600 NE Grand Ave.
Portland, OR 97232-2736

Metro | *Agenda*

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, March 26, 2010
Time: 9:30 a.m. to noon
Place: Council Chambers

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** • TPAC Streamlining Memorandum	**Robin McArthur, Chair**
9:35 AM	**3.**		**Citizen Communications to TPAC on Non-Agenda Items**	
9:40 AM	**4.**	*	Approval of the TPAC Minutes for February 26, 2010	**Robin McArthur, Chair**
	5.		**ACTION ITEMS**	
9:45 AM	**5.1**	*	Resolution No. 10-4136, For the Purpose of Adopting the FY 2011 Unified Planning Work Program – RECOMMENDATION TO JPACT REQUESTED • *Purpose*: Final review of the Unified Planning Work Program to consider comments incorporated from the federal consultation and earlier TPAC discussions. • *Outcome*: Recommendation to JPACT.	**Tom Kloster**
	6.		**INFORMATION / DISCUSSION ITEMS**	
10 AM	**6.1**	*	Consultation on Air Quality Analysis Results for 2035 Regional Transportation Plan and 2010-2013 MTIP – DISCUSSION / CONSULTATION • *Purpose*: To inform TPAC about air quality results consistent with state regulations on consultation. • *Outcome*: Initiate technical review period that will culminate in TPAC action at May meeting.	**Mark Turpel**
10:15 AM	**6.2**	**	2035 Regional Transportation Plan Final Adoption Process– DISCUSSION • *Purpose*: Provide overview of final public comment period materials, including proposed new requirements for local governments. • *Outcome*: TPAC input on proposed new requirements and process for developing refinements. *Note*: Public comment materials will be available to download at www.oregonmetro.gov/rtp at noon on March 22. Printed copies will be available at the meeting.	**Kim Ellis**
11:15 AM	**6.3**	*	2012-15 MTIP Policy Update Work Plan and Regional Flexible Fund Policy Options – INFORMATION / DISCUSSION • *Purpose*: Inform TPAC and receive input on draft work plan for the 2012-15 update of the MTIP Policy report. • *Outcome*: TPAC understanding of policy report update process and Metro staff receipt of TPAC member comments.	**Ted Leybold** **Amy Rose**

Continued on back

12 PM **7.** **ADJOURN** **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#.

Upcoming JPACT action items:

- Resolution No. 10-4136, For the Purpose of Adopting the FY2010-11 Unified Planning Work Program (***April 8***)
- 2010-11 Regional Transit Options work plan and budget (***April 8***)
- Resolution No. 10-XXXX, For the Purpose of Amending the 2008-11 Metropolitan Transportation Improvement Program (MTIP) to Delete Funding for the I-5/99W Tualatin – Sherwood Connector Project and Add Funding to Six Arterial Projects (***April 8***)
- MTIP Regional Flexible Fund policy direction (***May 13***)

Future TPAC discussion items:

- MOVES update
- On-street Bus Rapid Transit
- The State of Travel Models and how to use them
- Active Transportation update
- High Speed Rail
- Update on the Columbia River Crossing Project
- Context sensitive design and least cost planning
- A briefing on the Metro Auditor's *Tracking Transportation Project Outcomes* report

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Metro | *Memo*

Date:	March 18, 2010
To:	Transportation Policy Alternatives Committee (TPAC) Members & Interested Parties
From:	Robin McArthur, AICP, Planning and Development Director
Subject:	Streamlining TPAC Agendas

The Transportation Policy Alternatives Committee performs a valuable function by fleshing out alternatives and formulating recommendations for Joint Policy Advisory Committee (JPACT) consideration. We value your expertise and commitment to these important issues.

However, over the past few years, TPAC has struggled with an increasing workload due the large number of planning activities underway in our region. My observation is that this has resulted in long agendas and inadequate time for the committee to fully discuss items and perform its "policy alternatives" function" for JPACT.

While the use of subcommittees and special meetings provides additional opportunities for TPAC consultation, I'm suggesting the following to streamline TPAC meetings and to facilitate fuller discussions on a defined list of topics.

1. **Focus on Policy Alternatives:** I will work to re-focus TPAC on two or three policy alternatives discussions per meeting. These would typically be 45 minutes to an hour per topic with discussions spanning one or more TPAC meetings, if needed. The goal is for TPAC to not only forward a specific recommendation to JPACT on particular projects or issues, but also to convey the dynamics of the issue, and other policy options that may exist for JPACT consideration.

2. **Routine Funding Items:** Currently, a steady stream of routine funding items from the Regional Travel Options Program and Mobility Program are reviewed by TPAC and consume scarce meeting time. To the extent that these items (a) implement a JPACT decision already described in the MTIP, or (b) result from one of TPAC's subcommittees sub-allocating a programmatic allocation from the MTIP (e.g. the RTP and TSMO programs) they generally do not represent major policy issues that warrant TPAC discussion. These items, therefore, will be placed on the JPACT consent agenda.

3. **MTIP Amendments:** MTIP amendments that simply carry out the original JPACT and Council funding intent would go directly to JPACT and the Council

for approval as consent items. Major MTIP amendments that represent a change in funding intent from the original JPACT and Council direction would still be reviewed by TPAC for policy direction before consideration by JPACT and the Metro Council for approval.

To help TPAC track these JPACT consent items, we will list them on TPAC agendas. If there is group consensus, TPAC may choose to pull an item from the consent agenda for a fuller discussion. As time permits, we will also place informational topics on the agenda.

Other ideas for streamlining TPAC agendas may include delegating TPAC's formal consultation role on air quality conformity to a standing subcommittee that could be convened, as needed. We will be exploring this idea with our state and federal partner, and report back to TPAC if it makes sense to move forward with changes in this area. I'm also open to other ideas the committee may have to make TPAC discussions more effective and efficient, and appreciate your dedication to making the most of our scarce meeting time.

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TRANSPORTATION POLICY ALTERNATIVES COMMITTEE
February 26, 2010
Metro Regional Center, Council Chambers

MEMBERS PRESENT	AFFILIATION
Blair Crumpacker	Washington County
Sorin Garber	Citizen
Elissa Gertler	Clackamas County
Mara Gross	Citizen
Katherine Kelly	City of Gresham, representing Cities of Multnomah Co.
Jane McFarland	Multnomah County
Keith Liden	Citizen
Alan Lehto	TriMet
Mike McKillip	City of Tualatin, representing Cities of Washington Co.
Dave Nordberg	Department of Environmental Quality
John Reinhold	Citizen
Satvinder Sandhu	FHWA
Paul Smith	City of Portland
Jenny Weinstein	Citizen
Tracy Ann Whalen	Citizen

MEMBERS ABSENT	AFFILIATION
Sharon Zimmerman	Washington State Department of Transportation

ALTERNATES PRESENT	AFFILIATION
Kenny Asher	City of Milwaukie, representing Cities of Clackamas Co.
Lynda David	SW Washington Regional Transportation Commission
Scott King	Port of Portland
Lidwien Rahman	Oregon Department of Transportation, Region 1

STAFF: Robin McArthur, Richard Benner, Ellis, Pat Emmerson, Mike Hoglund, Tom Kloster, Ted Leybold, Tom Matney, Josh Naramore, Kelsey Newell, Heidi Rahn, Deborah Redman, Ross Roberts

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Robin McArthur declared a quorum and called the meeting to order at 9:34 a.m.

2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Chair McArthur thanked the Oregon Department of Transportation, Tri-Met and Metro jurisdictions for their efforts during the American Recovery and Reinvestment Act process and discussed TIGER grant allocations affecting the region. The City of Portland was awarded $23 million in TIGER grant funds for the SW Moody Avenue reconstruction.

3. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

There were none.

4. FUTURE AGENDA ITEMS

Ms. Mara Gross suggested the Metro auditor's report titled "Tracking Transportation Project Outcomes" become a future agenda item.

5. APPROVAL OF THE TPAC MINUTES FOR JANUARY 26, 2010

MOTION: Mr. John Reinhold moved, Ms. Elissa Gertler seconded, to approve the January 26, 2010 minutes.

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

6. ACTION ITEMS

6.1 Resolution No. 10-4133, For the Purpose of Endorsing a Multi-Year Commitment of Regional Flexible Transportation Fund for the Portland to Milwaukie Light Rail Transit Project and Supplemental Commitment to the Beaverton to Wilsonville Commuter Rail Project

Mr. Ross Roberts of Metro and Mr. Dave Unsworth of TriMet briefed the committee on Resolution No. 10-4133, which would endorse a multi-year commitment of regional flexible transportation funds to the Portland to Milwaukie and Beaverton to Wilsonville commuter rail transit projects. The decision to commit regional flexible transportation funds for these transit projects was adopted through Resolutions 08-3942 and 09-4017.

TriMet, the lead agency for final design and construction of the rail transit projects, has agreed to serve as the agency that issues the revenue bond on behalf of the region. In order to administer the bonding of these funds, an intergovernmental agreement (IGA) must be entered into between Metro and TriMet. The Metro-TriMet IGA is contained within Exhibit A of the Resolution.

The committee discussed funding and potential sources of competing funds.

MOTION: Mr. Sorin Garber moved, Mr. Paul Smith seconded, to recommend to JPACT approval of Resolution No. 10-4133.

ACTION TAKEN: With all in favor, one opposed (Reinhold), one abstained (McFarland), the motion passed.

6.2 Air Quality Conformity Consultation and Resolution No. 10-4130, For the Purpose of Amending the 2008-11 Metropolitan Transportation Improvement Program (MTIP) to Add Projects Funded Through the State Jobs and Transportation Act (HB 2001)

Mr. Mark Turpel of Metro briefed the committee on Resolution No. 10-4130, which amends the 2008-11 Metropolitan Transportation Improvement Program (MTIP) to add projects funded through the State Jobs and Transportation Act (HB 2001). The State passed HB 2001 to provide funding to transportation projects, several of which are located in the Metro region. The six new projects and associated funding must be incorporated into the MTIP so that ODOT can begin design and construction of the projects. The changes to programming for these projects have been determined through interagency consultation to be in conformity with the State Implementation Plan for air quality as described in Exhibit A of the Resolution. The new projects are shown in Exhibit B of the Resolution.

MOTION: Mr. Dave Nordberg moved, Ms. Lidwien Rahman seconded, to recommend to JPACT approval of Resolution No. 10-4130.

ACTION TAKEN: With all in favor, one opposed (Gross), the motion passed.

7. INFORMATION/ DISCUSSION ITEMS

7.1 Regional Transportation Plan: Options for Mobility Standards and Functional Plan Revisions

Ms. Kim Ellis briefed the committee on the proposed options for RTP implementation and addressing state mobility standards. The recommended action plan offers a more robust set of actions to implement the new RTP, make progress toward the RTP performance targets and help communities achieve their 2040 growth aspirations. The proposed functional plan actions will also help the region and local governments address state mobility standards. The transportation actions being considered would be adopted as part of the RTP in June 2010 and the land use actions being considered would be adopted as part of the Land Use Capacity Ordinance in December 2010.

The committee supported the approach, recognizing that more work is needed to develop and refine the proposed functional plan revisions between now and the RTP adoption. In addition, members requested more documentation of the trip reduction benefits of the proposed actions.

7.2 Greenhouse Gas Inventory

Mr. Mike Hoglund of Metro presented on greenhouse gas emissions in the region. The presentation covered the following topics:

- Metro Council climate direction calling for the development of a climate action plan;
- Metro's climate activities;
- Metro's objectives;
- Regional greenhouse gas inventory objectives;
- Community greenhouse gas inventories;
- Metro's current path;
- Sources of greenhouse gas;
- Methodology;
- Results (energy, materials and transportation); and
- Comparison of 2006 per capita emissions – Portland metropolitan area versus the United States.

