

M E M O R A N D U M

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METRO

DATE: September 8, 2003
TO: JPACT Members and Interested Parties
FROM: Tom Kloster, Transportation Planning Manager
SUBJECT: 2003 Regional Transportation Plan Update

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Metro is required to complete a periodic update of the Regional Transportation Plan (RTP) in order to maintain continued compliance with the federal Clean Air Act. The U.S. Department of Transportation (DOT) and the U.S. Environmental Protection Agency (EPA) approved and acknowledged the 2000 RTP air quality conformity determination on January 26, 2001. Under federal regulations, the RTP must be updated every three years to ensure that the plan adequately addresses future travel needs and is consistent with the federal Clean Air Act. As a result, a new plan demonstrating conformity with the Clean Air Act must be approved and acknowledged by US DOT and US EPA in a formal conformity determination by January 26, 2004, when the current US DOT/US EPA conformity determination for the 2000 RTP conformity determination expires.

Because the 2000 RTP was adopted so recently, and represented a major update to the plan, this update will represent a "housekeeping" effort that is limited to required changes necessary to meet state and federal planning requirements. Since early May, Metro staff have been preparing an updated revenue forecast and compiling a comprehensive set of draft amendments to the RTP policies and implementation requirements generated from corridor refinement plans, local transportation system plans, special studies and other JPACT and Council policy actions approved since the 2000 RTP was adopted three years ago.

The RTP work program calls for Metro to work with local jurisdictions during the next few months to develop a comprehensive inventory of updated plan designations and project descriptions called for in local transportation plans and special studies adopted since the 2000 RTP was completed. In most cases, Metro has already commented on such changes as "friendly amendments" to the RTP.

Attached, please find the following work program materials for the 2003 RTP update, including:

detailed task description of required elements of the 2003 RTP

general process flow chart for completing the update

schedule of key activities during the next four months



METRO

2004 RTP UPDATE

Work Program Overview

Introduction

During the next few months, Metro is required to complete a periodic update of the Regional Transportation Plan (RTP) in order to maintain continued certification by compliance with the federal Clean Air Act government. The U.S. Department of Transportation (DOT) and the U.S. Environmental Protection Agency (EPA) approved and acknowledged the 2000 RTP air quality conformity determination on January 26, 2001. Under federal regulations, the RTP must be updated every three years to ensure that the plan adequately addresses future travel needs and is consistent with the federal Clean Air Act. The 2000 RTP expires next year. As a result, and a new plan demonstrating conformity with the Clean Air Act must approved and acknowledged by US DOT and US EPA in a formal conformity determination by be in place on January 26, 2004, when the current US DOT/US EPA conformity determination for the 2000 RTP conformity determination expires. If the conformity determination expires, the plan is considered to "lapse," meaning that federally-funded transportation improvements could not be obligated during the lapse period. This consequence would apply to engineering, right-of-way acquisition or construction of any federally funded or permitted transportation project, except those defined as exempt because they do not have the possibility of increasing vehicle emissions.

Because the 2000 RTP was the result of a major update and was completed relatively recently, the 2003 update will be "housekeeping" effort that focuses on meeting state and federal requirements, and incorporated new policy direction set by JPACT and the Metro Council as part of various corridor and special studies conducted since 2000. The update will also incorporate a number of "friendly amendments" proposed as part of local transportation plans being adopted over the past three years.

The next RTP update (which will be required by 2007) is proposed to be a more expansive effort that involves broader public discussion of plan policies and projects. By limiting this update to previously adopted local plans and corridor studies, projects that are included will have been subject to past public involvement. This approach would establish a cycle of every other update being a "major" effort that reopens discussion of the RTP on a more fundamental level at six-year intervals.

Attachment 1 to this summary is a tentative schedule of key meetings, decision points and public comment opportunities for the 2003 RTP update. As illustrated in this schedule, TPAC will be asked to play a very active role in the update during the next two months in order to develop a draft update by early November. Attachment 2 illustrates how the federal and state requirements will be addressed concurrently, though approved in separate actions by JPACT and the Council, with the federal component approved by resolution and the state and local components by ordinance.

Background on the RTP

The 2000 RTP was the culmination of a major, five-year effort to completely overhaul the plan to reflect new federal and state regulations and the (then) newly adopted 2040 Growth Concept. It was the first RTP to be acknowledged by the LCDC as consistent with statewide planning goals.

The 2000 Regional Transportation Plan was developed to include separate layers of planned projects and programs that respond to differing federal, state and regional planning mandates. These layers are:

- the **financially constrained system**, which responds to federal planning requirements, and is based on a financial forecast of limited funding over the 20-year plan period
- the **priority system**, which responds to state planning requirements, and assumes that significant new revenue must be identified in order to provide an adequate transportation system over the 20-year plan period
- the **preferred system**, which responds to regional planning policies adopted as part of the 2040 Growth Concept and Regional Framework Plan, including specific system performance measures.

The federal "metropolitan transportation plan" is contained in applicable provisions of Chapter 1, 2, 3, 4 and 6 of the 2000 RTP. The policies and financial analysis in Chapters 3 and 4 for the preferred system of policies and facility improvements are for regional, not state, transportation planning requirements. The priority system described in Chapter 5 of this plan serves as the statement of adequacy for the purpose of compliance with the state TPR. The priority system includes a broad set of needed transportation projects and programs that generally keep pace with growth in the region, while implementing key elements of the 2040 Growth Concept.

The 2000 RTP was adopted in three stages: (1) an interim, federal element in 1995 that ensured continued certification under federal regulations, (2) a greatly expanded policy document approved in 1996 that established a new direction for the RTP that mirrored the 2040 Growth Concept and (3) a system component approved in 1999 that updated and expanded the planned projects called for in the region during the 20-year plan period. These components were assembled and jointly adopted by the Metro Council and JPACT in August 2000 as a complete plan addressing all federal, state and regional requirements.

The August 2000 adoption triggered a state requirement that local transportation plans be updated for consistency with the RTP within one year of the August 10, 2000 adoption date. As of today, all local plans have been updated for consistency, and have either been adopted or are in the final stages of adoption. To this extent, the elements of the RTP that are implemented through local plans, including design considerations for boulevards, local street connectivity requirements and a new "congestion management" process for developing transportation projects that requires thorough review of alternatives to road expansion before new road projects are identified.

The August 2000 action also included an update to the Title 2 Parking requirements, including the provision to design large parking lots with street-like features and layouts that encourage infill development and support walking and bicycling. These new parking requirements have also largely been incorporated into local plans.

Major Tasks for the 2003-04 Update

Federal Regulations and Air Quality Conformity

The most pressing need for this update to the RTP is continued compliance with the federal Clean Air Act. The U.S. Department of Transportation last made a conformity determination on the 2000 RTP on January 26, 2001, and a new plan demonstrating conformity with the Clean Air Act must be in place on January 26, 2004, when the 2000 RTP conformity determination expires. ~~certification by the~~ The conformity determination is made jointly by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The current RTP expires on January 26, 2004. Failing to adopt an updated RTP within the three year federal timeline means that federal-funded transportation improvements could not be obligated during the lapse period.

Most of the federal requirements will only require minor revisions to the RTP in order to maintain certification compliance. The more involved efforts involve the requirement for a "financially constrained" plan and demonstration of conformity with the federal Clean Air Act. The conformity finding is based on the projects that make up the "financially constrained" plan. The financial constraint exercise consists of developing a projection of reasonably expected transportation funding over the 20-year plan period, and selecting a subset of projects from the plan that fit within this "constraint".

As the federally recognized system, the financially constrained system is also the source of transportation projects that may be funded through the Metropolitan Transportation Improvement Program. The MTIP allocates federal funds in the region, and is updated every two years, and includes a rolling, four-year program of transportation improvements.

Given that the larger set of "priority" RTP projects is nearly four times the project revenue in the existing 2000 RTP, this is a difficult task to accomplish. The function of the "financially constrained" set of projects is further elevated by the fact that this list defines which projects in the plan are eligible for federal funding. The 2003 Regional Transportation Plan will provide an updated set of financially constrained projects and programs for future MTIP allocations. Thus, the proposed RTP update schedule shown in Attachment 'A-1' is organized around this essential outcome.

~~Another component of the federal requirements that warrants special effort is a needed update to the National Highway System (NHS) designations in the RTP. These routes were originally designated in the early 1990s, and are due for an update that considers 2040 land use and transportation considerations that have since been adopted into regional and local plans.~~

Post-Acknowledgement Amendments

In June 2002, the Metro Council and JPACT adopted a series of three "post-acknowledgement" amendments. These changes to the RTP reflected recently completed studies that had been anticipated in the original RTP adoption action, and were approved as a resolution that directed staff to bring the amendment to the next regular update to the RTP.

