not be effective, or why they do not apply to the situation if management, operation, or minor improvements have not been implemented previously, or are not being evaluated for inclusion with the current capacity project~~
- Describe why a capacity increasing solution is likely to be the most effective solution to address the long term capacity needs of the project area

Please bring suggested language on other potential topics for consideration or revisions to the language above to the TPAC meeting.



February 11, 2010

Dr. Scott Ashford
Chair, STIP Stakeholders Committee
c/o Jerri Bohard at Oregon Department of Transportation
555 13th Street NE, Suite 2
Salem, Oregon 97301

Dear Mr. Ashford:

Thank you for the opportunity to comment on the draft 2012-15 STIP Eligibility and Prioritization criteria. JPACT appreciates the work you and the STIP Stakeholder Committee has done to produce the public comment draft of the criteria to clarify how state policies will be considered when selecting projects for funding, how direction from the Jobs and Transportation Act (HB 2001) will be implemented, and how local policies can be incorporated into the project prioritization process.

In particular, JPACT appreciates the additional emphasis the recommended draft provides on directing candidate projects to have a documented evaluation of the criteria as a tool for the decision process of selecting projects for funding. We also appreciate the movement toward integration of the prioritization criteria between funding programs as a step to better integration of the prioritization of projects between those programs.

While your work on the draft criteria is good progress toward implementing state policies into the project prioritization process, JPACT requests additional consideration of the following issues prior to the Committee's final recommendation to the Oregon Transportation Commission.

Insert recommendations here

1. Greenhouse Gas emissions analysis
2. Clarify Travel Demand Management as a priority investment
3. Implementation of cost-effectiveness criteria and practical design
4. Other?

Thank you for your consideration of these issues. We look forward to working with you and ODOT in successfully implementing the final criteria to prioritize projects for funding within the Metro area.

Councilor Carlotta Collette


SUMMARY OF FEASIBLE NEEDS				
PROGRAM	Average annual investment assuming no inflation (millions)	20-year total investment assuming no inflation (millions)	Average annual investment assuming 3.3% inflation (millions)	20-year total investment assuming 3.3% inflation (millions)
Modernization	\$339	\$6,785	\$471	\$9,428
Preservation	\$172	\$3,436	\$239	\$4,774
Maintenance	\$159	\$3,180	\$221	\$4,419
Bridge	\$133	\$2,664	\$185	\$3,702
Safety	\$35	\$694	\$48	\$964
Operations	\$29	\$576	\$40	\$801
Special Programs	\$29	\$581	\$40	\$807
Construction Support	\$67	\$1,339	\$93	\$1,861
Planning	\$30	\$590	\$41	\$820
Administration	\$8	\$160	\$11	\$222
Central Services Assessment	\$48	\$950	\$66	\$1,321
TOTAL	\$1,048	\$20,955	\$1,456	\$29,119

Table 8: Summary of feasible needs


7. **Special programs.** Special programs meet special needs or mandates. Included in this category are the Transportation and Growth Management Program, ODOT's share of the Oregon Plan for Salmon and Watersheds, Scenic Byways, the Immediate Opportunity Fund and the Bicycle/Pedestrian Program.

The salmon recovery program and the Immediate Opportunity Fund make up the bulk of the needs in this category. ODOT will retrofit culverts to improve fish passage as part of the salmon recovery program. While these projects may vary greatly in cost, an average culvert retrofit is expected to cost approximately \$150,000.

Special program needs were calculated from individual program estimates.




Oregon Department of Transportation




ODOT's Local Government Section

"Let's Work Together"


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OR 150
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Oregon Department of Transportation