7.3 House Bill 2001/2186 Greenhouse Gas Scenarios State Mandates

Mr. Mike Hoglund of Metro presented on House Bill 2001/2186 state mandates. The presentation covered the following topics:

- Oregon greenhouse gas goals;
- Legislative mandates;
- House Bill 2186 task force recommendations;
- House Bill 2001;
- Scenario planning;
- Region 2040 growth concepts;
- Land use and transportation planning;
- Technology and operations;
- Mixed use and compact development;
- Multi-modal solutions;
- Recent and upcoming events.

8. ADJOURN

Chair McArthur adjourned the meeting at 11:55 a.m.

Respectfully submitted,

Tom Mattney

Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR FEBRUARY 26, 2010

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
6.2	Resolution	N/A	Resolution No. 10-4130, MTIP JTA Projects	022610t-01
6.1	Resolution	N/A	Resolution No. 10-4133, Portland-Milwaukie Light Rail Project Bond	022610t-02
6.1	Report	02/18/10	Portland-Milwaukie Light Rail Project Conceptual Design Report	022610t-03
7.2	PowerPoint	02/26/10	Greenhouse Gas Inventory and State Mandates	022610t-04

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS AND ADOPTING THE FY 2010-11 UNIFIED PLANNING WORK PROGRAM	)))))))	RESOLUTION NO. 10-4136 Introduced by Michael Jordan, COO with the Concurrence of Council President Bragdon

WHEREAS, the Unified Planning Work Program (UPWP) as shown in Exhibit A attached hereto, describes all Federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2010-11; and

WHEREAS, the FY 2010-11 UPWP indicates Federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, Tualatin Hills Parks & Recreation, the cities of Damascus, Milwaukie, Portland, and Wilsonville, Clackamas County, Multnomah County, Washington County, TriMet, and Oregon Department of Transportation; and

WHEREAS, approval of the FY 2010-11 UPWP is required to receive Federal transportation planning funds; and

WHEREAS, the federal self-certification findings in Exhibit B demonstrate Metro's compliance with federal planning regulations as required to receive Federal transportation planning funds; and

WHEREAS, the FY 2011 UPWP is consistent with the proposed Metro Budget submitted to the Metro Council; now therefore

BE IT RESOLVED by the Metro Council:

1. That the FY 2010-11 UPWP attached hereto as Exhibit A is hereby adopted.
2. That the FY 2010-11 UPWP is consistent with the continuing, cooperative, and comprehensive planning process and is given positive Intergovernmental Project Review action.
3. That Metro's Chief Operating Officer is authorized to apply for, accept, and execute grants and agreements specified in the UPWP.
4. That staff shall update the UPWP budget figures, as necessary, to reflect the final Metro budget.
5. That staff shall submit the final UPWP and self-certification findings to the Federal Highway Administration and Federal Transit Administration.

ADOPTED by the Metro Council this 16th day of April, 2010.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

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
March 17, 2010

Metro Self-Certification

1. Metropolitan Planning Organization Designation

Metro is the Metropolitan Planning Organization (MPO) designated by the Governor for the urbanized areas of Clackamas, Multnomah and Washington Counties, and operates in accordance with 23 U.S.C. 134 and 49 U.S.C. 5303.

Metro is a regional government with six directly elected district councilors and a regionally elected Council President. Local elected officials of general purpose governments are directly involved in the transportation planning/decision process through the Joint Policy Advisory Committee on Transportation (JPACT). JPACT provides the "forum for cooperative decision-making by principal elected officials of general purpose governments" as required by USDOT and takes action on the Regional Transportation Plan (RTP), the Metropolitan Transportation Improvement Program (MTIP) and the Unified Planning Work Program (UPWP). The Metro Policy Advisory Committee (MPAC) deals with non-transportation-related matters and with the adoption and amendment to the Regional Transportation Plan (RTP). Specific roles and responsibilities of the committees are described on page 2.

2. Geographic Scope

Transportation planning in the Metro region includes the entire area within the Federal-Aid Urban Boundary (FAUB). Metro updated the FAUB and Federal functional classification in January 2005 as recommended in Metro's 2004 Federal Review.

3. Agreements

a. A Memorandum of Agreement between Metro and the Southwest Washington Regional Transportation Council (RTC) delineates areas of responsibility and coordination. Executed in April 2006, the update to this Agreement was executed in April 2009.

b. In accordance with 23 CFR 450.314, an intergovernmental agreement (IGA) between TriMet, Oregon Department of Transportation (ODOT), and Metro was executed in July 2008, to be updated in June 2018.

c. Yearly agreements are executed between Metro and ODOT defining the terms and use of FHWA planning funds.

d. Bi-State Coordination Committee Charter – Metro and eleven state and local agencies adopted resolutions approving a Bi-State Coordination Committee Charter in 2004. Some were adopted in late 2003 and the balance in 2004, which triggered the transition from the Bi-State Transportation Committee to the Bi-State Coordination Committee.

e. A Memorandum of Understanding between Metro and the Department of Environmental Quality (DEQ) describing each agency's responsibilities and roles for air quality planning. Executed in July 2007, to be updated in July 2010.

f. A Memorandum of Understanding between Metro and South Metro Area Regional Transit (SMART) outlining roles and responsibilities for implementing the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was effective July 1, 2008, to be updated in June 2011.

4. Responsibilities, Cooperation and Coordination

Metro uses a decision-making structure that provides state, regional, and local governments the opportunity to participate in the transportation and land use decisions of the organization. The two key committees are JPACT and MPAC. These committees receive recommendations from the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

JPACT

This committee is comprised of three Metro Councilors; seven locally elected officials representing cities and counties, and appointed officials from ODOT, TriMet, the Port of Portland, and DEQ. The State of Washington is also represented with three seats that are traditionally filled by two locally elected officials and an appointed official from the Washington Department of Transportation (WSDOT). All transportation-related actions (including Federal MPO actions) are recommended by JPACT to the Metro Council. The Metro Council can approve the recommendations or refer them back to JPACT with a specific concern for reconsideration. Final approval of each item, therefore, requires the concurrence of both bodies. As recommended by Metro's 2004 Federal Review, JPACT has designated a Finance Subcommittee to explore transportation funding and finance issues in detail, and make recommendations to the full committee.

In FY 2007-08, JPACT completed the bylaw review recommended in Metro's 2004 Federal Review and clarified representation of South Metro Area Regional Transit representation on the committee.

Bi-State Coordination Committee

Based on a recommendation from the I-5 Transportation & Trade Partnership Strategic Plan, the Bi-State Transportation Committee became the Bi-State Coordination Committee in early 2004. The Bi-State Coordination Committee was chartered through resolutions approved by Metro, Multnomah County, the cities of Portland and Gresham, TriMet, ODOT, the Port of Portland, RTC, Clark County, C-Tran, WSDOT and the Port of Vancouver. The Committee is charged with reviewing all issues of bi-state significance for transportation and land use. A 2003 Memorandum of Understanding (MOU) states that JPACT and the RTC Board "shall take no action on an issue of bi-state significance without first referring the issue to the Bi-State Coordination Committee for their consideration and recommendation."

MPAC

This committee was established by the Metro Charter to provide a vehicle for local government involvement in Metro's planning activities. It includes eleven local elected officials, three appointed officials representing special districts, TriMet, a representative of school districts, three citizens, two non-voting Metro Councilors, two Clark County, Washington representatives and a non-voting appointed official from the State of Oregon. Under the Metro Charter, this committee has responsibility for recommending to the Metro Council adoption of or amendment to any element of the Charter-required RTP.

The Regional Framework Plan was adopted on December 11, 1997 and updated December 28, 2005 and addresses the following topics:

- Transportation
- Land use (including the Metro Urban Growth Boundary (UGB))
- Nature in Neighborhoods
- Water supply and watershed management
- Natural hazards
- Coordination with Clark County, Washington
- Management and implementation

In accordance with this requirement, the transportation component of the Regional Framework Plan developed to meet Federal transportation planning regulations, the Oregon Transportation Planning Rule and Metro Charter requirements that require a recommendation from both MPAC and JPACT. This ensures integration of transportation with land use and environmental concerns.

5. Metropolitan Transportation Planning Products

a. Unified Planning Work Program

JPACT, the Metro Council, and the Southwest Washington RTC adopt the UPWP annually. It fully describes work projects planned for the Transportation Department during the fiscal year and is the basis for grant and funding applications. The UPWP also includes Federally funded major

projects being planned by member jurisdictions. These projects will be administered by Metro through intergovernmental agreements with ODOT and the sponsoring jurisdiction. As required by Metro's 2004 Federal Review, Congestion Management Process (CMP) and RTP update tasks were expanded in the UPWP narratives. Also, Metro identified environmental justice tasks in the UPWP in the Environmental Justice and Title VI narrative and individual program narratives; elderly and disabled planning tasks have been identified in the Elderly & Disabled Transportation Planning program narrative.

b. Regional Transportation Plan

JPACT and the Metro Council approved the 2035 Federal RTP in December 2007. This update was limited in scope and did not attempt to revisit the requirements of the Oregon Transportation Planning Rule. However, the 2035 Federal RTP included new policies for the purpose of transportation planning and project funding to address SAFETEA-LU provisions and key issues facing the region.

As required by Metro's 2004 Federal Review, the 2035 update addressed operating and maintenance costs paid by member jurisdictions. The 2035 RTP revenue forecast and financial analysis for operations and maintenance costs was based on a thorough evaluation of city and county, ODOT, TriMet and SMART cost projections (2035 RTP Sections 5.1 through 5.3). The financially constrained system described in Chapter 6 of the 2035 RTP was specifically developed to comply with SAFETEA-LU planning requirements. The system was developed based on a forecast of expected revenues that was formulated in partnership with ODOT, cities and counties in the Metro region, TriMet and the South Metro Area Rapid Transit (SMART) district. A background research report was also developed to document current funding trends and sources. The subsequent financial analyses are included in Appendix 4.1 and 4.2. A separate background report is available to download from Metro's website at http://library.oregonmetro.gov/files/rtp_preliminary_financial_analysisfinal.pdf.

The projects and programs recommended in the financially constrained system were developed cooperatively with local jurisdictions, ODOT, and port and transit districts, and through workshops sponsored by TPAC. Projects and programs came from plans and studies adopted through a previous public process. The financially constrained system is intended as the "Federal" system for purposes of demonstrating air quality conformity and allocating Federal funds through the MTIP process (2035 RTP Sections 7.1 and 7.5). The RTP financial plan and revenue forecast assumptions are described in Chapter 5 of the 2035 RTP. The total reasonably expected revenue base assumed in the 2035 RTP for the road system is approximately $ 9.07 billion.

In addition to the financially constrained system, the 2035 Federal Update identifies a larger set of projects and programs for the "2035 RTP Investment Pool," which is illustrative and nearly double the scale and cost of the financially constrained system. The illustrative system represents the region's objective for implementing the Region 2040 Plan and is being refined as part of the "State" component of the RTP update.

Staff also prepared a systems level environmental analysis of the 2035 RTP project lists. Analysis was done for the projects in both the 2035 RTP Investment Pool and the 2035 RTP Financially Constrained System. A separate background report complements this analysis, documenting key environmental issues and trends in the Portland metropolitan region and specific federal and state environmental requirements that must be addressed through the RTP. The analysis responds to federal SAFETEA-LU requirements for the RTP to discuss potential environmental mitigation activities and potential areas to carry out these activities, and to consult with appropriate resource agencies. The analysis was the basis for consultation with Collaborative Environmental and Transportation Agreement for Streamlining (CETAS) on October 16, 2007 and can be downloaded from Metro's website at http://library.oregonmetro.gov/files/environmentalmemowithmapsweb.pdf. The background report is available to download from Metro's website at http://library.oregonmetro.gov/files/rtp_environmental_profilefinal.pdf.