The "post-acknowledgement" amendments include changes resulting from the *Elderly and Disabled Transit Study* and the *Corridor Priorities Project*, both completed in late 2001. These studies addressed specific, outstanding needs identified in the 2000 RTP. A third "post-acknowledgement" amendment was comprised of a number of minor text changes that were generated by the LCDC order that acknowledged the plan in June 2001.

Because the "post-acknowledgement" amendments were reviewed in detail as part of resolutions approved by JPACT and the Metro Council, they will simply be forwarded as part of the overall RTP update ordinance, with no further changes proposed.

Local Transportation Plan "Friendly Amendments"

Under state rules, local governments in the Metro region were required to update local transportation plans for consistency with the RTP. Metro was involved in these local updates at a detailed level, with project staff assigned to each jurisdiction. As each local plan was completed, any proposed amendments to the RTP were called out and identified as "friendly amendments" in Metro's formal comments on the local plans.

This means that staff will bring these proposed changes to the Metro Council with the recommendation that they be found consistent with the RTP, and incorporated into the plan. Almost all of these proposed changes represent refinements to RTP maps and project descriptions.

Transportation Planning Rule and State Planning Goals

In 1991, the Land Conservation and Development Commission adopted the Oregon Transportation Planning Rule (TPR). The TPR implements State Land Use Planning Goal 12, Transportation, which was adopted by the Oregon Legislature in 1974. The TPR requires most cities and counties and the state's four MPOs to adopt transportation system plans that consider all modes of transportation, energy conservation and avoid principal reliance on any one mode to meet transportation needs. By state law, local plans in MPO areas must be consistent with the regional transportation system plan (TSP). Likewise, the regional TSP must be consistent with the Oregon Transportation Plan, adopted in 1992 by the Oregon Transportation Commission.

The state TPR requires that transportation system plans provide an adequate system of improvements that meet adopted performance measures. The work program proposes consolidating the preferred and priority systems from the 2000 RTP into a single "preferred" system that will serve as the regional TSP. This analysis of this system will then be used to make a determination of adequacy for the purpose of compliance with the state TPR.

However, projects identified in this new system cannot be funded through the MTIP process unless they are also included in the smaller financially constrained system. Instead, these projects and programs are intended to guide local transportation plans and land use actions, and serve as the source of future projects in the financially constrained system, either through amendments to the Regional Transportation Plan, or through the regular updates that occur every three to five years.

Because the RTP was acknowledged by the LCDC so recently, staff does not anticipate a large number of changes to address statewide planning goals. The notable exception are a small number of remaining, outstanding issues from the LCDC acknowledgement order that were not included in last year's "post-acknowledgement" amendments. Among these are new performance indicators that were developed as part of Metro's regional performance measures project, and recently approved by the Metro Council.

Two major highway corridors will continue to remain "outside the plan" until exception findings on rural and resource goals for the portions of the corridors located outside of the urban growth boundary can be made are completed and approved by LCDC. These include the Sunrise Corridor Unit 2 and I-5 to 99W connector corridors.

The Sunrise corridor work will begin shortly, as part of the ~~dual-parallel~~ Sunrise Corridor Unit 1 DEIS and Damascus/Boring Concept Plan projects, but the recommendations from these studies will not be available before the RTP update is scheduled to conclude in early 2004. Likewise, a proposed corridor study for the I-5 to 99W connector was submitted for allocated funding through the MTIP process, and could be completed in the next few years, but would remain "outside" the RTP until then. Both corridors will continue to be portrayed on the RTP system maps, which set the long-range vision for the region's key transportation corridors, but those portions of the corridors located outside the urban growth boundary will not be included as projects in the plan until the respective corridor studies are complete and exceptions findings are approved by LCDC.

Coordination with Regional Funding Initiatives

As currently scheduled, the RTP update is timed to support a possible regional transportation funding measure. Because the plan organizes projects into three time increments for implementation (first 5 years, second five years, final 10 years), the first implementation phase would be an ideal tool for vetting key transportation improvements that might also be incorporated into such a funding measure.

In 2002, a regional task force was created to explore options for a transportation funding measure. Their recommendations were forwarded to JPACT and the Council in December 2002, and the task force continues to work as a partner with these bodies to advance the proposal. All of the recommended projects in the task force recommendations were drawn from the 2000 RTP, so the main task in reconciling the two efforts will be to ensure that the financially constrained system in the updated 2003 RTP contains those projects expected to be part of a possible funding measure.

Thresholds for Changes to the RTP

Given time and resource constraints, the Metro Council directed staff in May 2003 to complete a "housekeeping" update to the RTP, with the understanding that the next update (which will be required by 2007) will be a more expansive effort that involves broader public discussion of plan policies and projects. This approach would establish a cycle of every other update being a "major" effort that reopens discussion of the RTP on a more fundamental level at six year intervals. Because the 2003 update will be limited to regulatory and other mandated changes needed to keep the plan current, the following guidelines are proposed to frame those changes eligible for inclusion in the 2003 RTP:

1. Revisions required by federal statute or regulation.
2. Revisions required by state statute or administrative rule.
3. RTP amendments approved by Council Ordinance since August 2000, such as the South Corridor map and project amendments.
4. RTP amendments forwarded by Council Resolution to this scheduled update, such as the I-5 Trade Corridor and Green Streets amendments.
5. Amendments to the Regional Street Design map resulting from ODOT's effort to create a comprehensive map of Special Transportation Area (STA) designations.
6. Local functional map and project amendments recommended in local transportation plans adopted since August 2000, and endorsed by Metro as part of the local plan review process as "friendly amendments".

7. Technical or factual updates to the plan text that reflect updated population, employment and other empirical data needed to establish a new planning horizon year of 2025.
8. Limited transportation analysis updates based on the limited modeling proposed to meeting air quality conformity requirements.
9. Identification of new topics warranting further study as "outstanding issues" in Chapter 6 of the updated RTP.

As the final point suggests, these guidelines would mean deferring major topics not already described in this memorandum to be addressed as discrete RTP amendments, or deferred to a subsequent RTP update.

Technical Considerations

Because of the inherent time and resource constraints, the work plan proposes a single round of modeling and analysis for this update. The principal purpose for this approach is to complete the federal air quality conformity analysis required to demonstrate that the updated plan is consistent with the region's air quality maintenance plan.

To achieve this, the work plan proposes combining the preferred and priority systems contained in the 2000 RTP as a single preferred system that will establish the universe of projects eligible for inclusion in the financially constrained system that is eligible for federal funding. The exception to this guideline are local and regional projects identified in corridor refinements and local transportation plans since the 2000 RTP was adopted. This approach will focus TPAC's activities on defining the financially constrained system, and is based on the assumption that the combination of preferred system projects from the existing plan, and new projects from subsequent studies, will be adequate to meet travel demand in the new 2025 horizon year.

As part of documenting findings from this limited RTP modeling exercise, staff will review and update system performance conclusions from the 2000 RTP, as appropriate, to reflect the new systems. However, the work program does not include an iterative process of multiple rounds of modeling to test new projects against the congestion management system and other RTP performance measures, since the new preferred system of improvements is expected to perform adequately. Any outstanding issues that are identified will be referenced for future corridor or area studies.