ODOT's Local Government Section

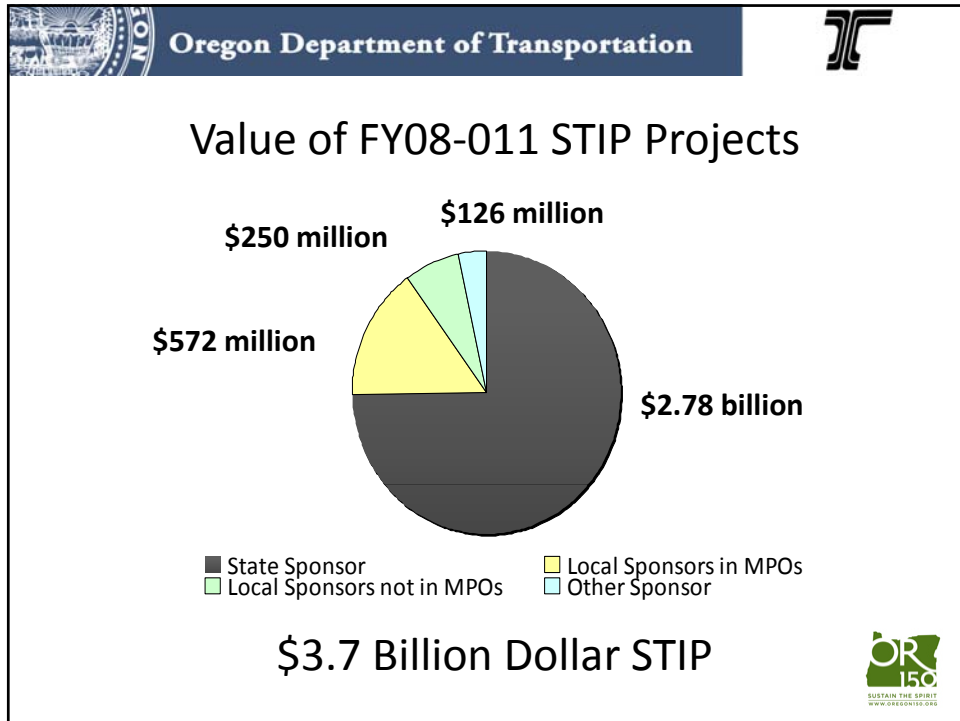
Vision

To support and help complete high quality local projects that satisfy identified transportation needs of the public, local agencies, ODOT and FHWA, delivered on time and within budget.

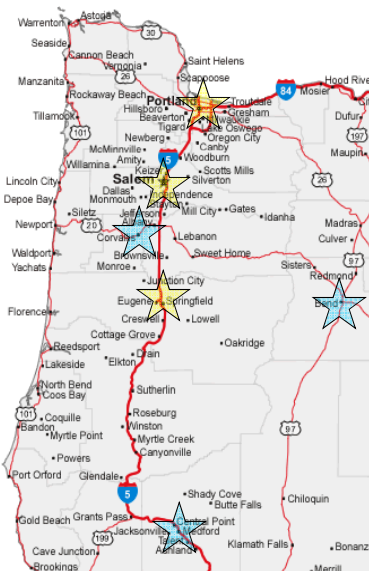
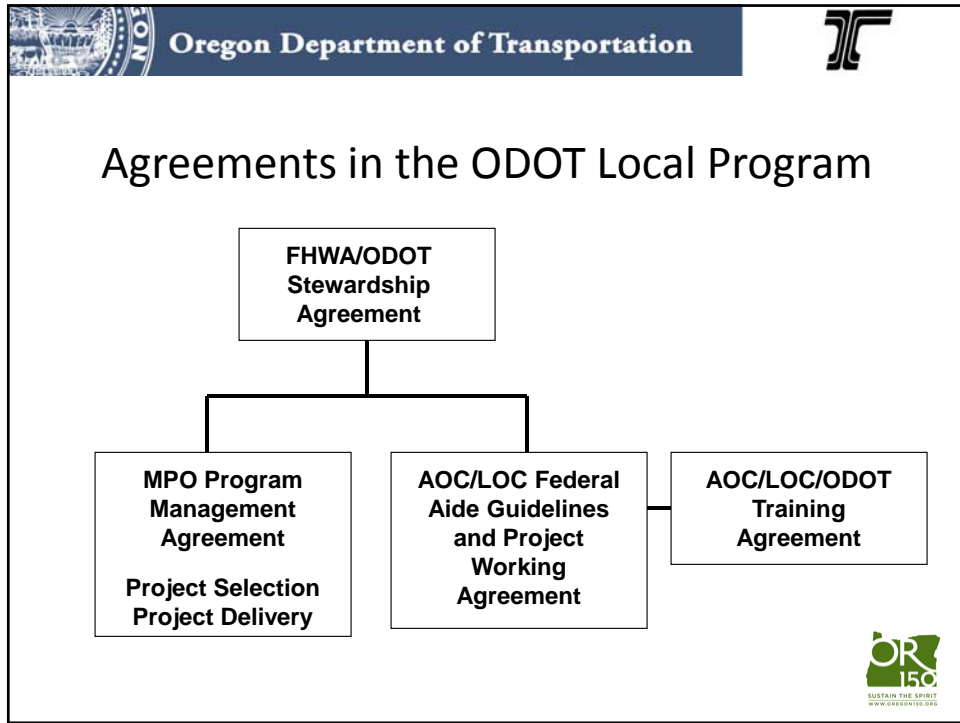
Program management = An "on the balcony" focus on scope, schedule and budget at the program level