A new map was been added to Chapter 1 of the RTP that identifies the MPO Planning Boundary and the Air Quality Maintenance Area Boundary. This boundary defines the area that the RTP applies to for Federal planning purposes. The boundary includes the area inside Metro's jurisdictional boundary, the 2008 UGB and the 2000 census defined urbanized area boundary for the Portland metropolitan region. FHWA and FTA approved the 2035 RTP and the associated air quality conformity determination on February 29, 2008. Documentation of compliance with specific Federal planning requirements is summarized in subsequent sections of this document, and Appendix 4.1 of the 2035 RTP.

Work is continuing on the State component of the RTP update in 2008-09. Tasks related to the update were outlined in the FY 2007-08 UPWP and FY 2008-09 UPWP.

c. Metropolitan Transportation Improvement Program

The MTIP was updated in Summer 2007 and incorporated into the 2008-11 State Transportation Improvement Program (STIP). The 2007 update included the allocation of $63 million of Surface Transportation Program (STP) and Congestion Mitigation/Air Quality Program (CMAQ) funding, programming of projects for the ODOT Modernization, Bridge, Safety, Preservation, Operations, OTIA III, Enhancements, and Immediate Opportunity Fund projects and programming of transit funding. The first year of programming is considered the priority project funding for the region. Should any of these projects be delayed, projects of equivalent dollar value may be advanced from the second, third or fourth years of the program without processing formal Transportation Improvement Program (TIP) amendments.

After a delay in implementation of the Statewide TIP, Metro is in the process of updating the 2010-13 MTIP in the current fiscal year, with adoption of an updated program scheduled for August 2010. As recommended in Metro's 2008 Federal Review, the 2010-13 MTIP will include total project costs and cost estimates that may go beyond the 4-year programming cycle.

6. Planning Factors

Currently, Metro's planning process addresses the SAFETEA-LU planning factors in all projects and policies. Table 1 below describes the relationship of the planning factors to Metro's activities and Table 2 outlines Metro's response to how the factors have been incorporated into the planning process. The SAFETEA-LU planning factors are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility options available to people and for freight;
5. Protect and enhance the environment, promote energy conservation and improve quality of life;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient management and operations; and
8. Emphasize the preservation of the existing transportation system.

As noted in Tables 1 and 2, Metro has reviewed and updated both the RTP and MTIP, and revised both documents to be compliant with SAFETEA-LU planning requirements.

Table 1: SAFETEA-LU Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
1. Support Economic Vitality	• RTP policies linked to land use strategies that promote economic development. • Industrial areas and intermodal facilities identified in policies as "primary" areas of focus for planned improvements. • Comprehensive, multimodal freight improvements that link intermodal facilities to industry are detailed for the plan period. • Highway Level of Service (LOS) policy tailored to protect key freight corridors. • RTP recognizes need for freight linkages to destinations beyond the region by all modes.	• All projects subject to consistency with RTP policies on economic development and promotion of "primary" land use element of 2040 development such as centers, industrial areas and intermodal facilities. • Special category for industrial and employment lands access calls out the unique importance for these projects. • All freight projects subject to funding criteria that promote industrial jobs and businesses in the "traded sector."	• HCT plans designed to support continued development of regional centers and central city by increasing transit accessibility to these locations. • HCT improvements in major commute corridors lessen need for major capacity improvements in these locations, allowing for freight improvements in other corridors.

Table 1: SAFETEA-LU Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
2. Increase Safety	• The RTP policies call out safety as a primary focus for improvements to the system. • Safety is identified as one of three implementation priorities for all modal systems (along with preservation of the system and implementation of the region's 2040-growth management strategy). • The RTP includes a number of investments and actions aimed at further improving safety in the region, including: ◦ Investments targeted to address known safety deficiencies and high-crash locations. ◦ Completing gaps in regional bicycle and pedestrian systems. ◦ Retrofits of existing streets in downtowns and along main streets to include on-street parking, street trees marked street crossings and other designs to slow traffic speeds to follow posted speed limits. ◦ Intersection changes and ITS strategies, including signal timing and real-time traveler information on road conditions and hazards. ◦ Expanding safety education, awareness and multi-modal data collection efforts at all levels of government. ◦ Expand safety data collection efforts and create a better system for centralized crash data for all modes of travel.	• All projects evaluated according to specific safety criteria. • Road modernization and reconstruction projects are scored according to relative accident incidence. • All projects must be consistent with regional street design guidelines that provide safe designs for all modes of travel.	• Station area planning for proposed HCT improvements is primarily driven by pedestrian access and safety considerations.

Table 1: SAFETEA-LU Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
3. Increase Security	• System security was incorporated into the 2035 Federal RTP. • Security and emergency management activities are summarized in Section 2.4.7.4 of the 2035 RTP. • Policy framework in Section 3.3 of the 2035 RTP includes, "Goal 5: Enhance Safety and Security," and specific security objectives and potential actions to increase security of the transportation system for all users. • Includes investments that increase system monitoring for operations, management and security of the regional mobility corridor system. • Actions direct Metro to work with local, state and regional agencies to identify critical infrastructure in the region, assess security vulnerabilities and develop coordinated emergency response and evacuation plans. • Actions direct transportation providers to monitor the regional transportation and minimize security risks at airports, transit facilities, marine terminals and other critical infrastructure.	• Transportation security will be factored into the next MTIP update, following completion of the new RTP.	• System security has been a routine element of the HCT program, and does not represent a substantial change to current practice.

Table 1: SAFETEA-LU Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
4. Increase Accessibility	• The RTP policies are organized on the principle of providing accessibility to centers and employment areas with a balanced, multi-modal transportation system. • The policies also identify the need for freight mobility in key freight corridors and to provide freight access to industrial areas and intermodal facilities. • The plan emphasizes accessibility and reliability of the system, particularly for commuting and freight, and includes a new, more customized approach to managing and evaluating performance of mobility corridors. This new approach builds on using new, cost-effective technologies to improve safety, optimize the existing system, and ensure freight transporters and commuters have a broad range of travel options in each corridor.	• Measurable increases in accessibility to priority land use elements of the 2040-growth concept is a criterion for all projects. • The MTIP program places a heavy emphasis on non-auto modes in an effort to improve multi-modal accessibility in the region.	• The planned HCT improvements in the region will provide increased accessibility to the most congested corridors and centers. • Planned HCT improvements provide mobility options to persons traditionally underserved by the transportation system.

Table 1: SAFETEA-LU Planning Factors (continued)

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
5. Protect Environment and Quality of Life	• The RTP is constructed as a transportation strategy for implementing the region's 2040-growth concept. The growth concept is a long-term vision for retaining the region's livability through managed growth. • The RTP system has been "sized" to minimize the impact on the built and natural environment. • The region has developed an environmental street design guidebook to facilitate environmentally sound transportation improvements in sensitive areas, and to coordinate transportation project development with regional strategies to protect endangered species. • The RTP conforms to the Clean Air Act. • Many new transit, bicycle, pedestrian and Transportation Demand Management (TDM) projects have been added to the plan to provide a more balanced multi-modal system that maintains livability. • RTP transit, bicycle, pedestrian and TDM projects will complement the compact urban form envisioned in the 2040 growth concept by promoting an energy-efficient transportation system. • Metro coordinates its system level planning with resource agencies to identify and resolve key issues. • The region's parking policies (Title 2 of the Urban Growth Management Functional Plan) are also designed to encourage the use of alternative modes, and reduce reliance on the automobile, thus promoting energy conservation and reducing air quality impacts.	• The MTIP conforms to the Clean Air Act and continues to comply with the air quality maintenance plan in accordance with sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7605 (c) and (d)) and 40 CFR part 93. • The MTIP focuses on allocating funds for clean air (CMAQ), livability (Transportation Enhancement) and multi- and alternative modes (STIP). • Bridge projects in lieu of culverts have been funded through the MTIP to enhance endangered salmon and steelhead passage. • "Green Street" demonstration projects funded to employ new practices for mitigating the effects of storm water runoff.	• Light rail improvements provide emission-free transportation alternatives to the automobile in some of the region's most congested corridors and centers. • HCT transportation alternatives enhance quality of life for residents by providing an alternative to auto travel in congested corridors and centers.

Table 1: SAFETEA-LU Planning Factors (continued)

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
6. System Integration/ Connectivity	• The RTP includes a functional classification system for all modes that establishes an integrated modal hierarchy. • The RTP policies and Functional Plan* include a street design element that integrates transportation modes in relation to land use for regional facilities. • The RTP policies and Functional Plan include connectivity provisions that will increase local and major street connectivity. • The RTP freight policies and projects address the intermodal connectivity needs at major freight terminals in the region. • The intermodal management system identifies key intermodal links in the region.	• Projects funded through the MTIP must be consistent with regional street design guidelines. • Freight improvements are evaluated according to potential conflicts with other modes. • Projects are scored according to addressing system gaps and deficiencies.	• Planned HCT improvements are closely integrated with other modes, including pedestrian and bicycle access plans for station areas and park-and-ride and passenger drop-off facilities at major stations.
7. Efficient Management & Operations	• The policy component of the 2035 RTP includes specific provisions for efficient system management and operation (2035 RTP Goal 4), with an emphasis on TSM, ATMS and the use of non-auto modal targets (Table 3.17) to optimize the existing and planned transportation system. • Proposed RTP projects include many system management improvements along regional corridors. • The plan also calls for consideration of value pricing in the region to better manage capacity and peak use of the throughway system. However, more work is needed to gain public acceptance of this tool.	• Projects are scored according to relative cost effectiveness (measured as a factor of total project cost compared to measurable project benefits). • TDM projects are solicited in a special category to promote improvements or programs that reduce single occupancy vehicle (SOV) pressure on congested corridors. • TSM/ITS projects are funded through the MTIP.	• Proposed HCT improvements include redesigned feeder bus systems that take advantage of new HCT capacity and reduce the number of redundant transit lines.

* *Functional Plan = Urban Growth Management Functional Plan, an adopted regulation that requires local governments in Metro's jurisdiction to complete certain planning tasks.*

7. Public Involvement

Metro maintains a proactive public involvement process that provides complete information, timely public notice, and full public access to key decisions. Metro supports early and continuing involvement of the public in developing its policies, plans and programs. Every effort is made to employ broad and diverse methods, tools and activities to reach potentially impacted communities and other neighborhoods and to encourage the participation of low-income and minority residents and organizations.

All Metro UPWP studies and projects that have a public involvement component require a Public Involvement Plan that meets or exceeds adopted public involvement policies. PIPs are designed to both support the technical scope and objectives of Metro studies and programs and provide for innovative, effective and inclusive opportunities for engagement. Metro consults with the Metro Committee for Citizen Involvement in the development of individual PIPs. PIPs include strategies and methods for public involvement. Examples include special public opinion survey mechanisms, translation of materials for non-English speaking members of the community, advisory committees, special task forces, web instruments, public information material, hearings, workshops, open houses and design charrettes.

The work program and PIP for the 2035 RTP update was developed with input from Metro's technical and policy advisory committees and MCCI. Public involvement in the 2035 RTP update included workshops, informal and formal input opportunities as well as two 30-day comment periods and one 45-day comment period. Public involvement opportunities and key decision points were promoted in all community newspapers in the region, ethnic newspapers and the *Oregonian*, posted on Metro's web site and e-mailed to more than 4,500 individuals and organizations on Metro's "interested parties" electronic database. All plan documents were simultaneously published (and regularly updated) on the Metro web site, including draft plan amendments, the schedule of major milestones and decisions, other explanatory materials and public comment reports.

The Metro Transportation Improvement Program (MTIP) lists projects to be funded over the next four years with federal transportation dollars. The MTIP lists projects administered by the Oregon Department of Transportation, TriMet and the South Metro Area Transit, and Metro through its regional flexible funding allocation. The PIP for the MTIP presents specifics on how jurisdictional and community stakeholders will be engaged to help develop guiding policies for selecting projects, establishing funding categories, and prioritizing projects as well as specific processes that Metro will use to allocate regional flexible fund (from federal Congestion Management/Air Quality funds and the Surface Transportation Program). Involvement mechanisms include workshops, informal and formal feedback opportunities, a formal 30-day comment period, formal public hearings and an active web site with an online comment tool.