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METRO

Attachment 1

2003 RTP UPDATE

Calendar of Activities

September 5	TPAC review and discussion on RTP Work Program
September 9	Metro meeting with TriMet on RTP finance and project assumptions
September 16	Council Work Session review of RTP Work Program
September 18	JPACT review of RTP Work Program
September 18	Metro meeting with City of Portland and Port of Portland on RTP finance and project assumptions 9:30-11:30 a.m., Cooper Mountain Room (Rm 370 A)
September 23	Metro meeting with Clackamas County Coordinating Committee on RTP finance and project assumptions 2-4 p.m., Cooper Mountain Room (Rm 370 A)
September 24	Metro meeting with East Multnomah County Transportation Committee on RTP finance and project assumptions 9-11 a.m., Multnomah County offices, Willamette Room, 1600 SE 190th Avenue
September 25	Metro meeting with Washington County Coordinating Committee on RTP finance and project assumptions 1:30-3:00 p.m., Beaverton library conference room
September 25	Metro meeting ODOT and other MPOS on State finance assumptions
September 26	TPAC discussion on defining the preferred system and financial constraint analysis
October 2	FTA/FHWA/DEQ/EPA and TPAC interagency consultation on air quality conformity 10-11:30a.m., Cooper Mountain Room (Rm 370 A)
Early October	Preferred system analysis begins
October 7	TPAC Workshop – Finalize Preferred RTP System and continue discussion on Financially Constrained RTP System 9:30-noon, Fanno Creek Room (Rm 270)

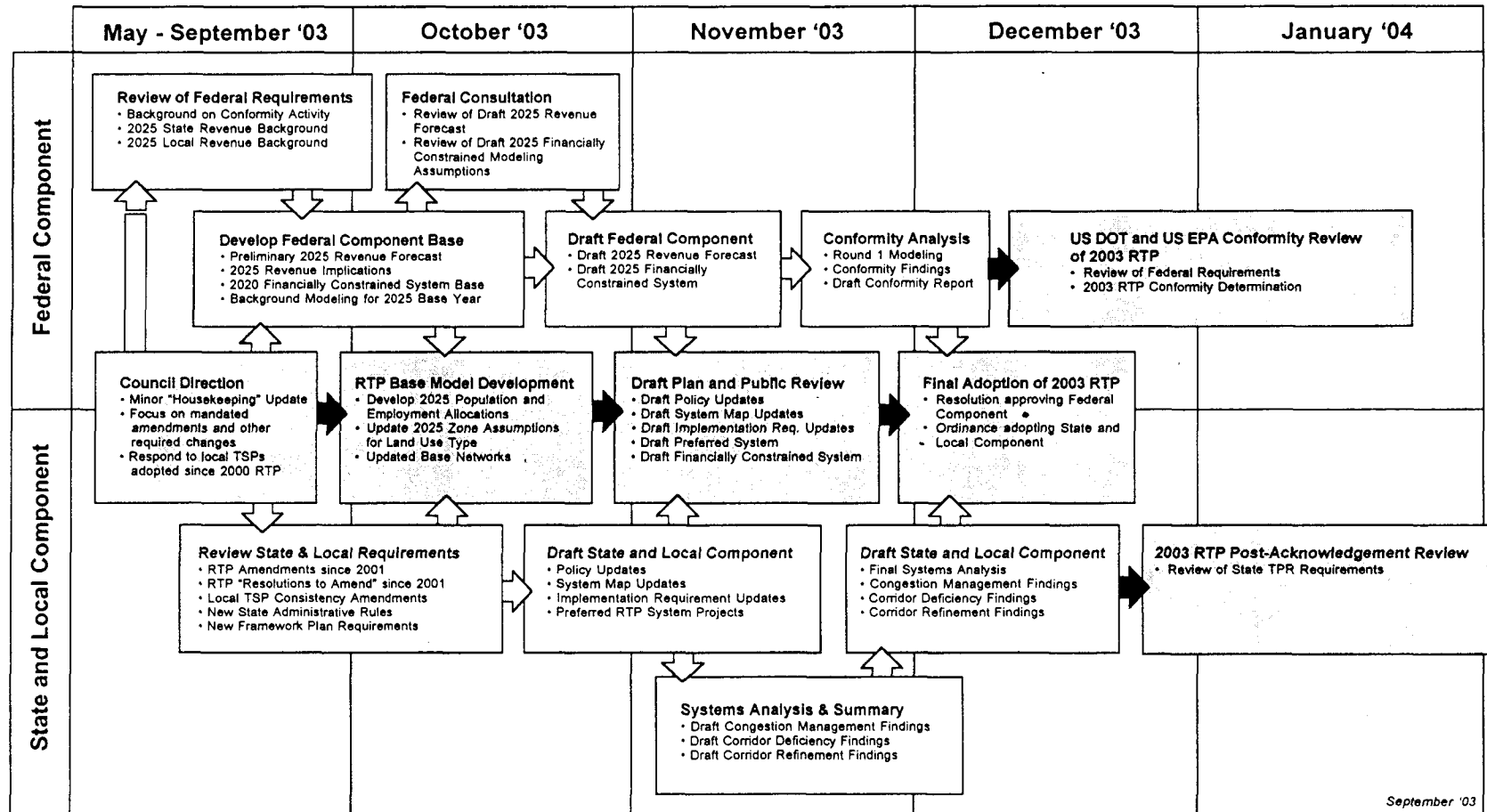
October 14	TPAC Workshop – Finalize Financially Constrained RTP System 9:30-noon, Cooper Mountain Room (Rm 370 A)
Mid-October	Financially constrained system analysis begins
October 22	TPAC Workshop – General amendments to the RTP 9:30-noon, Cooper Mountain Room (Rm 370 A)
October 31	TPAC recommendation on draft 2003 RTP; draft RTP and conformity determination (not including emissions results) documents submitted to FHWA and FTA
November 3	Air quality conformity analysis begins
November 13	Tentative JPACT action on draft 2003 RTP
November 13	First Council reading of Ordinance and Resolution on draft 2003 RTP
November 14	Public comment period on draft 2003 RTP and draft conformity determination begins
November 25	TPAC review and discussion of air quality conformity analysis
December 4	Public hearing on draft 2003 RTP
December 11	Final JPACT action on 2003 RTP
December 18	Second Council reading of Ordinance and Resolution, and consideration of adoption of 2003 RTP
December 19	RTP and final conformity determination submitted to FHWA and FTA for Federal review, pending approval by Metro Council
January 26	2000 RTP expires; deadline for federal conformity finding on 2003 RTP and conformity analysis to prevent lapse of RTP



REGIONAL TRANSPORTATION PLAN

2003-04 Update

Attachment 2





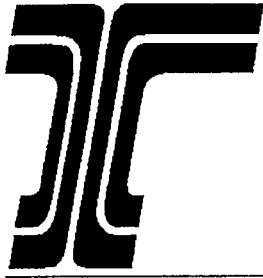
METRO

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Oregon Department of Transportation

NEWS RELEASE

Region 1 *Columbia, Washington, Multnomah, Clackamas
and Hood River Counties*

August 28, 2003

03-067 R1

For more information: Dave Thompson, (503) 731-8263, David.H.Thompson@odot.state.or.us
Heather Catron, OTIA III Bridge Delivery Unit Manager, (503) 986-3810,
Heather.Catron@odot.state.or.us

Region 1 OTIA III Background FTP download site:
<ftp://ftp.odot.state.or.us/outgoing/%7EOTIA%20III%20REGION%201%20BACKGROUND/>
Bridge Assessment Website: www.ODOTBridgesEE.org

First Area Open Houses Set for OTIA III Bridge Program

Three area meetings will discuss plans to fix area bridges and ask citizens for their input

The Oregon Department of Transportation will hold a series of open houses to explain and discuss the Oregon Transportation Investment Act III program to repair or replace hundreds of bridges in Oregon—and to listen to neighbors' and the traveling public's concerns and opinions. ODOT has scheduled three open houses in September to discuss bridges in the Portland and Mount Hood areas.

- ◆ **Thursday Sept. 11, 4:30–7:00 p.m.**, Lions Club, 25430 U.S. 26 (at Woodsey Way), **Welches**
 - Zigzag River Bridge on U.S. 26 about two miles east of Rhododendron
- ◆ **Thursday Sept. 18, 4:30–7:00 p.m.**, Clackamas County Bank Auditorium,
38975 Proctor Blvd., **Sandy**
 - Alder Creek and Wildcat Creek Bridges on U.S. 26 about six and seven miles east of Sandy
- ◆ **Tuesday Sept. 30, 4:30–7:00 p.m.**, Museum of The Oregon Territory, 211 Tumwater Drive,
Oregon City
 - Bridge over Union Pacific Railroad tracks on Oregon 212 westbound 500 feet east of S.E. 82nd Drive
 - Rock Creek Bridge on Oregon 212 westbound 500 feet from the intersection with Oregon 224
 - Bridges and connector on Interstate 5 northbound and southbound over the Wilsonville-Hubbard Highway, south of Wilsonville

The OTIA III Bridge Program

Over the next 10 years, ODOT will supervise consultants and contractors working on 500 bridges and another \$500 million in modernization planning and/or construction projects. It's the largest infrastructure investment in Oregon since World War II. The \$2.5 billion transportation funding package signed by Gov. Ted Kulongoski in July 2003 is called the **Oregon Transportation Investment Act**, or **OTIA III**. It allocates \$1.6 billion for the repair or replacement of cracked and other load-limited bridges affecting critical freight routes and the state's economic recovery. A **statewide bridge assessment** evaluating the engineering and environmental conditions of these bridges is a preliminary step of OTIA III's five-stage program. The bridges included in the bridge assessment are spread throughout the state, with a heavy concentration of bridges on Interstate 5 and Interstate 84.