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-
- ODOT Local Program Risk Factors**
- Projects with undefined scope, schedule and budget
 - Backlog of unobligated federal funds
 - Increased workload due to ARRA projects
 - ODOT LGS resource plan for FY11 not complete
 - Limited program performance measures
 - FHWA audit findings
 - Metro TPAC subcommittee findings
- OR 150
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1. Nine feedback sessions held to date

2. Attended by 40+ local jurisdictions

3. 600+ ideas on the table


4. MPO TAC presentations in January/February





 Oregon Department of Transportation 

Potential Program Management Strategies

- Increase available labor hours
- Reduce assigned projects
- Review ODOT oversight process
- Add tools to Local Program toolbox
- Structured finance






 Oregon Department of Transportation 

Potential Program Management Strategies

- Increase available labor hours
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Low Moderate High





 Oregon Department of Transportation 

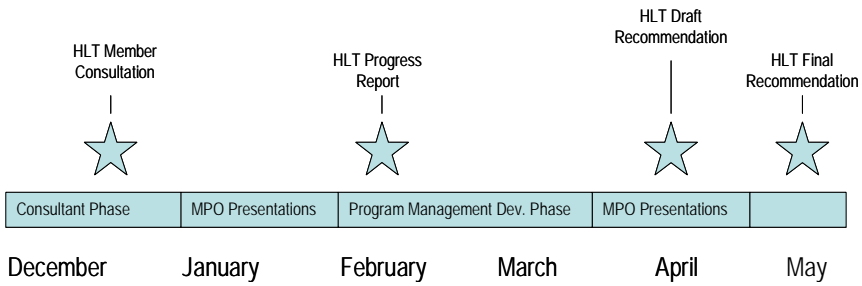
Policy Questions on the Table

- Add resources or reduce number of projects?
- How to finance project delivery?
- Strategic push for certification?
- Program management guidelines?
- Risk versus responsibility?




 Oregon Department of Transportation 


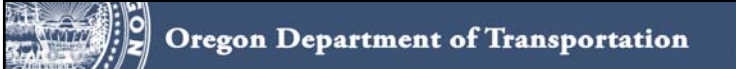
Policy Development Timeline



The diagram shows a horizontal timeline from December to May. Key milestones are marked with stars: HLT Member Consultation (December), HLT Progress Report (February), HLT Draft Recommendation (April), and HLT Final Recommendation (May). Below the timeline, a bar indicates the duration of various phases: Consultant Phase (December), MPO Presentations (January), Program Management Dev. Phase (February), and MPO Presentations (April).


Consultant Phase	MPO Presentations	Program Management Dev. Phase	MPO Presentations		
December	January	February	March	April	May





Next Steps

- Short term strategy – \$300K in project scoping
- Policy discussion with local agency executives
- Meeting #1 Multi-MPO working group
- Meeting #1 HLT working group
- Form long term program management strategy



MONDAY, FEB. 8, 2010

7 TO 8:30 P.M.

Transit-oriented development station area typology seminar

presented by the Center for Transit-Oriented Development

Transit-oriented development can come in many shapes and sizes and still be successful in generating ridership and fostering livable communities.

Other regions across the country demonstrate this principle by organizing and planning for transit-oriented development according to a hierarchy of station areas or typology.

Station area typology classifications range from higher density urban districts to smaller scale station neighborhoods and include unique types such as suburban centers and main streets. Each of these station types includes guiding aspirations for land use, urban form and density, market niche, building type and general station identity.

Sponsored by Metro's Transit Oriented-Development Program, Reconnecting America's Center for Transit-Oriented Development will lead an open evening presentation and discussion of national best practices in TOD station area typologies. Local partners including land use and transportation planners and officials are encouraged to attend. The CTOD team will highlight how other station area typology systems were developed across the country and how they are being used to guide and foster transit-oriented development. Examples of typologies and their implementation from Denver, Los Angeles and Baltimore will be presented.

Metro Regional Center

Council chamber
600 NE Grand Ave., Portland
Trimet bus 6 and MAX light rail Northeast Seventh Avenue stop. Covered bicycle parking is available near the main entrance.

Free and open to the public

For more information, call 503-797-1931 or visit www.oregonmetro.gov.

About the Center for Transit-Oriented Development

The Center for Transit-Oriented Development is the only national nonprofit effort dedicated to providing best practices, research and tools to support market-based transit-oriented development. They partner with both public and private sectors to strategize ways to encourage the development of high-performing TOD projects around transit stations. A joint venture with Reconnecting America, Center for Neighborhood Technology (a nonprofit urban policy and GIS center based in Chicago) and Strategic Economics (an urban economics firm in Berkeley), the federally funded CTOD serves as a national clearinghouse for best practices in transit-oriented development.