Metro's transportation decision-making process includes the Transportation Policy Advisory Committee, a technical committee made up primarily of professionals from local planning and transportation agencies and six community positions. The six community positions are recruited through an open, advertised application and interview process from across the region and designed to represent diverse areas of interest. TPAC's function is to make recommendations to the Joint Policy Advisory on Transportation, which in turn makes a recommendation to the Metro Council. Metro Council adopted Metro's Transportation Public Involvement Policy on June 10, 2004 by Resolution Number 04-3450.

Title VI – In April 2007, Metro completed and submitted its first formal Title VI Plan. The plan was updated in March 2010 to reflect major changes in Metro's organizational structure. Metro has also submitted annual Title VI compliance reports to the Oregon Department of Transportation. Public involvement principles put forth in the Title VI plan are implemented through Metro's RTP and MTIP public involvement activities, and through corridor planning activities in the region.

Environmental Justice – The intent of environmental justice (EJ) practices is to ensure the needs of minority and disadvantaged populations are considered as an important component of transportation planning and project implementation, and that the relative benefits/impacts of those projects and plans are equitably distributed. Metro continues to expand and explore environmental justice efforts that provide early access to and consideration of planning and project development

activities. Metro's EJ program is organized to communicate and seek input on project proposals and to carry those efforts into the analysis, community review and decision-making processes. Metro has recently focused on developing procedures and policies for determining when language services are needed for persons with limited English proficiency, and has identified a pool of qualified service providers as potential contractors.

Supplementing Metro's Title VI and EJ work in the transportation arena is an active Diversity Action Team that serves the entire agency. The DAT sets long- and short-term diversity goals and seeks opportunities to collaboratively develop and implement sustainable diversity initiatives across and throughout the agency. Metro's diversity efforts are most evident in three areas: Contracts and Purchasing, Community Outreach, and Recruitment and Retention.

8. Disadvantaged Business Enterprise

A revised Disadvantaged Business Enterprise (DBE) program was adopted by the Metro Council in June 1997 (Ordinance No. 97-692A).

Metro's DBE program was reviewed and submitted to FTA in August 1999. Metro currently piggybacks on ODOT's DBE program.

9. Americans with Disabilities Act

The Americans with Disabilities Act (ADA) Joint Complementary Paratransit Plan was adopted by the TriMet Board in December 1991 and was certified as compatible with the RTP by Metro Council in January 1992. The plan was phased in over five years and TriMet has been in compliance since January 1997. Metro approved the 1997 plan as in conformance with the RTP. FTA audited and approved the plan in summer 1999.

10. Affirmative Action

In accordance with 49 U.S.C. 5331, 42 U.S.C. 6101, Section 324 of title 23 U.S.C. and Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27, Metro states as its policy a commitment to provide equal employment opportunities without regard to race, color, religion, national origin, sex, age, disability, sexual orientation, or marital or familial status, except where a bona fide occupational qualification exists. Compliance with this policy is administered by Metro's Human Resources Department.

11. Construction Contracts

Provisions of 23 CFR part 230 do not apply to Metro as Metro does not administer Federal and Federal-aid highway construction contracts.

12. Lobbying

Annually Metro certifies compliance with 49 CFR 20 through the FTA TEAM system.

Table 2: Metro's Response to SAFTETEA-LU Provisions

SAFTETEA-LU Provision for all MPOs	**Metro Response**
Consult/Coordinate with planning officials responsible for planned growth, economic development, environmental protection, airport operations, and freight movement.	Metro's transportation planning and land-use planning functions are within the same department and coordinate internally. • Metro facilitates this consultation, coordination and decision-making through four advisory committee bodies –the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC), the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC). Metro consults MPAC on land-use activities. • Metro is a member of Regional Partners for Economic Development and endorsed the Consolidated Economic Development Strategy (CEDS). • Metro has implemented a fish and wildlife habit protection program through regulations, property acquisition, education and incentives. • Metro has a standing committee to coordinate with public agencies with environmental protection responsibility. • The Port of Portland manages the airport and is represented on both TPAC and JPACT. • Metro also coordinates with freight, rail, airport operations and business interests through the Regional Freight and Goods Movement Task Force and Regional Freight and Goods Movement Technical Advisory Committee.
Promote consistency between transportation improvements and State and local planned growth and economic development.	Metro transportation and land-use planning is subject to approval by the Oregon Department of Land Conservation and Development.
Give safety and security due emphasis as separate planning factors.	Metro addressed security and safety as individual factors in the update to the RTP in 2007. • Separate background research papers were developed during Phase 2 of the update to document current safety issues and planning efforts, and current security planning efforts in the region. This research is included Appendix 6.0 was considered during the formulation of the 2035 RTP goals, objectives, projects and potential actions included in Chapter 3 and investment priorities in Chapter 6 of the 2035 RTP. Additionally, Metro staffs the Regional Emergency Management Group (REMG), which has expanded its scope to include anti-terrorism preparedness, TriMet's responsibility for transit security plans, ODOT's responsibility for coordination of state security plans, Port of Portland's responsibility for air, marine and other Port facilities security plans and implementation of system management strategies to improve security of the transportation system (e.g., security cameras on MAX and at transit stations). The group brings together local emergency managers to plan responses to security concerns and natural hazards.

Table 2: Metro's Response to SAFTETEA-LU Provisions (continued)

SAFTETEA-LU Provision for all MPOs	**Metro Response**
Discuss in the transportation plan potential environmental mitigation activities to be developed in consultation with Federal, State, and tribal wildlife, land management, and regulatory agencies.	SAFETEA-LU provisions for additional consultation with state and Federal resource agencies, and tribal groups that were not already part of Metro's existing committee structure were met through a consultation meeting held on October 16, 2007 with the Collaborative Environmental Transportation Agreement for Streamlining (CETAS) work group, consisting of the Oregon Department of Transportation and ten state and Federal transportation, natural resource, cultural resource and land-use planning agencies. A background research paper was also developed during Phase 2 of the update to document current environmental trends, issues and current mitigation strategies in the region. This research was considered during the formulation of the 2035 RTP goals, objectives, projects and potential actions included in Chapter 3 and investment priorities in Chapter 6 of the 2035 RTP. In addition, staff conducted an analysis of the potential environmental effects of transportation investments. The background research report and environmental considerations analysis is included in Appendix 6.0.
Consult with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation in development of the transportation plan.	SAFETEA-LU provisions for additional consultation with state and Federal resource agencies, and tribal groups that were not already part of Metro's existing committee structure were met through a consultation meeting held on October 16, 2007 with the Collaborative Environmental Transportation Agreement for Streamlining (CETAS) work group, consisting of the Oregon Department of Transportation and ten state and Federal transportation, natural resource, historic, cultural resource and land-use planning agencies. A background research paper was also developed during Phase 2 of the update to document current environmental trends, issues and mitigation strategies in the region. This research was considered during the formulation of the 2035 RTP goals, objectives, projects and potential actions included in Chapter 3 and investment priorities in Chapter 6 of the 2035 RTP. In addition, staff conducted an analysis of the potential environmental effects of transportation investments – this analysis included a comparison of the RTP investments with available State Conservation maps and inventories of historic resources. The background research report and environmental considerations analysis is included in Appendix 6.0.

Table 2: Metro's Response to SAFTETEA-LU Provisions (continued)

SAFTETEA-LU Provision for all MPOs	**Metro Response**
Include operation and management strategies to address congestion, safety, and mobility in the transportation plan.	• System management policies in the RTP (2035 RTP Section 3.4.4) and resulting projects and programs are intended to maximize the use of existing facilities to address congestion, safety and mobility. • The regional CMP also requires local jurisdictions to explore system management solutions before adding roadway capacity to the regional system (2035 RTP Section 7.6.3). These provisions are implemented through potential actions included in Section 3.3 (particularly Goals 4 and 5), and a number of projects and programs recommended in the updated plan, and are listed in Chapter 6 of the 2035 RTP. • The plan also calls for consideration of value pricing in the region to better manage capacity and peak use of the throughway system. • RTP projects in Chapter 6 include many system management improvements along regional mobility corridors and the supporting arterial system. Work will continue in the state component of the RTP update to further expand implementation of these strategies. • Metro has established a Regional Transportation Options Committee as a subcommittee of TPAC to address demand management. The TransPort Committee is a subcommittee of TPAC to address ITS and operations.

Table 2: Metro's Response to SAFTETEA-LU Provisions (continued)

SAFTETEA-LU Provision for all MPOs	**Metro Response**
Develop a participation plan in consultation with interested parties that provides reasonable opportunities for all parties to comment on transportation plan.	Metro has public involvement policy for regional transportation planning and funding activities to support and encourage board-based public participation in development and review of Metro's transportation plans. The Transportation Planning Public Involvement Policy was last updated in June 2004. The work program and public participation plan (PPP) for the 2035 RTP update was developed with input from Metro's Advisory Committees, including Metro's Committee for Citizen Involvement. Approval of the 2035 RTP, Resolution No. 07-3831B, followed JPACT and Metro Council consideration of approximately 300 comments received during the public comment period. The comments were summarized into a comment log and Public Comment Summary Report. Refinements were recommended to respond to the comments received. The comment period for the Air Quality Conformity Determination provided an opportunity for public review and comment on the air quality conformity methodology and results. *Section 1.5 in the 2035 RTP and Appendix 4.5 describe the public process in more detail.*
Employ visualization techniques to describe plan and make information available (including transportation plans) to the public in electronically accessible format such as on the Web.	On a regular basis, Metro employs visualization techniques. Examples include: • RTP document is available on Metro's website • RTP newsletters and maps • MTIP document is available on Metro's website • GIS maps to illustrate planning activities • Participation in FHWA GIS Web Training Video simulation of light rail on the Portland Mall and I-205 Corridor.
Update the plan at least every 4 years in non-attainment and maintenance areas, 5 years in attainment areas.	2035 Federal RTP update was completed by March 5, 2008.
Update the TIP at least every 4 years, include 4 years of projects and strategies in the TIP.	Initiated MTIP and STIP update for August 2010, within 3 years of previous update.
SAFETEA-LU includes a new requirement for a "locally developed, coordinated public transit/human services transportation plan" to be eligible for formula funding under three FTA grant programs (5310,5316,5317) It is not clear yet who will be responsible for these plans.	Metro participates on the Special Transportation Fund Advisory Committee and Regional Transportation Coordinating Council of the Elderly and Disabled Transportation Plan. A coordinated human services and public transportation plan is under development by those committees and has been integrated into the 2008 RTP update. Additional work will be completed during the state component of the RTP update in 2008.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 10-4136, FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS AND ADOPTING THE FY 2011 UNIFIED PLANNING WORK PROGRAM

Date: March 11, 2010

Prepared by: Robin McArthur
(503) 797-1714

BACKGROUND

Federal transportation agencies (Federal Transit Administration [FTA] and Federal Highway Administration [FHWA]) require that Metro coordinate federally funded planning activities as the region's Metropolitan Planning Organization (MPO). The FY 2011 Unified Planning Work Program (UPWP) describes these planning activities in the metropolitan region during the fiscal year beginning July 1, 2010. Included in the document are federally funded studies to be conducted by Metro, Southwest Washington Regional Transportation Council, Tualatin Hills Parks & Recreation, the cities of Damascus, Milwaukie, Portland, and Wilsonville, Clackamas County, Multnomah County, Washington County, TriMet, and Oregon Department of Transportation.