Questions and Comments

Reporters can visit the Statewide Bridge Assessment Web site, www.ODOTBridgesEE.org, or contact the information sources at the top of this release. Detailed information is online at <ftp://ftp.odot.state.or.us/outgoing/%7EOTIA%20III%20REGION%201%20BACKGROUND/>.

Members of the public can find more information, ask questions and make comments by contacting the Statewide Bridge Assessment Program at (800) 655-6090 or www.ODOTBridgesEE.org. The mailing address is Attn: Statewide Bridge Assessment, 1158 Chemeketa Street NE, Salem, OR 97301-2528. People in the Portland and Mount Hood areas can also contact ODOT Region 1 Community Affairs Manager Steve Harry at (503) 731-3490 or Steven.M.Harry@odot.state.or.us.

ODOT

DRAFT

September 12, 2003

The Honorable Ron Wyden
United States Senate
516 Hart Senate Building
Washington, DC 20510

The Honorable Gordon Smith
United States Senate
404 Russell Senate Building
Washington, DC 20510

The Honorable David Wu
U.S. House of Representatives
1023 Longworth Building
Washington, DC 20515

The Honorable Greg Walden
U.S. House of Representatives
1404 Longworth Building
Washington, DC 20515

The Honorable Earl Blumenauer
U.S. House of Representatives
2446 Rayburn Building
Washington, DC 20515

The Honorable Peter DeFazio
U.S. House of Representatives
2134 Rayburn Building
Washington, DC 20515

The Honorable Darlene Hooley
U.S. House of Representatives
2340 Rayburn Building
Washington, DC 20515

Dear Oregon Delegation:

As President of the Metro Council and Chair of the Joint Policy Advisory Committee on Transportation (JPACT), we are pleased to reiterate to you the Portland Metro region's fiscal year 2004 transportation appropriations priorities. As you know, the appropriations bill is advancing toward a House/Senate conference. At this critical time, we are asking for your assistance to ensure that this legislation allows the Portland Metro region to continue constructing cost effective transportation projects that help achieve our region's mobility, land use, and growth management goals. Without these critical projects, our region's economic vitality and livability are at risk, as is our Region 2040 vision for the future.

The Portland Metro region has long been viewed as a leader in regional cooperation that results in innovative road, highway, transit, freight, bike and pedestrian projects. We are proud to bring a mix of projects, backed by a strong regional consensus to the delegation. . We know that projects with the force of consensus make your difficult job a little easier, and we are grateful for the support we have received from you over the years.

Our transit priorities for this year's appropriations bill have been to achieve funding needed to advance three critical rail projects; the Interstate MAX light rail project, which is headed for

opening next year ahead of schedule and under budget; to help advance the Wilsonville-Beaverton commuter rail project into Final Design; and, to give a boost to our plans for light rail in the I-205 corridor through the inclusion of language in the bill.

Your efforts to secure \$77.5 million for the Interstate MAX line in both the House and Senate Transportation and Treasury Appropriations bill are greatly appreciated. This is the amount recommended by the Bush Administration and contemplated in TriMet's Full Funding Grant Agreement (FFGA) with the Federal Transit Administration (FTA).

Your support and assistance with the Portland Metro region's next significant transit project, Wilsonville to Beaverton Commuter Rail is also greatly appreciated. The Senate Bill appropriates \$6 million for this project where the House bill contained no funds for the project. With your help, the region hopes to increase the Wilsonville to Beaverton Commuter Rail funding to \$9 million. This level of commuter rail funding will ensure that the project can advance in fiscal year 2004 and will help demonstrate congressional support for the project to FTA.

Our next priority for transit projects in conference is to gain inclusion of language to facilitate the region's innovative approach to maximize transit oriented development along the I-205 light rail line. The region has suggested language for your consideration that would foster private-sector creativity by allowing early consideration of transit-oriented development as part of a design-build project delivery program. Other transit requests needing your continuing support include capital funds for bus replacement and bus-related capital facilities, which was included in the House bill, and funding for the jobs access/reverse commute program, which is included in both the House and Senate Bills.

With regard to projects in the highway program, in order to continue our region's track record of innovation in transportation, Portland State University requested \$4 million for development of an Intelligent Transportation Systems Research Center. The House bill includes \$750,000 for this project. We urge your continued support to increase this funding in conference.

There are other projects for which the region has requested funding that did not receive funding in either the House or Senate bill. These projects are intended replace aging infrastructure, improve mobility and maintain the economic health of the region. They include:

Multnomah County's aging Sauvie Island Bridge. Multnomah County is requesting \$500,000 million from Bridge Discretionary funds for preliminary engineering for the new bridge

The Oregon Department of Transportation's (ODOT) I-5 Transportation and Trade Corridor Project is addressing transportation links between Oregon and Washington that are critical for the movement of freight, access to jobs and health of the region's bi-state economy. To continue this work, ODOT is requesting and Metro supports their \$500,000 request from the National Corridor Planning and Development Program to prepare a multi-modal Environmental Impact Statement for the Columbia River crossing, that would consider highway, light rail, freight and other improvements. In addition, we urge your support for WSDOT's \$4 million request for this project, which did not receive funding in either the House or Senate bills.

The Portland Metro region also requests your support for Clark County capital projects as well as \$2 million for an Alternatives Analysis for a Clark County light rail line.

While we know it is difficult to gain funding in conference for projects that have not been included in either bill, we hope you will look for opportunities to advance them.

Thank you in advance for your consideration of our request and for your ongoing support of our efforts. Please do not hesitate to contact either of us or Richard Brandman, Metro's Deputy Planning Director, if you have questions or need further information.

Sincerely,

David Bragdon, President
Metro Council

Rod Park, Chair
Joint Policy Advisory Committee on Transportation
Metro Councilor

Transit Investments 1998 to 2007

An Overview of the TriMet Service Development Program

September 2003

TRIMET

Supporting Service Development Planning Documents

- Regional Transportation Plan
- Transit Corridor Studies
- Transit Investment Plan Annual Update
- Financial Analysis and Forecast Report
- 2001 Tri-County Elderly and Disabled Transportation Plan

TRIMET

Focused Transit Investments

- Combine high capacity, corridor and local area improvements
- Produce the greatest system benefits
- Maximize ridership impact
- Require community coordination
 - local infrastructure investments
 - matched with development opportunities
 - support regional and town center plans

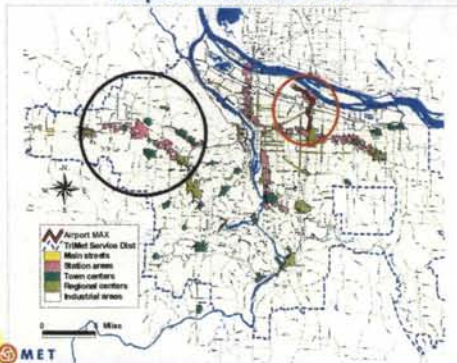
TRIMET

Westside Connections



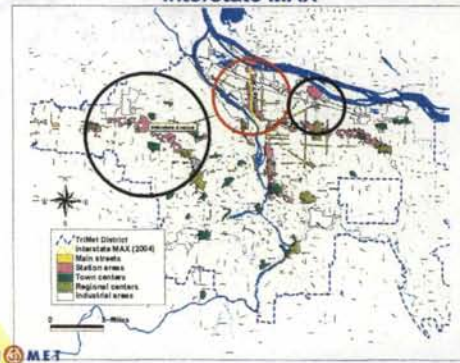
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Airport / Parkrose Area