The federal transportation agencies also require a self-certification that Metro's planning process is in compliance with certain federal requirements as a prerequisite to receiving federal funds. The self-certification documents that we have met those requirements and is considered yearly at the time of Unified Planning Work Program (UPWP) approval. Required self-certification areas include:

- Metropolitan Planning Organization (MPO) designation
- Geographic scope
- Agreements
- Responsibilities, cooperation and coordination
- Metropolitan Transportation Planning products
- Planning factors
- Public Involvement
- Title VI (civil rights)
- Environmental Justice
- Disadvantaged Business Enterprise (DBE)
- Americans with Disabilities Act (ADA)
- Affirmative Action
- Construction Contracts
- Lobbying

Each of these areas is discussed in Exhibit B to Resolution No. 10-4136.

ANALYSIS/INFORMATION

1. **Known Opposition** – No known opposition

2. **Legal Antecedents** – Federal transportation agencies (Federal Transit Administration [FTA] and Federal Highway Administration [FHWA]) require an adopted UPWP as a prerequisite for receiving Federal funds according to Title 23 of the Code of Federal regulations, Part 450, Subpart C.

   This resolution certifies that the Portland metropolitan area is in compliance with Federal transportation planning requirements as defined in Title 23 of the Code of Federal Regulations, Parts 450 and 500, and title 49, of the Code of Federal Regulations, Part 613.

3. **Anticipated Effects** – Approval will mean that grants can be submitted and contracts executed so planning work can commence on July 1, 2010, in accordance with established Metro priorities.

   Budget Impacts – Approval of this resolution is a prerequisite to receipt of Federal planning funds and is, therefore, critical to the Metro budget. The UPWP matches the projects and studies reflected in the proposed Metro FY 2010-11 budget submitted by the Chief Operating Officer to the Metro Council. The UPWP is subject to revision in the final Metro budget. This resolution also directs staff to update the UPWP budget figures, as necessary, to reflect the final Metro budget.

RECOMMENDED ACTION

Approve Resolution No. 10-4136 which certifies that the Portland metropolitan area is in compliance with Federal transportation planning requirements and adopts the UPWP continuing the transportation planning work program for FY 2011. This resolution also authorizes submittal of grant applications to the appropriate funding agencies.

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Air Quality Conformity Determination

March 22, 2010

2035
REGIONAL TRANSPORTATION PLAN

and

2010–13
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

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Metro | *Memo*

Date: March 18, 2010

To: TPAC, MTAC and interested parties

From: Kim Ellis, Principal Transportation Planner

Re: 2035 Regional Transportation Plan – Final Public Comment Period and Adoption Materials

Background

The region is in the final adoption phase for the Regional Transportation Plan (RTP). This memorandum describes the final 45-day public comment opportunity that will be held from March 22 to May 6, 2010. After considering public comment, the final RTP and related documents will be considered for approval by the Joint Policy Advisory Committee on Transportation (JPACT) 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, system reliability and travel choices for everyone, revitalize downtowns and main streets, create jobs and support the region's economy, and reduce our region's carbon output. It provides for record levels of investment in transit, system management, bicycle and pedestrian-oriented projects. Furthermore, it establishes a new outcomes-based framework and sets ambitious targets for evaluating future transportation investments against regional targets for reducing greenhouse gas emissions and vehicle miles traveled; increasing safety, equity and active transportation; and improving the reliability of freight movement.

Summary of Final Public Review Documents

- Regional Transportation Plan
- Regional Freight Plan
- Regional High Capacity Transit Plan
- Regional Transportation System Management and Operations Plan
- Regional Transportation Functional Plan describing local implementation requirements
- Air Quality Conformity Determination indicating the region will continue to meet federal and state clean-air standards

Copies of all documents are available at www.oregonmetro/rtp and www.oregonmetro/airquality. CDs or individual printed copies of these documents are available by calling 503-797-1735.

Summary of Final Public Comment Opportunities

- Complete web-based comment forms at www.oregonmetro/rtp and www.oregonmetro/airquality.
- Send written comments to: 2035 Regional Transportation Plan, Planning and Development, 600 NE Grand Avenue, Portland, OR 97232.
- Testify at a public hearing that will be held at 5 p.m. on Thursday, May 6, 2010, in the Metro Council Chamber, 600 NE Grand Avenue, Portland, OR 97232.

For more information on comment opportunities, contact Pat Emmerson at 503-797-1551 or pat.emmerson@oregon.metro.gov.

Next Steps

The proposed RTP will improve safety and freight reliability, expand the travel choices available in communities throughout the region and support current and future efforts to reduce greenhouse gas emissions. To successfully implement the new RTP and make progress toward the six desired outcomes identified through the *Making the Greatest Place* effort, new actions, tools and collaboration are needed at the local, regional and state levels.

Adoption of the RTP is essential to further the region's efforts to implement the 2040 Growth Concept, achieve local communities' aspirations for growth in centers, corridors and employment areas and reduce the region's greenhouse gas emissions. A summary of upcoming milestones and advisory committee discussions and actions is provided for reference.

March 22 – May 6, 2010	Final RTP public comment period
March 26	TPAC consultation on air quality analysis results; discussion on new local government requirements
April 7	MTAC discussion on new local government requirements
April 21	Land Conservation and Development Commission briefing on RTP *(tentative)*
April 30	TPAC discussion on RTP amendments and new local government requirements
May 5, 2010	MTAC discussion on discuss RTP amendments and new local government requirements
May 6, 2010	Public hearing at 5 p.m. at Metro; public comment period ends at midnight
May 13, 2010	Oregon Transportation Commission briefing on RTP *(tentative)*
May 13, 2010	JPACT discussion on 2035 RTP and new local government requirements
May 19, 2010	MTAC final recommendation on 2035 RTP
May 26, 2010	MPAC discussion on 2035 RTP and new local government requirements
May 28, 2010	TPAC final recommendation on air quality conformity and 2035 RTP
June 9, 2010	MPAC makes recommendation on RTP
June 10, 2010	JPACT and the Metro Council take action on RTP
June 15, 2010	RTP and findings submitted to the Land Conservation and Development Commission in the manner of periodic review for approval
	Joint 2035 RTP and 2010-13 Metropolitan Transportation Improvement Program (MTIP) air quality conformity determination and findings submitted to U.S. DOT for review and approval
July – December 2010	MPAC and the Metro Council discuss the proposed Land Use Capacity Ordinance and related Urban Growth Management Functional Plan revisions
July 2010 – July 2012	Regional Climate Change Scenario planning effort and local transportation system plan updates
July 2012 – June 2014	Next RTP update

For more information on the RTP update, contact Kim Ellis at 503-797-1617 or kim.ellis@oregon.metro.gov.

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2035
REGIONAL TRANSPORTATION PLAN
Final draft plan

March 2010

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REGIONAL FREIGHT PLAN

2035

Final draft plan

March 2010

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March 2010
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REGIONAL TRANSPORTATION
SYSTEM MANAGEMENT AND OPERATIONS

2010 – 2020

Final draft plan

March 2010

Metro | *Joint Policy Advisory Committee on Transportation*

METRO

METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

DRAFT WORK PROGRAM

BACKGROUND

Metro is starting a new Metropolitan Transportation Improvement Program (MTIP) cycle for Federal Fiscal Years 2012-15. This process involves updating the policies for the MTIP and new framework for the 2014-2015 regional flexible fund allocation (RFFA) process. The process comes on the heels of a major Regional Transportation Plan (RTP) update and will seek to fully integrate the policies and objectives of the new RTP using an outcomes based approach and centered around achieving Making the Greatest Place goals for the region.

This document is a work program for updating MTIP policies and framework for RFFA. It has two components:

- The Work Plan Phases component establishes the tasks to be completed in updating the policies and allocation framework for the MTIP and RFFA.
- The Public Involvement Plan addresses stakeholder engagement and outreach components that will inform policy development and selection of projects for available funds.

Prepared by Metro staff , the work program and public participation plan integrates the Making the Greatest Place and RTP goals and objectives and responds to JPACT and Metro Council direction for developing updated policies and framework for MTIP and RFFA.

1.0 OVERVIEW

PROJECT GOALS

The following project goals will guide the overall approach for developing an updated MTIP policy report and RFFA framework.

(1) Develop an updated policy document for ODOT, TriMet/SMART, and Metro allocated funds based on updated RTP and Making the Greatest Place policies.

(2) Establish more collaborative approach to project nomination and decision making with regional partners for RFFA.

(3) Actively engage stakeholders and the public throughout the process.

PROJECT OBJECTIVES

The following project objectives direct the development of the 2012-15 MTIP policy report and RFFA framework. The project will:

- Improve community awareness and understanding of regional transportation needs and funding issues.
- Update MTIP policies to tie RTP and Making the Greatest Place policies to transportation investment decision making in the region.
- Utilize outcomes established in the RTP update that reflect public priorities for managing and improving the regional transportation system.
- Establish narrowed set of priorities for RFFA to invest more strategically in the regional transportation system.
- Establish collaborative approach to RFFA project nomination and decision making.
- Comply with Federal provisions.

2.0 WORK PLAN PHASES

The following section summarizes the major tasks to be completed for updating the MTIP policies and revising the RFFA process and framework.

1. POLICY UPDATE (APRIL – JUNE 2010)

TASK 1: JPACT RETREAT

JPACT will provide specific direction on their priorities for MTIP policies including the priorities for allocating Regional Flexible Funds. This will enable staff to prepare guidelines for project nomination and make recommendations for JPACT consideration on projects and programs that meet the policy direction.

- Direction on MTIP policy
- Establish RFFA priorities and framework

TASK 2: MTIP POLICY REPORT

A policy report will be developed that lays out the policies for the MTIP based on JPACT direction.

- Finalize policies for MTIP and RFFA administration
- Metro Council adopts MTIP Policy Report by Resolution

2. ALLOCATION PROCESSES (JUNE 2010 – MAY 2011)

TASK 1: REGIONAL FLEXIBLE FUND ALLOCATION

Initiate process of project nomination, narrowing and selection based on updated policies.

Sub-task 2.1: stakeholder engagement (JUNE-JULY)

Direct stakeholder input will be utilized to a greater degree in the project prioritization and nomination process in the RFFA than in past funding cycles.

- Develop stakeholder engagement schedule and materials
- Conduct stakeholder engagement for soliciting input on project priorities

Sub-task 2.2: develop RFFA guidelines for project nomination (Summer 2010)
The new process will require the development of steps for implementing the policy direction from JPACT and a more collaborative project nomination process.

- Develop document with project nomination, eligibility, narrowing process and decision making guidelines
- Develop evaluation materials

Sub-task 2.3: project narrowing
This task involves working with local agencies and stakeholders to refine project nominations.

- Sub-regional workshops
- Coordinating committee recommendations

Sub-task 2.4: comment period materials
As with all RFFA cycles there will be a comment period in which stakeholder and public input will be sought on project and program priorities.

- Develop web comment tool and other outreach materials
- Comment period held in January 2011

Sub-task 2.5: review project list/adoption
This task involves final review and prioritization of projects leading to approval of the project list.

- Regional review of projects (DECEMBER 2010)
- Final prioritization of projects (FEBRUARY – MARCH 2011)
- Adoption of RFFA projects (APRIL-MAY 2011)

TASK 3: COORDINATION WITH ODOT/TRIMET
Metro will coordinate with ODOT and TriMet on their allocation decision making processes as part of the overall MTIP process.

3. PROGRAMMING (MAY – JUNE 2011)

TASK 1. RFFA DRAFT PROGRAMMING
The draft programming step involves scheduling project phases and amounts of CMAQ and STP funds for each fiscal year of the MTIP. Metro staff works with agencies who have been awarded funds to try and meet their requests for project start, taking into consideration available balances.

- Develop schedule for project phasing based on available balances.

TASK 2. ODOT/TRANSIT PROVIDER COORDINATION
Metro staff works with ODOT, TriMet and SMART to integrate their programming data into the MTIP as required by Federal Regulations. Metro also submits programming data to ODOT for inclusion in the STIP.

- Collect programming data from ODOT and Transit providers for inclusion in MTIP
- Provide ODOT with Metro programming data for inclusion in the STIP

TASK 3. DEMONSTRATION OF FISCAL CONSTRAINT

Fiscal constraint is the process by which the MTIP demonstrates a balanced program of future revenue forecasts and project cost estimates, agreements with ODOT for reliance on statewide sources of project funding and biennial program corrections.

4. AIR QUALITY CONFORMITY (MAY – JUNE 2011)

TASK 1. PRE-COMFORMITY PLAN

A pre-conformity plan with the approach to be used in the air quality analysis is developed and shared with regional partners.

TASK 2. PROJECT SUBMITTAL/MODELING

The projects awarded regional flexible funds are submitted for air quality analysis, which is done at Metro.

Subtask 2.1: coordination with TriMet

Transit projects scheduled for inclusion in the MTIP are submitted by TriMet for inclusion in the air quality analysis.

TASK 4. COMMENT PERIOD

The results of the analysis are made public and a public comment period is held prior to adoption.

TASK 5. AIR QUALITY DETERMINATION SUBMITTED TO USDOT

Once the final air quality conformity determination is made, the final report with the analysis is submitted to the United States Department of Transportation.

5. MTIP ADOPTION

TASK 1. JPACT APPROVE MTIP

As the MPO decision making body, JPACT must approve the MTIP in order for it to be adopted.

TASK 2. MTIP & AIR QUALITY CONFORMITY ADOPTION

Metro Council finalizes the adoption process by approving the MTIP and the air quality conformity determination by resolution.

TASK 3. MTIP DOCUMENT PUBLICATION

The final document is published following adoption and made available to the public.

- Final document is posted to the Metro website
- A limited number of hard copies are printed and sent to the Governor's office and the US Department of Transportation

3.0 PUBLIC INVOLVEMENT PLAN

The 2012–15 Metropolitan Transportation Improvement Program is a list of projects and programs ultimately approved by the Joint Policy Advisory Committee on Transportation and the Metro Council to receive federal funding during the 2012-15 timeframe. Projects and programs must be in the current, financially constrained Regional Transportation Plan and proposed for funding during this funding cycle

by an eligible applicant. Eligible applicants include the cities and counties in the Metro area; Metro, TriMet, South Metro Area Regional Transit (SMART), Port of Portland and the Oregon Department of Transportation.

PURPOSE OF PUBLIC INVOLVEMENT PLAN

The PIP describes the engagement strategies for informing and involving key stakeholders and the general public throughout the policy development, funding allocation and programming process.

The goal of public involvement

- provide accurate, timely information on the status of the program
- provide an opportunity for stakeholders and the general public to meaningfully participate in the decision-making process
- ensure adequate public notice and involvement prior to major funding decisions
- ensure that populations traditionally under-represented in transportation decision-making have opportunities for adequate and effective involvement

KEY EVENTS

The regional flexible funding allocation represents a significant departure from past practices. Rather than issuing a competitive solicitation, Metro will provide the County Coordinating Committees with guidelines for project nomination and we will be increasing the level of collaboration between the coordinating committees, stakeholders and Metro staff.

Below is a chronological list of key events in the MTIP decision-making process. Please note that the RFFA process is still under development. More specific dates will be added to this plan once they have been determined.

APRIL 2010	• MTIP Policy direction from advisory committees and Metro Council • Establish RFF allocation framework
JUNE -JULY 2010	• JPACT adopt policy and allocation framework • Stakeholder engagement to solicit input on project priorities
AUGUST–DECEMBER 2010	• Project narrowing begins • Sub-regional workshops and coordinating committee recommendations • Regional review of local projects
JANUARY 2011	• Public comment period to solicit input on projects
FEBRUARY - MARCH 2011	• Final prioritization of projects
APRIL – MAY 2011	• Public hearing on final projects prior to adoption of project list • JPACT and Metro Council adoption of RFF projects
MAY - JUNE 2011	• Programming and air quality analysis
JULY 2011	• Public review of draft MTIP and comment period
AUGUST 2011	• Adoption of 2012-15 MTIP by Metro Council • Submit air quality analysis to US DOT

AUDIENCE

The geographic area for the MTIP reaches the three counties that make up the Portland metropolitan region. Stakeholders include the following:

- Local jurisdictions
- Transit and transportation agencies that manage facilities or administer funds in the Metro region
- Business associations and freight groups
- Community-based advocacy and interest groups
- Neighborhood associations and citizen participation organizations (CPOs)
- Low-income and minority populations traditionally underrepresented in transportation decision-making processes

ENVIRONMENTAL JUSTICE CONSIDERATIONS

To ensure that the benefits and burdens of projects listed in the MTIP do not disproportionately affect minorities or low-income people, project proposers will be asked to identify geographic locations of low-income and minority communities. Projects selected for funding in identified minority and/or low income areas will be conditioned to provide targeted outreach to those populations as part of project development and construction mitigation phases of work.

Early in the project development process, organizations that advocate for minority and low-income people will be proactively included in an invitation for public comment on a set of proposed policies to guide the project prioritization process. Once the policies have been adopted by JPACT and the Metro Council, the same organization will again be asked to comment on the proposed priorities. As always, notices of the formal public comment period will be sent to community and minority media outlets and will include

notice of the availability of interpreters and translators for people with hearing impairments or limited English proficiency.

PUBLIC NOTIFICATION, COMMENT COLLECTION AND REPORTING

Electronic notices

Electronic notices will be sent prior to key decision-points, comment periods and public hearings to a list of self-identified "interested parties," which includes neighborhood associations, organizations service low-income and minority people, CPOs, local jurisdictions and transportation agencies as well as members of the general public. Key dates for notification include

- 45 days prior to the release of surveys soliciting public comments on policy guidance and project priorities
- 45 days prior to the start of a 30-day comment period
- Upon release of the air-quality conformity analysis, 30 days prior to JPACT and Council adoption of the MTIP, with the air quality conformity analysis

In addition to the electronic notices, Metro will public notices on the web site as part of a transportation Planning and Policy News. This news feed carries current articles and notices on transportation that the public may access or subscribe to as a blog or an RSS feed.

Web pages

Information will be maintained and updated on Metro's regional flexible funding and MTIP project web pages. The information will include proposed policy guidelines, proposed prioritization processes, and a decision timeline with a schedule of public hearings, meetings and comment periods. Lists and maps of proposed projects will be placed on the regional flexible funding allocation website so that interested parties can find projects in their community and easily track and participate in the allocation process. A web-based comment tool will collect comments on the policies, the priorities, and the projects the formal comment period.

Public hearing

A formal public hearing on the MTIP will be held before the Metro Council considers approval of the MTIP.

Public comment report

A report will be compiled of all the comments received during the 30-day formal comment period.

WHAT'S DIFFERENT FROM YEARS PAST

- Emphasis is changed from competition to collaboration among jurisdictions, with more focus on desired outcomes
- Earlier engagement of the general public and EJ/LEP populations to increase the effectiveness of their participation Promotion of the Web to increase convenience and reduce geographic and time-commitment barriers to participation
- Greater alignment with the policies in the RTP

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Draft

Metro | *Memo*

Date: March 15, 2010

To: TPAC

Cc:

From: Ted Leybold and Amy Rose

Re: Refining the RFFA process

Introduction

Metro is proposing refinements to the regional flexible fund allocation based on recent work completed for the Regional Transportation Plan update process and programmatic strategic plans that provide a better framework for making more strategic regional investment decisions. The former competitive application process was not effective in clearly conveying regional goals and objectives. Metro is proposing a collaborative process for the following reasons:

1. The policy framework now exists to provide more specific direction on how to invest regional flexible funds strategically.
2. A collaborative process will allow more effective communication about regional objectives while partnering with local agencies to prioritize projects that meet regional goals and local priorities.
3. A collaborative process will enable more significant stakeholder involvement in the prioritization of projects.
4. A collaborative process will utilize JPACT, TPAC, Metro Staff, and local staff time more substantively and efficiently.

This memo describes the process steps for this allocation cycle and poses some questions for feedback that will enable Metro staff to further develop the collaborative project nomination process.

Proposed RFFA Process

1. JPACT provides direction on funding categories and eligible projects and sets category budgets.

2. Metro staff will develop funding category guidelines consistent with JPACT policy direction for use by local staff in prioritizing projects.

3. Regional stakeholder groups such as; TransPort, RTO Subcommittee, the Freight Advisory Committee and other committees would then identify priority projects within the RTP that best meet the policy direction provided by JPACT. Possible sub-regional workshops convened.

Process question: What is an effective means by which coordinating committees receive stakeholder input?

4. Coordinating committee project nomination and prioritization process

a. Funding categories establish eligible modes, desired outcomes, and project cost ranges.
b. Sub-regional cost targets set.
c. Coordination committees identify priority projects in each funding category (up to cost target).
d. Coordinating committees identify local priorities across funding categories (if possible).
e. Identify priorities across region, cognizant of sub-regional cost targets.

Process question: Is there an alternative method that would simplify this process while balancing regional objectives and local priorities?

5. Public comment on project list and final approval.

Draft

2012-15 MTIP and allocation of 2014-15 Regional Flexible Funds (RFF)
JPACT development of RFF allocation framework

Funding Category	Modes & Activities	Directly Related Performance Outcomes	Opportunities (examples)	Historical 2-year average Funding Level (2010-13)	Policy Questions for JPACT direction on 12-15 allocation
Land Use & Transit Oriented Development	TOD Program & Site specific projects	• Reduce CO • Triple Walk/Bike/Transit mode share • Reduce VMT • Increase access to essential destinations	•Establish market comparables to lead desired development in 2040 mixed-use areas, increase utilization of existing transportation infrastructure. • Fund additional projects	$5.385 m	(2)
Project Development	Metro Planning	• All goals addressed	Replaced local dues based support for MPO activities – ensure compliance with federal regulations and support implementation of growth management policies.	$2.055 m	(2)
	Corridor-Systems Planning		Identify and refine sub-area project priorities that best address needs and implement growth management policies.	$.400 m	(3)
System and Demand Management	Regional Travel Options program (demand mgmt.)	• Reduce CO • Triple Walk/Bike/Transit mode share • Reduce VMT	•Reduce need for capacity projects through marketing, employee programs and small capital grant projects. • Fund additional marketing programs recommended by RTO Strategic Plan.	$4.343 m	(2)
	Multi-modal traffic management	• Improve safety • Reduce VHD • Reduce CO	Increase capacity, safety and the ability to analyze the performance of the existing network. TSMO master plan identifies policy and project priorities.	$3.000 m	(4)
	Traveler Information				
	Traffic incident management				
Active Transportation and Complete Streets	Main Street Retrofits	• Improve safety • Triple Walk/Bike/Transit mode share • Reduce VMT • Increase access to essential destinations	• Increase project effectiveness and achieve cost efficiencies by integrating these projects at a sub-regional scale. Build on cooperative planning of complete and seamless routes for bike, walk and transit trips. • Leverage potential new federal funding program by developing competitive application.	$8.037 m	(5)
	Transit access			$2.082 m	
	Bike Lanes & Boulevards			$8.449 m	
	Trails				
	Sidewalks & pedestrian crossings				

Funding Category	Modes & Activities	Directly Related Performance Outcomes	Opportunities (examples)	Historical 2-year average Funding Level (2010-13)	Policy Questions for JPACT direction on 12-15 allocation
Vehicle Capacity	New Arterial Connections (System Gaps)	• Reduce VHD • Triple Walk/Bike/Transit mode share • Reduce VMT	• New regional freight plan identifies priority policies and projects. • Leverage potential new federal or state fund programs by developing competitive applications.	$1.379 m	(6)
	Arterial Widening	• Reduce VHD		$1.721 m	
	Freight Access	• Reduce VHD		$1.229 m	
Rail Transit	Light rail & Streetcar construction and project development	• Triple Walk/Bike/Transit mode share • Reduce VMT • Increase access to essential destinations	• Existing commitment - no new construction projects ready at this time. • Project development: Barbur HCT AA/DEIS	$26.000 m $3.000 m	
Innovative Practices & Special Projects	Diesel emission reduction	• Ensure low exposure to air pollution	Potential for immediate air quality improvements and identified as a national policy priority for use of CMAQ funds.	$1.307 m	(7)
	Culvert retrofit		Listing of threatened and endangered species whose habitat is impacted by the region's transportation system proscribes need for an active mitigation program. Storm water management activities have been integrated into existing projects. Project development begun on 4 top priority culverts of approximately 150 in region.	$.503 m	(7)

Existing Policy Summary

1. Benefits and burdens of the transportation investments should be distributed equitably.
2. Select projects from throughout the region, however, consistent with federal rules, there is no sub-allocation formula or commitment to a particular distribution of funds to any sub-area of the region.
3 Honor previous funding commitments made by JPACT and the Metro Council.
4. Address air quality requirements by ensuring air quality Transportation Control Measures for pedestrian and bicycle improvements are met and that an adequate pool of CMAQ eligible projects are available for funding.
5. Allow use of regional flexible funds for project development and local match of large-scale projects (greater than $10 million) that compete well in addressing MTIP Policy objectives when there is a strong potential to leverage other sources of discretionary funding.
6. Encourage the application of projects that efficiently and cost-effectively make use of federal funds.
7. Recognize the difference in transportation infrastructure investment needs relative to an areas stage of development (developed, developing, undeveloped) consistent with RTP Table 3.2.