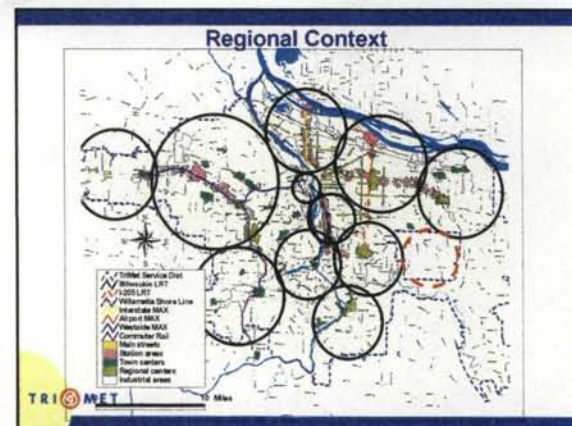
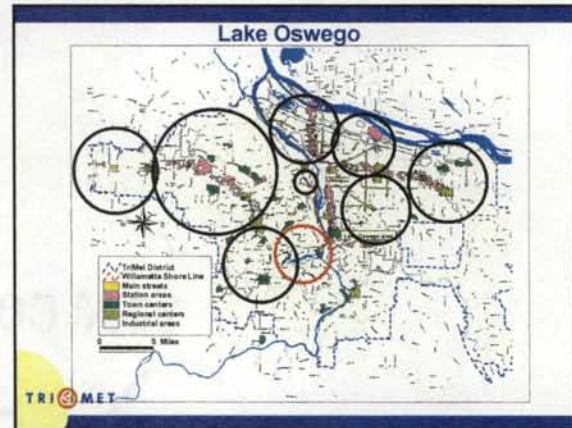
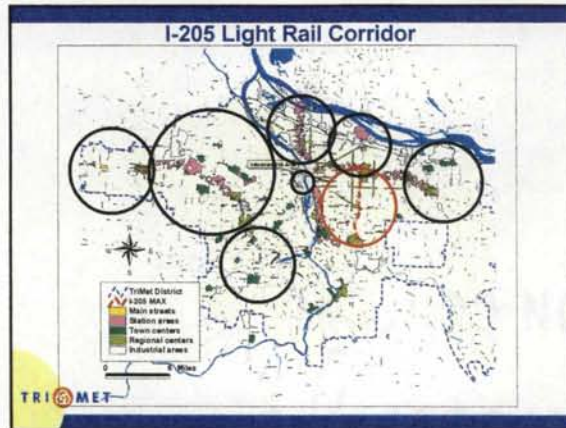


TRIMET

Interstate MAX



TRIMET



Transit Investment Plan Priority #1

Maintain the quality of the existing system

- Replace / upgrade vehicles and facilities
- Route performance improvements
- Maintain vehicles and facilities
- Enhanced information and amenities
- Monitor system performance

TRI MET

Highlights

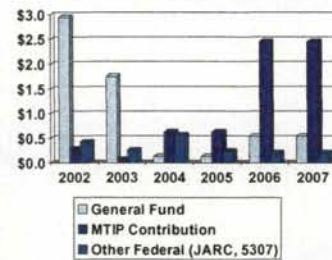
- ~300 new bus shelters
- Low floor light rail vehicles and buses introduced
- Streamline built on Portland signal priority project
- Transit Tracker introduced
- Bus stop sign and pole replacement
- Printed schedule information at each bus stop
- Sidewalk / crosswalk studies

TRI MET



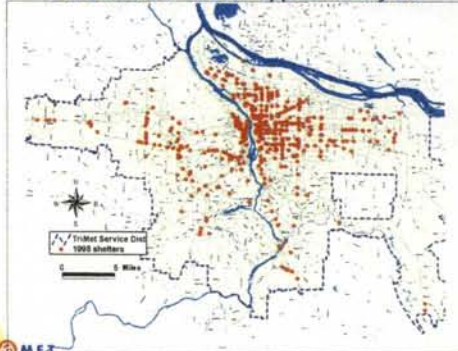
TRI MET

Contributions to On-street Capital Improvements



TRI MET

Bus Shelters: FY 1998 - approximately 640

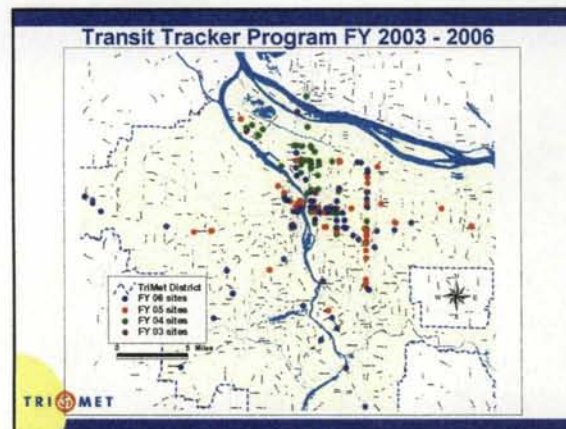


TRI MET

Bus Shelters: FY 2003 - approximately 940



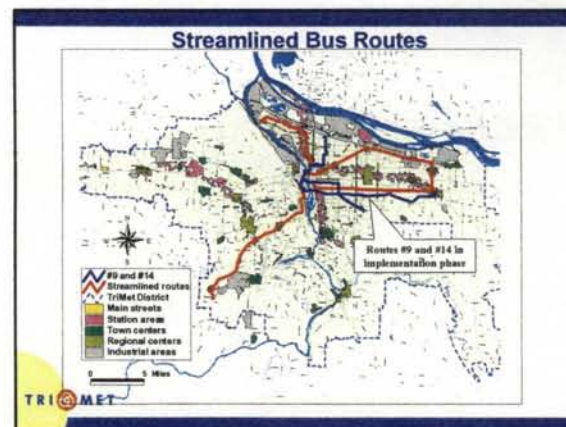
TRI MET



Bus Priority Treatment (Streamline)

- Signal priority installations at key intersections
- Bus queue jump lanes at selected intersections
- Bus stop re-spacing and curb extensions
- Elimination of unnecessary route deviations

Route-by-route implementation is being complemented with hot spot intersection treatment system-wide.



Streamline is Working

- Same trips, same headway, fewer buses
- Average run time savings 2.5 minutes
- Improved on time performance 14.2%
- Average minutes late fell 5.7 to 3.5 min.
- Reduced overcrowding 8.5% to 5.8%

Transit Investment Plan Priority #2

Grow the high capacity system

- Light rail system expansion per the RTP
- Support multi-modal corridor studies
- Explore other modes (commuter rail, rapid bus, etc)
- Employ innovative project management

TRI MET

Grow the high capacity system

Accomplishments

- Westside MAX and related bus services
- Airport MAX public / private partnership
- Central City Streetcar
- Interstate MAX (May 2004)

TRI MET

On the Horizon:

- Washington County Commuter Rail
- Riverplace / N Macadam Streetcar Extension
- Two-Phased South Corridor Project LPA:
 - Southgate Park & Ride and Milwaukie Transit Center
 - I-205 light rail
 - Downtown Mall rehabilitation with light rail
 - Milwaukie light rail / BRT to Oregon City
- Lake Oswego Streetcar Extension
- I-5 Trade Corridor Partnership strategy
- SE Powell / Foster and SW Barbur / 99W HCT Studies

TRI MET



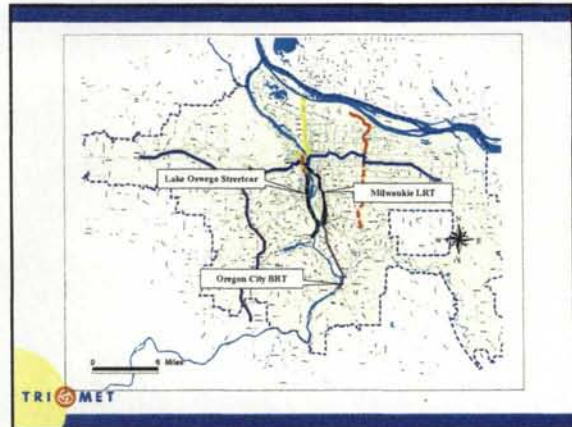
TRI MET



TRI MET



TRI MET



Transit Investment Plan Priority #3

Expand the Number of Frequent Service Routes

- Capitalize on Barbur / McLoughlin experience
- More service all hours of the week
- Meet customer service needs and demands
- Build ridership in corridors / main streets
- Reinforce land use plans and TSPs