Existing Eligibility and Screening Criteria

8. All road projects will be designed consistent with the guidelines in the Livable Streets, Green Streets, and Trees for Green Streets guidebooks.
9. Project design shall address safety concerns of all transportation modes.

Policy Questions for JPACT Consideration and Direction
2012-15 MTIP and allocation of 2014-15 Regional Flexible Funds (RFF)

Should the MTIP Policy Report:

1. Replace the competitive application process with a collaborative process that utilizes regional stakeholder groups and committees working with local agencies to identify and prioritize local agency projects?

2. Propose to fund the TOD program ($5.950 m), Metro planning ($2.244 m), and RTO program ($4.539 m) at historical levels plus nominal inflation given forecasted revenues, the performance of our transportation system, and the needs and opportunities presented by these regional programs or are changes to funding levels warranted (explain any suggested changes)?

3. Propose adequate funding to complete:
   • Southwest Metro and East Multnomah Corridor plan work
   • Barbur corridor High Capacity Transit AA/DEIS

4. a. Create an Active Transportation and Complete Streets local agency funding category, evaluation measures, and process to identify priority projects?
   b. Establish funding target for this category based on recent historical allocations?
   c. Direct funding to the development and/or preliminary design of a group of active transportation projects to attempt to leverage new federal funding?

5. a. Create a Vehicle Capacity local agency funding category, evaluation measures, and process to identify priority projects?
   b. Establish funding target for this category based on recent historical allocations?
   c. Direct funding to the development and/or preliminary design of a group of active transportation projects to attempt to leverage new federal funding?

6. Direct Transport to identify priority projects from the TSMO master plan and make recent historical allocation a target for any regional program elements and for local project allocations within the Active Transportation and/or Vehicle Capacity categories?

7. How should freight mobility be incorporated into priority projects and programs - as a priority for a Vehicle Capacity, TSMO or corridor planning activity?

8. Investigate and propose priority project areas for Diesel Emission reduction and Culvert Retrofits and a process to identify projects?

DRAFT

METRO

Calendar

2014-15 Regional Flexible Fund Allocation (RFFA)

2010

April 2	JPACT Retreat: direction on MTIP policy
April	TPAC: policy & allocation framework discussion
May	JPACT meeting: policy and allocation framework discussion
June	JPACT meeting: adoption of policy and allocation framework Develop stakeholder engagement materials and funding category guidelines
July	Stakeholder engagement: solicit input on project priorities
August - October	Project narrowing: sub-regional workshops and coordinating committee recommendations
November	Continuation of collaborative work – as needed
December	Comment period prep: web, other materials Regional review of local projects

2011

January	Comment period
February-March	Final prioritization of projects
April – May	Adoption of RFF projects
May – June	Programming and air quality analysis
July	Public review of draft MTIP
August	Adoption of 2012-15 MTIP and submit air quality analysis to USDOT

Updated 3/16/10

Materials following this page were distributed at the meeting.

CLICK HERE FOR FULL REPORT

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

March 17, 2010

I-5 / 99W CONNECTOR STUDY

Description:

As a result of the Western Bypass Study, the I-5 to Highway 99W Connector, in a corridor located generally north of the City of Sherwood, was included in lieu of the bypass in the 1997 Regional Transportation Plan (RTP), though the exact location was not determined. In 2000, Metro proposed an amendment of the RTP to include an alternative southern corridor for the Connector, with the corridor located largely outside the Urban Growth Boundary (UGB). However, the Land Conservation and Development Commission (LCDC) concluded that not all requirements for an exception to State Planning Goals had been demonstrated for a corridor outside the UGB and that additional work was needed. In 2004, the Oregon Transportation Commission (OTC) included the Connector as one of eight Projects of Statewide Significance.

In 2005 work began to complete an alternatives analysis to establish the location of the connector and, if needed, address findings for a goal exception if the location was outside the UGB. The work included adopting a purpose and need, establishing a range of alternatives and evaluation criteria. After an extensive technical, policy and public involvement process, six alternatives were identified. These alternatives were evaluated and in early 2008 reviewed and discussed by the Project Steering Committee. A seventh alternative, a hybrid of several elements of the earlier six alternatives, was identified in 2008 and selected as the ~~a~~ locally preferred alternative (LPA) ~~was selected~~ in 2009.

This year's work program is designed to address one or more elements of the LPA, the 124th Extension to I-5 under the requirements National Environmental Policy Act (NEPA). This project is a joint effort of Washington County, the City of ~~-~~Tualatin, the City of Sherwood, ODOT, and Metro.

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Objectives:

The overall objective of the project is to address the problem of inadequate transportation facilities in the outer southwest quadrant of the Portland metropolitan area to serve the growing demand for regional and intrastate travel access to the area's federal and state highways (I-5 and 99W), while considering the need for local arterial access to the state highway system.

In the spring of 2009, a locally preferred alternative was selected and ~~portions of this are being added to~~ is reflected in the draft 2035 RTP. From the options below, number 5 was chosen as the locally preferred alternative.

1. A No Build alternative

~~1.~~2. A Transportation Demand Management/Transportation System Management alternative

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~~1.~~3. An Enhance the Existing System Alternative

4. Three geographically different connector corridors

~~4.~~5. A "three arterial" and transit alternative, that provides three east-west routes connecting I-5 and 99W, and a north-south route extending 124th Ave. to I-5 ~~-~~as well as transit improvements (known as "Alternative 7"). The purpose of this alternative is to spread traffic across three smaller arterial roads rather than a single large limited-access expressway, and to link these east-west routes with a north-south arterial road.

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The objective of the work effort during the period July 1, 2010 through June 30, 2011 will be to initiate specific alignment location, environmental analysis and design work for the 124th Ave. Extension element of ~~within the selected LPA corridor(s) and begin environmental assessment~~. The 124th Extension has been identified as the a near-term (i.e., anticipated completion between 2008 and 2017) improvement in the draft 2035 RTP. Other elements of the LPA are generally considered to be mid-term or long-term improvements.

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~~Products will consist of data, analysis, and findings required to analyze and select one or more specific alignments within LPA corridors and the initiation of the appropriate NEPA document (environmental~~

~~assessment and/or environmental impact statement) for one or more elements of the LPA. The selected alternative will also be adopted into the TSPs of the cities of Sherwood, Tualatin, and Wilsonville as well as Washington and Clackamas counties as required.~~

Previous Work:

During the period July 1, 2009 through June 30, 2010, the project selected a LPA listed above, considering the transportation, economic, cost, environmental and social implications of each for comparison and included the LPA in the RTP. **The project addressed federal, state and regional requirements to amend the RTP to include the selected LPA. This included preparation of RTP text and maps describing the LPA and included some project refinement such as the preferred sequence of finance and construction of elements of the project.**

Methodology:

The alignment location for the 124th Ave. Extension ~~s for the LPA~~ will include~~, for those elements where a final alignment has not yet been determined,~~ a ~~more~~ detailed assessment of construction as well as social and environmental costs of alternative alignments within the selected corridor. ~~Should the LPA include an element or elements that are located outside the UGB, findings would be prepared to document the need and reason for such a corridor or alignment.~~ The final alignment will be brought forward for adoption into the transportation system plans of Washington County as well as the cities of Sherwood, Tualatin, and Wilsonville.

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Schedule for Completing Activities:

Please refer to schedule information provided in the *Tangible Products* sections of this planning activity description. Completion of some or all work products may extend into FY 2010-11.

Tangible Products Expected in FY ~~2009-10~~ 2010-11:

- Initiation of detailed alignment selection, ~~and/or initiation of~~ environmental ~~work~~ analysis and design of the 124th Extension selected element(s) of the LPA ~~(January 2011)~~.

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Entity/ies Responsible for Activity:

Washington County – Product Owner / Lead Agency

Residents and officials of Washington County, ~~possibly Clackamas County (depending on the alignment selected),~~ Oregon Department of Transportation (ODOT), Metro, ~~Land Conservation and Development Commission (LCDC),~~ cities of Sherwood, Tualatin, and Wilsonville~~, Tigard, King City, Newberg, and McMinnville – Cooperate/Collaborate~~.

~~Rural and far-land owners in the area – Cooperate / Collaborate~~

Industrial and other employers within the ~~Tigard/~~Tualatin/Wilsonville/Sherwood area and areas newly included in the UGB and their existing and future employees – Cooperate / Collaborate

Travelers and freight hauling operators to and from the Oregon central coast area – Cooperate / Collaborate

Other State agencies including Department of Land Conservation and Development (DLCD), Department of Environmental Quality (DEQ), Department of Fish and Wildlife, Corrections, State Lands – Cooperate / Collaborate

Federal agencies including Federal Highway Administration (FHWA), Environmental Protection Agency (EPA), US Army Corps of Engineers, US Fish and Wildlife, National Oceanic and Atmospheric Administration, Fisheries, US Department of Interior – Cooperate / Collaborate

Cost and Funding Sources:

Requirements:		**Resources:**	
Washington County	$ 370,000	STP	$ 2,100,000
ODOT	$ 516,250	Washington County match	$ 240,355
Metro	$ 290,000	Federal Earmark	$ 1,750,143
Consultant Contract	$ 3,339,562	Washington County match	$ 200,312
Contingency	$ 1,474,998	ODOT State Funds	$ 1,700,000
TOTAL	**$ 5,990,810**	**TOTAL**	**$ 5,990,810**

CHAPTER 3.08

PUBLIC REVIEW DRAFT REGIONAL TRANSPORTATION FUNCTIONAL PLAN 3/22/10

NOTE: This draft document codifies current regional transportation functional plan language and additional functional plan provisions to direct how city and county plans will implement new RTP policies and implementation actions.

CHAPTER 3.08

REGIONAL TRANSPORTATION FUNCTIONAL PLAN

SECTIONS TITLE

A. The Regional Transportation Functional Plan (RTFP) implements those policies of the Regional Transportation Plan (RTP) and its constituent freight, high-capacity transit and transportation system management and operations plans which cities and counties of the region will carry out in their comprehensive plans, transportation system plans (TSPs), other land use regulations and transportation project development. The principal objectives of the RTP are safety for all; attraction of jobs and housing to downtowns, main streets, corridors and employment areas; maximizing use of the existing transportation system; completion of the transportation system for all modes of travel; increasing use of the transit, pedestrian and bicycle systems; improving freight reliability; and reducing vehicle miles traveled and resulting emissions.