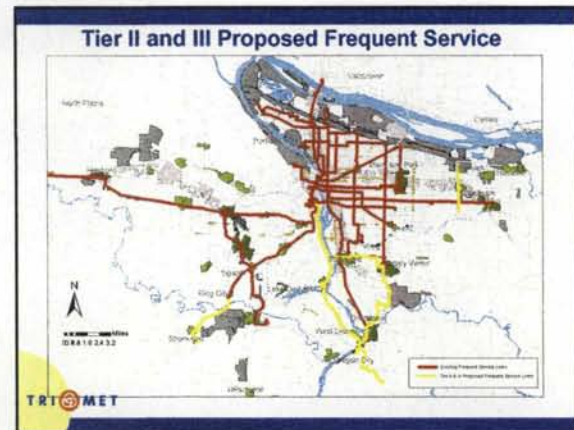
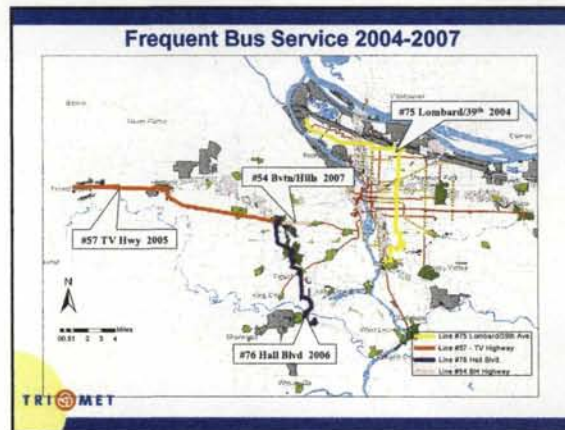
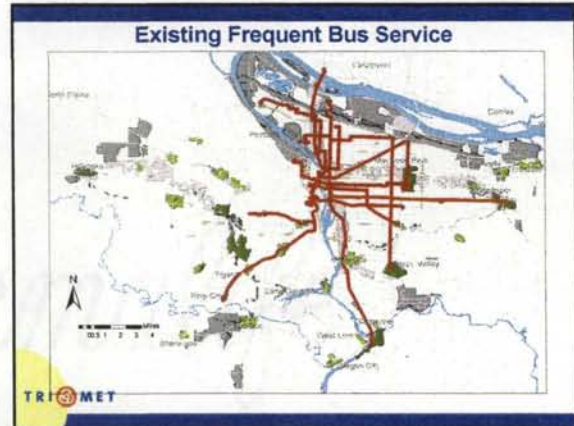
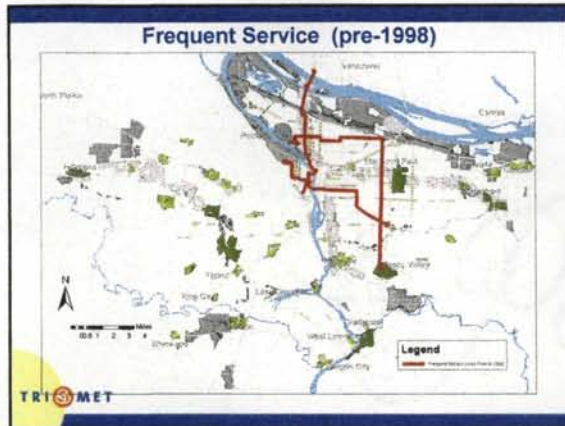
TRIMET

Expand the Frequent Service System

- 15-minute or better service
- Day / evening, 7 days / week
- Low floor buses
- Enhanced bus stop amenities
- Safe, accessible pedestrian access
- Increased from 4 routes in 1998 to 15 today
- TriMet's 2003 Transit Investment Plan calls for 22 frequent routes



TRIMET



Transit Investment Plan Priority #4

Improve local service

- Directed and coordinated investments
- Match to TSPs and community initiatives
- Explore innovative service concepts
- Targeted services / customized shuttles
- Recognize that all service is local
- Improve pedestrian access to transit

TRIMET

Local Service Challenges

- Low density communities are hard to serve
- Walled or cul-de-sac neighborhoods impair pedestrian access to transit
- Lack of sidewalks, crosswalks and lighting discourages transit use
- Irregular street connectivity makes routing and logical transfer points more difficult

TRIMET

Improve Local Service

- Local service tailored to community needs
- The Cedar Mill shuttle illustrates service suited to local needs
- Employer service to Swan Island and Rivergate
- Safe and convenient pedestrian connections

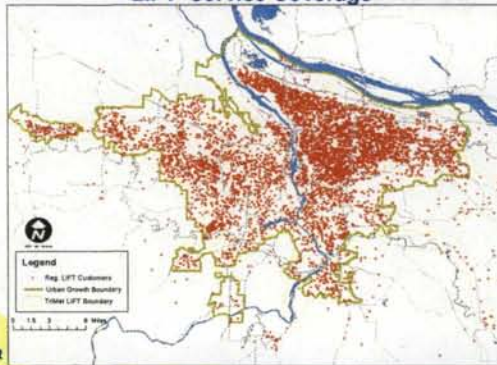
TRI MET

LIFT Program Special Needs

- Door-to-door service for people with disabilities
- 846,000 annual rides, average 8% annual growth
- Annual program cost grew in 10 years from \$5.3 million to \$16.5 million
- Encouraging some LIFT users to use more efficient fixed route services

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LIFT Service Coverage



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Accessibility Program Priorities

from the 2001 Tri-County Elderly and Disabled Transportation Plan

1. Accessible fixed route service
2. Supportive capital improvements
3. Fixed route travel training
4. Service coordination
5. Improved customer information
6. Land use coordination
7. Regional planning and funding
8. Improved service methods / demand management

TRI MET

Program Support

- Current funding will maintain quality bus and rail services.
- Expanded payroll tax authority facilitates meeting growing service needs.
- Productivity initiatives continue to help manage costs.
- Federal assistance and smart financing strategies will continue to develop the high-capacity system.
- STP and CMAQ funds are essential to support the on-street capital program.

TRI MET

Transit Commitment Through the MTIP

- Regional rail development
 - \$6 M X 10 years for Interstate MAX
 - \$8 M / year starts in 2006 for continuing program
- Improve bus stops and rider amenities
 - 2004/05 contribution of \$0.625 M / year
 - 2006/07 increased to \$1.375 M / year
- Concluding support for SE McLoughlin and SW Barbur Frequent Bus service
 - 2000/05 contribution of \$1.4 M / year
 - Support concludes in 2005

TRI MET

Transit Service Development Requires Partnerships

- Transportation Systems Plan
- Coordinated community outreach
- Pedestrian access improvements
- Priority transit / traffic management
- "Heads up" development review
- Identifying opportunities
- Project permitting support

TRI MET

How Our Transit System Stacks Up

- 88 million annual trips on TriMet exceeds that of peer systems:
 - 10 million more than Minneapolis or Denver
 - 30 million more than Dallas or San Jose
 - 60 million more than Salt Lake City
- Our transit service area ranks 29th in population nationally, but 13th in ridership.
- The region's 300,000 weekend rides is 30,000 more than that of the Seattle Metro system.

TRI MET

Smart Transit Investments are Paying Off

- Attractive transit options means continued ridership growth, less road congestion.
- Cleaner air and land use policy support means enhanced regional livability.
- A balanced and developed infrastructure is essential for economic vitality.

TRI MET

OREGON TRANSPORTATION COMMISSION

AGENDA

September 17, 2003

Portland

Wednesday, September 17

8:00 AM Agenda review and briefing session, Administrative Conference Room 344, ODOT Region 1 Portland Headquarters.

Note: The Commission may choose to take agenda items out of order, pull, defer or shorten presentation time of agenda item(s) to accommodate unscheduled business needs. Anyone wishing to be present for a particular item should arrive when the meeting begins to avoid missing an item of interest.

Website address to view agendas/minutes on the Internet: www.odot.state.or.us/otc.

The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours before the meeting to Jill Pearson, Commission Assistant, at (503) 986-3450.

FORMAL MONTHLY MEETING

(See end of agenda for map and parking information.)

Oregon Department of Transportation Region 1 Headquarters

Public Meeting Rooms A & B

123 NW Flanders Street

Portland, Oregon 97209-4012

(503) 731-3200

(503) 731-8259 (FAX)

9:30 AM A) Director's Report. **Informational** (10 min., Bruce Warner)

9:40 AM B) Commission Member Reports. **Informational**
(10 min., OTC Members)

9:50 AM C) Public Comments. (Up to 15 min.)

(Public testimony is valued by the Commission, and those who wish to testify are encouraged to sign up on the public comment sheet provided at the meeting handout table. Note: This part of the agenda is for comments on topics not scheduled elsewhere on agenda. General guidelines: provide written summaries when possible and limit comments to 3 minutes. If you bring written summaries or other materials to the meeting, please provide the Commission Secretary with 10 copies prior to your testimony. **NOTE: If additional public comments are necessary, comments will be continued at the conclusion of today's agenda.)**

OREGON TRANSPORTATION COMMISSION

AGENDA (Continued)

September 17, 2003

Portland

Wednesday, September 17 (Continued)

- 10:05 AM D) Approve Immediate Opportunity Fund (IOF) Grant of \$228,872 for T-Mobile in Redmond. **Approval** (10 min., Bob Bryant).
- 10:15 AM E) Approve the request by the City of Hood River for \$141,000 in Immediate Opportunity Funds, Type A, to construct a new road to provide access to the Wasco Business Park site, future location of Humanities Software. **Approval** (10 min., Matthew Garrett).
- 10:25 AM F) Approval to amend the current 2002-2005 Statewide Transportation Improvement Program (STIP) by modifying the scope, name, limits, and budget of the Region 4, Sherman County US 97 Biggs-Wasco & Fields Curve Correction project (\$4,484,000) and the US 97 Biggs-Wasco & Grass Valley-Shaniko (\$6,481,000). **Approval** (10 min., Bob Bryant).
- 10:35 AM G) Request approval for the OTIA III Local Bridge Selection Timeline and Outreach Schedule, including updated criteria for local bridge selection. **Approval** (15 min., Jon Oshel, AOC, and Andrea Fogue, LOC).
- 10:50 AM H) Approval of Final Bridge Options Report and amend the 2002-2005 Statewide Transportation Improvement Program (STIP) to include the bridge identification in the report. **Approval** (30 min., Paul Mather).
- 11:20 AM I) I-205 Light Rail Project update. **Discussion** (30 min., Fred Hansen, Tri-Met General Manager).
- 11:50 AM J) Discussion with Joint Policy Advisory Committee on Transportation (JPACT) regarding formation of an Area Commission on Transportation (ACT). **Discussion** (30 min., Councilor Rex Burkholder, Metro).
- 12:20 PM K) Confirm the next two Commission meeting dates. **Confirmation** (3 min., Bruce Warner).
- The annual workshop will be held Tuesday and Wednesday October 21 & 22, 2003, at the Hood River Hotel in Hood River. The October formal meeting will be held at the same location Wednesday afternoon, October 22, 2003.
 - The regular monthly meeting will be held Monday, November 17, 2003, in Salem. Potential meeting items may include:
 - 1) Access Management Rule.
 - 2) Adoption of Highway Segment Designations / Oregon Highway Plan Amendment.

OREGON TRANSPORTATION COMMISSION

AGENDA (Continued)

September 17, 2003

Portland

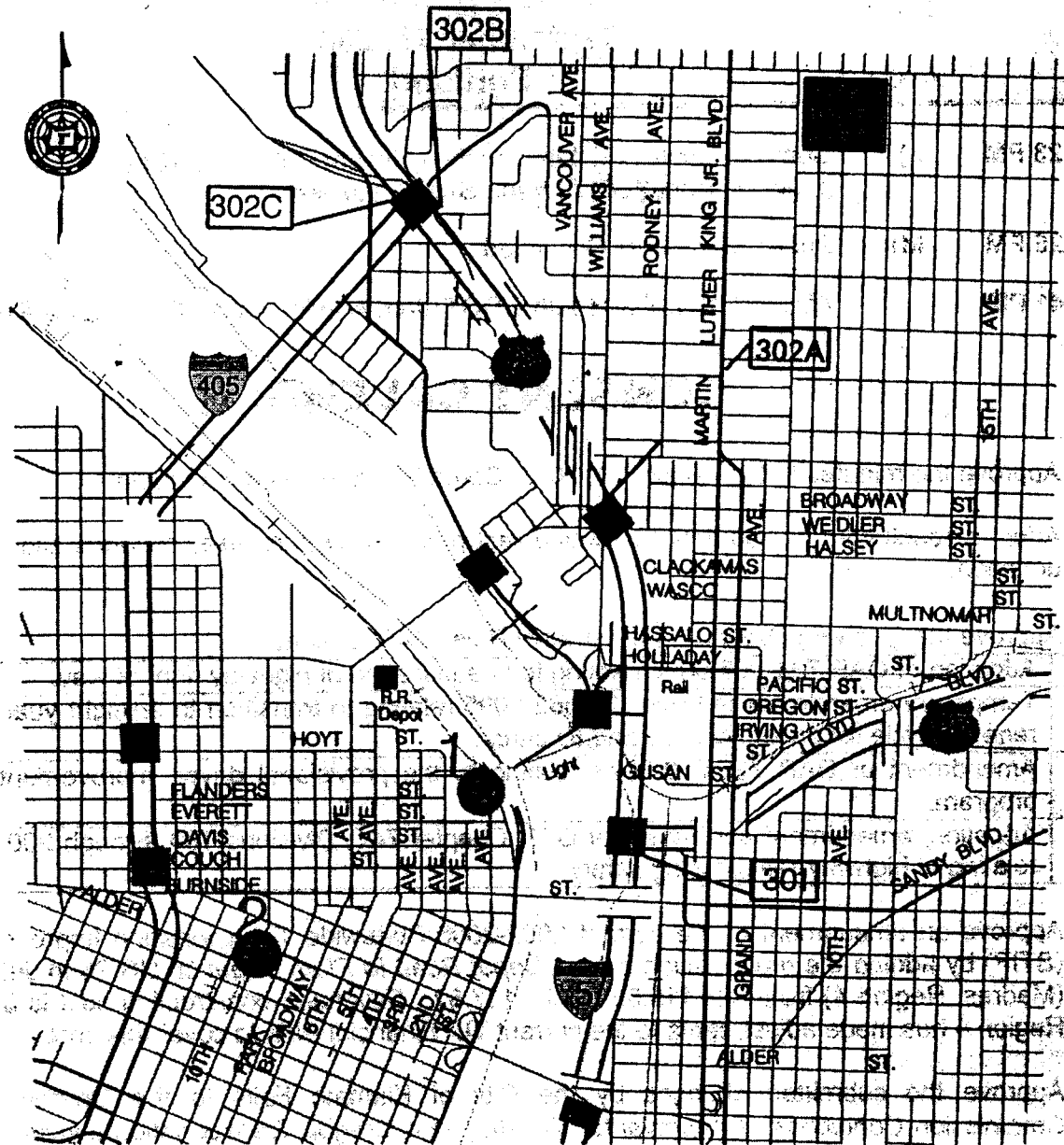
- 12:23 PM L) Consider approving items on the Consent Calendar. (See following page(s). **Approved** (3 min., Bruce Warner).
- 12:26 PM M) Public Comments Continued.
- 12:41 PM ADJOURN. LUNCH with ODOT staff, Administrative Conference Room 344.

CONSENT CALENDAR

1. Approve the minutes of the August 20, 2003, Commission meeting in Ontario.
2. Adopt a resolution for authority to acquire real property by purchase, condemnation, agreement or donation.
3. Approve the following Oregon Administrative Rule (OAR) actions:

a.	Adoption of OAR 734-057-0020 relating to beautification of highway right of way.
b.	Temporary amendment of OAR 735-062-0095 relating to transition to an eight year renewal cycle for driver licenses and ID cards.
c.	Amendment of OAR 735-072-0023 relating to the provisional driver improvement program.
d.	Adoption, amendment and repeal of OAR Chapter 741, Divisions 100 through 200, relating to highway-rail crossing safety.
4. Approve an amendment of the current 2002-2005 Statewide Transportation Improvement Program (STIP) by adding the preservation project *Depot Road to Plum Street* on US 26 in Jefferson County (Madras, Region 4) from MP 116.55 to MP 117.52. Estimated construction cost is \$1.1 million and Region 4 has made adjustments to the current TIP Financial Plan to cover this cost.
5. Approve the submitted changes by the City of Klamath Falls to the Oregon Transportation Commission *Conditions of Approval* for two Region 4 Oregon Transportation Investment Act (OTIA) Projects, East Main to Crosby & Broad Street to Austin Street.
6. Adopt the Diamond Lake Blvd. Access Management Plan for OR 138E in Roseburg.
7. Approve a 45-mph transition speed zone on the Siletz Highway (OR 229) from MP 23.40 – MP23.59 in Lincoln County.

DOWNTOWN PORTLAND OREGON



- ★1 ODOT Region 1 Headquarters' Building
Public Meeting Rooms A & B (Formal Meeting)
123 NW Flanders Street

DIRECTIONS TO ODOT REGION 1 HEADQUARTERS' BUILDING

123 NW Flanders Street

FROM THE AIRPORT

When leaving the airport, you'll be headed east. Take I-205 South to I-84 West. Head west on I-84 toward downtown Portland. When passing the Lloyd Center exit, move to the right lane in order to take the next ***Rose Garden/Steel Bridge Exit***. As you get to the bottom of the exit ramp, there is a signal light, go straight through and turn left at the next signal light (Multnomah). Stay on Multnomah, it will take you across the Steel Bridge. You want to be in the left lane when you cross the bridge. Turn left at the bottom of the exit ramp from the bridge; this puts you on 3rd. Stay in the left lane, go two blocks to Everett, turn left onto Everett. Stay in the left lane; go one block, turn left.

ODOT Region I Headquarters is the three-story building on the right (2nd & Flanders). Parking is limited, however there are parking meters on the north side of the building. Or, if none are available, there is a parking garage two blocks south and one block east of us @ 1st and Davis. If you need further assistance please call the main receptionist at 731-8200.

FROM SALEM

Head north on I-5. As you approach Portland, take the I-405 exit. Take the ***Everett Street Exit*** off I-405. Turn right (east) on Everett (toward the river). Go to 2nd and turn left. ODOT is one block ahead on the corner of 2nd & Flanders.

FROM VANCOUVER

Head south on I-5. As you approach Portland, take the ***Broadway Bridge Exit***. Take left ramp to Broadway Street. Go to Everett Street and turn left. Go to 2nd and turn left. ODOT is one block ahead on the corner of 2nd & Flanders.

FROM I-84

Head west on I-84 toward downtown Portland. When you pass the Lloyd Center Exit, you want to move to the right lane in order to take the next exit "***Rose Garden/Steel Bridge***". As you get to the bottom of the exit ramp, there is a signal light, go straight through and turn left at the next signal light. (Multnomah). Stay on this street and it will take you across the Steel Bridge. You want to be in the left lane when you cross the bridge. Turn left at the bottom of the exit ramp from the bridge; this puts you on 3rd stay in the left lane; Go two blocks to Everett, turn left. Stay in the left lane; go one block, turn left.

US-26

Take the US-26 east ramp towards Portland. Merge onto US-26 east. US-26 east becomes US-26 East/Sunset Highway. Take I-405 North Ramp towards St. Helens/Seattle. Merge onto I-405 N. Merge onto NW 14th Avenue. Turn right onto NW Everett Street. Turn left onto NW 2nd Avenue. Turn right onto NW Flanders Street.

AVAILABLE PARKING NEAR REGION 1 FLANDERS BUILDING
ODOT
123 NW FLANDERS
(503) 731-8200

Parking is "first come first served"
Check with the security officer, at (503) 731-8518

Business Hours
Mon.-Thurs. 7:00 a.m.- 12:00 a.m.
Fri.-Sat. 7:00 a.m. - 2:30 a.m.
Sunday 8:30 a.m. - 10:00 p.m.

Old Town Parking (Smart Park)
NW 1st & Davis
(503) 823-2898

\$.95 per hour for first four hours

\$3.00 per hour thereafter

\$10.00 all day

This parking structure usually fill by around 10 a.m.

City Center Parking
1st & Davis (Across from Smart Park at 1st & Davis)
General City Center Parking Phone: (503) 221-1666
\$5.00 per day (they don't give hourly breakdown)

Smart Park
815 SW 4th Avenue/Yamhill
(503) 823-2897

\$.95 per hour for first four hours

\$3.00 per hour thereafter

\$12.00 all day

This parking structure is located by MAX line and is located in Fareless Square.

You can catch MAX and ride to Old Town and then walk one block to ODOT.

U-Park
4th & Glisan
(503) 221-1828

\$.95 per hour for first four hours

\$3.00 for every hour thereafter

\$12.00 maximum all day

MAX Information

From Lloyd Center - fare is free

From downtown Portland - fare is free

Get off at Old Town/Chinatown stop

Any questions, please call Gail Smith, (503) 731-8261



Oregon

Theodore R. Kulongoski, Governor

Department of Transportation

Office of the Director

355 Capitol St. NE

Rm 135

Salem, Oregon 97301-3871

DATE: September 5, 2003

TO: Oregon Transportation Commission

FROM: Bruce A. Warner
Director

FILE CODE:

SUBJECT: Tri-Met Briefing on I-205 Light Rail Transit (LRT) Project

Requested Action:

No action requested. Tri-Met will brief the Commission on its efforts to build the next Light Rail Transit Alignment along the I-205 corridor between Clackamas Town Center and I-84.

Background:

The Portland metropolitan area is developing a 6.5 mile LRT alignment along the I-205 corridor to connect the Clackamas and Gateway regional centers. It is part of a LRT system that will connect the eastern portion of the metro area with downtown Portland, Beaverton and Hillsboro, as well as the airport, and north Portland.

Metro recently approved a 13,000-acre urban growth boundary amendment to provide increased opportunities for housing, commercial and industrial development in the Damascus and Pleasant Valley areas. As that area develops, there will be an increased need to move people and goods along the I-205 corridor.

By 2020, it is estimated that 33,270 daily boarding rides will be achieved. An estimated 35% of the riders would have destinations within the I-205 corridor.

Fred Hansen, General Manager of Tri-Met, will brief the Commission on the issues and opportunities encountered in developing light rail along this important freight and commuter corridor.

Copies

John Rosenberger
Patrick Cooney
Matthew Garrett

Lori Sundstrom
Robin McArthur
Ralph Drewfs

Fred Hansen, Tri-Met

Tri-Met Briefing on Light Rail Ltr.
8-27-03



Oregon

Theodore R. Kulongoski, Governor

Department of Transportation

Office of the Director

355 Capitol St. NE

Rm 135

Salem, Oregon 97301-3871

DATE: September 5, 2003

TO: Oregon Transportation Commission

FROM: Bruce A. Warner
Director

FILE CODE:

SUBJECT: Discussion with Metro and Joint Policy Advisory Committee on Transportation
Regarding Their Proposal to Be Designated an Area Commission on Transportation.

Requested Action:

No action requested. This will be a discussion with members from the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council regarding their proposal to be designated an Area Commission on Transportation (ACT).

Background:

In response to an inquiry by the Commission, JPACT established a subcommittee several months ago to study the issue of whether to become an ACT. Commissioners John Russell and Gail Achterman attended meetings as did representatives from local and regional partners. The committee prepared the attached proposal, which was discussed at a full JPACT meeting.

JPACT requested time to discuss this issue directly with the Commission. Attached is the proposal for your review. Basically, the proposal asserts that the membership, bylaws and operating procedures of JPACT meet the goals established by the Commission for an ACT. They are not suggesting an alteration of JPACT boundaries.

Enclosure:

- Memo from JPACT

Copies (w/enclosure) to:

John Rosenberger
Patrick Cooney
Matthew Garrett
Jerri Bohard
Jill Vosper

Lori Sundstrom
Robin McArthur
Craig Greenleaf
Alan Arceneaux

Rex Burkholder, Metro Councilor
Rod Park, Metro Councilor
Andy Cotugno, Metro
Bob Cortright, DLCD

Metro & JPACT regarding ACT Ltr.
8-27-03

COMMITTEE TITLE JPACT

DATE September 18, 2003

NAME

AFFILIATION

Dick Feeney

JOHN RUSSELL

Robin McArthur

John Wiebke

DICK JONES

Mark Rohden

Jodie Kotlich

Steve Clark

Gus Meyer

Kay Van Sickle

ROBIN McKEITHEN

Ron Papsdorf

John Rist

Karen Schilling

Stefanie

MARIL TURNER

Dave Nordberg

Dale Himes

Tri-Met

ORE TRANS Comm

ODOT

City of Hillsboro

MCCI

Tri Met

Metro

Community Newspapers

Legislature

OTAK

PARSONS BRINCKERHOFF

City of Gresham

Clackamas County

Mult. County

Port of Portland

METRO

DEQ

WSDOT

COMMITTEE TITLE JPACT

DATE September 18, 2003

NAME

AFFILIATION

Rod Park
MATTHEW GARRETT

Metro Council
ODOT

FRED HANSEN

TRI MET

ROB DRAKE

CITIES OF WASHINGTON CO.

Carl Hestica
Marga Rojo de Steffay

Metro Council
Multnomah County

~~Matthew Muller~~
PAUL SLYMAN

Clackamas County
DEER

Dean Longbill

OTC (Alternator for Vancouver Mayor Ballard)

many Leary

WSDOT

Bill Nyatt

Port of Portland

KARL RONDE

C³

Rex Burkholder

Metro Council

Roy Rogers

Washington County

Tom KLOSTER

METRO

Rich Franklin

Metro

Phil Selinger

TRI MET

OLIVIA CLARK

TRIMET

COMMITTEE TITLE JPACT

DATE September 18, 2003

NAME

AFFILIATION

CHRIS SMITH

Citizen / TPAC

Paul Mather

ODOT

Jim BERNARD

City of Milwaukee

Deborah Murdoch

Portland State Univ.