B. The RTFP is intended to be consistent with federal law that applies to Metro in its role as a metropolitan planning organization, the Oregon Transportation Plan, and Statewide Planning Goal 12 (Transportation) and its Transportation Planning Rule (TPR). If a TSP is consistent with this RTFP, Metro shall deem it consistent with the RTP.

TITLE 1: TRANSPORTATION SYSTEM DESIGN

A. To preserve the capacity of the region’s principal arterials for through trips, each city and county shall amend its TSP, if necessary, to comply with the mapping requirements and street design standards set forth in subsections B through F of this section.

B. To improve connectivity of the region’s arterial system, each city and county shall incorporate into its TSP a network of four-lane major arterial streets at one-mile spacing and two-lane minor arterial streets or collector streets at half-mile spacing to the extent practicable considering the following:

1. Existing topography;

2. Rail lines;

3. Freeways;

4. Pre-existing development;

5. Leases, easements or covenants in place prior to May 1, 1995; and

6. The requirements of Titles 3 and 13 of the Urban Growth Management Functional Plan (UGMFP).

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

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

1. Is consistent with the conceptual new streets map required by subsection C;

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

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

4. If full street connection is prevented, provides bicycle and pedestrian accessways on public easements

or rights-of-way spaced such that accessways are not more than 330 feet apart, unless not possible for the reasons set forth in paragraph 3;

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

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

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

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

E. For redevelopment of existing land-uses that require construction of new streets, cities and counties shall develop local approaches to encourage adequate street connectivity.

F. City and county street design regulations shall allow:

1. Local streets of no more than 50 feet of total right-of-way, including:

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

3. Sidewalk widths that include at least five feet of pedestrian through zones; and

4. Landscaped pedestrian buffer strips, or paved furnishing zones of at least five feet, that include street trees;

5. Traffic calming devices, such as speed bumps and cushions, woonerfs and chicanes, to discourage traffic infiltration and excessive speeds on local streets;

6. Short and direct right-of-way routes and shared-use paths to connect residences with commercial services, parks, schools, hospitals, institutions, transit corridors, regional trails and other neighborhood activity centers;

7. Opportunities to extend streets in an incremental fashion, including posted notification on streets to be extended;

8. Implementation of green street designs such as bio-swales, street trees, and other techniques to manage stormwater within the public right-of-way as set forth in *Green Streets: Innovative Solutions for Stormwater and Street Crossings* (2002) and *Trees for Green Streets: An Illustrated Guide* (2002) or similar resources consistent with federal regulations for stream protection;

9. Implementation of complete street designs as set forth in *Creating Livable Streets: Street Design Guidelines for 2040* (2nd Edition, 2002), or similar resources consistent with regional street design policies; and

10. Street designs that facilitate existing and planned transit service pursuant subsection 3.08.120B.

3.08.120 Transit System Design

A. City and county TSPs and other land use regulations shall include projects and strategies to improve pedestrian and bicycle connections to all transit stops, passenger environments within one-half mile of all transit stops, bicycle environments within three miles of all transit stops, waiting environments at all transit stops and transit service speed and reliability for existing or planned high capacity transit station areas, on-street bus rapid transit and frequent service bus corridors, and

regional bus corridors where service exists at the time of TSP development or updates.

B. City and county TSPs and other land use regulations shall include the following elements to leverage the region's investment in transit by improving transit system design and performance:

1. A transit system map consistent with the transit functional classifications shown in Figure 2.15 of the RTP that shows the locations of major transit stops designated in the RTP, transit-priority treatments such as signals), regional bicycle transit facilities, park-and-ride facilities, bicycle and pedestrian routes providing access between essential destinations and transit stops, consistent with sections 3.08.130 and 3.08.140.

   a. The following site design standards for new retail, office, multi-family and institutional buildings located near at major transit stops or on transit routes designated in the RTP:

   b. Locate buildings within 20 feet of transit stops or provide a pedestrian plaza at transit stops;

   c. Provide reasonably direct pedestrian connection between transit stops and building entrances and between building entrances and streets adjoining transit stops;

   d. Provide transit passenger landing pads accessible to disabled persons to transit agency standards;

   e. Provide safe, direct and logical pedestrian crossings at all transit stops and make intersection and mid-block traffic management improvements as needed to enable marked crossings at major transit stops;

   f. Secure an easement or dedication for a passenger shelter and underground utility connection for the new development to the transit amenity if requested by the public transit provider; and

   g. Provide lighting to transit agency standards at the transit stop.

C. Providers of public transit service shall consider the needs youth, seniors, people with disabilities and environmental justice populations including minorities and low-income families when planning levels of service, transit facilities and hours of operation.

3.08.130 Pedestrian System Design

A. City and county TSPs or other land use regulations shall include a pedestrian plan for an interconnected network of pedestrian routes within and through the city or county. The plan shall include:

1. An inventory of existing facilities that identifies gaps and deficiencies in the pedestrian system;

2. An evaluation of needs for pedestrian access to transit and essential destinations, including direct, comfortable and safe pedestrian routes.

3. A list of improvements to the pedestrian system that will help the city or county achieve the regional Non-SOV modal targets in Table 3.08-1 and other targets established pursuant to in subsection 3.08.230A;

4. Provision for sidewalks along arterials, collectors and most local streets, not required along limited-access roadways; and

5. Provision for safe crossings of streets and controlled pedestrian crossings on major arterials.

B. A city or county may implement the provisions of section 3.08.120B (2) by establishment of pedestrian districts in its comprehensive plan or land use regulations. The regulations shall include the following elements:

1. A connected street and pedestrian network for the district;

2. An inventory of existing facilities, gaps and deficiencies in the network of pedestrian routes;

3. Interconnection among pedestrian, transit and bicycle systems;

4. Parking management strategies;

5. Access management strategies;

6. Sidewalk and accessway location and width;

7. Landscaped or paved pedestrian buffer strip location and width;

8. Street tree location and spacing;

9. Pedestrian street crossing and intersection design;

10. Street lighting and furniture for pedestrians; and

11. Designation of types and densities of land uses adequate to support transit.

C. City and county land use regulations shall ensure that new development provides on-site streets and accessways that offer reasonably direct routes for pedestrian travel.

3.08.140 Bicycle System Design

A. City and county TSPs and other land use regulations shall include a bicycle plan for an interconnected network of bicycle routes within and through the city or county. The plan shall include:

1. An inventory of existing facilities that identifies gaps and deficiencies in the bicycle system;
2. An evaluation of needs for bicycle access to transit and essential destinations, including direct, comfortable and safe bicycle routes and secure bicycle parking, considering *TriMet Bicycle Parking Guidelines*.
3. A list of improvements to the bicycle system that will help the city or county achieve the regional Non-SOV modal targets in Table 3.08-1 and other targets established pursuant to subsection 3.08.230A;
4. Provision for bikeways along arterials and major collectors and bicycle parking in centers, at major transit stops designated in the RTP, park-and-ride lots and associated with institutional uses; and
5. Provision for safe crossing of streets and controlled bicycle crossings on major arterials.

3.08.150 Freight System Design

A. City and county TSPs or other land use regulations shall include a freight plan for an interconnected system network of freight networks within and through the city or county. The plan shall include:

1. An inventory of existing facilities that identifies gaps and deficiencies in the freight system;

2. An evaluation of freight access to freight intermodal facilities, employment and industrial areas, and commercial districts; and

3. A list of improvements to the freight system that will help the city or county increase reliability of freight movement, reduce freight delay and achieve the targets established pursuant to section 3.08.230A.

3.08.160 Transportation System Management and Operations

A. City and county TSPs shall include transportation system management and operations (TSMO) plans to improve the performance of existing transportation infrastructure within or through the city or county. A TSMO plan shall include:

1. An inventory and evaluation of existing local and regional TSMO infrastructure, strategies and programs that identifies gaps and opportunities to expand infrastructure, strategies and programs;

2. A list of projects and strategies, consistent with the Regional TSMO Plan, based upon consideration of the following functional areas:

a. Multimodal traffic management investments, such as signal timing, access management, arterial performance monitoring and active traffic management;

b. Traveler information investments, such as forecasted traffic conditions and carpool matching;

c. Traffic incident management investments, such as incident response programs; and

d. Transportation demand management investments, such as individualized marketing programs, rideshare programs and employer transportation programs.

TITLE 2: DEVELOPMENT AND UPDATE OF TRANSPORTATION SYSTEM PLANS

3.08.210 Transportation Needs

A. Each city and county shall determine its transportation needs for consistency with and support of regional and state transportation needs in the 2035 RTP and to complete the transportation system plans developed under Title 1. The determination shall be based upon:

1. System gaps and deficiencies identified in the inventories and analysis of transportation systems pursuant to Title 1;

2. Identification of facilities that exceed the Deficiency Thresholds and Operating Standards in Table 3.08-2 or the alternative thresholds and standards established pursuant to section 3.08.230;

3. Consideration of the needs of youth, seniors, people with disabilities and environmental justice populations within the city or county, including minorities and low-income families.

B. A city or county determination of transportation needs must be consistent with the following elements of the RTP:

1. The population and employment forecast, except that a city or county may use an alternative forecast for the city or county, coordinated with Metro, to account for changes to comprehensive plan or land use regulations adopted after adoption of the RTP;

2. Regional needs identified in the mobility corridor strategies in Chapter 4 of the RTP;

3. System maps and functional classifications for street design, motor vehicles, transit, bicycles, pedestrians and freight in Chapter 2 of the RTP; and

4. Regional non-SOV modal targets in Table 3.08-1 and the Deficiency Thresholds and Operating Standards in Table 3.08-2.

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

3.08.220 Transportation Solutions

A. Each city and county shall consider the following strategies, listed in order of priority, to meet the transportation needs determined pursuant to section 3.08.210. The city or county shall explain its choice of a lower priority strategy over a higher priority strategy:

1. TSMO investments that refine or implement regional strategies in the RTP;

2. Transit, bicycle and pedestrian system improvements;

3. Traffic-calming designs and devices;

4. Land use strategies to help achieve the thresholds and standards in Tables 3.08-1 and 3.08-2 or alternative thresholds and standards established pursuant to section 3.08.230;

5. Improvements to parallel arterials, collectors or local streets, including pedestrian and bicycle facilities, consistent with the connectivity standards in section 3.08.110, in order to provide alternative routes or encourage use of modes other than SOV; and

6. Motor vehicle capacity improvements, consistent with the RTP Arterial and Throughway Network Concept, only upon a demonstration that other strategies in this subsection cannot adequately address identified transportation needs.

B. A city or county shall coordinate its consideration of the strategies in subsection A with the owner of the transportation facility affected by the strategy.

C. If analysis under section 3.08.210A indicates an unmet regional or state need that has not been addresses in the

RTP, the city or coounty shall propose one of the following actions:

1. Propose a project at the time of Metro review of the RTP to be incorporated into the RTP during the next RTP update; or

2. Propose an amendment to the RTP for needs and projects if the amendment is necessary prior to the next RTP update.

D. Upon its conclusion that the strategies in subsection A would not be feasible to address identified needs, a city or county shall, in coordination with Metro, pursue one or more of the following strategies:

1. Amend the comprehensive plan or land use regulations for an area to reduce trips generated by allowed uses;

2. Take an exception to the relevant RTFP requirement pursuant to section 3.08.630;

3. Change the RTP functional classification of a facility for any mode in Chapter 2 of the RTP;

4. Amend the policy in the RTP which the relevant RTFP requirement implements;

5. Designate the area an Area of Special Concern under Table 3.08-2.

3.08.230 Performance Targets and Standards

A. Each city and county shall demonstrate that solutions developed under section 3.08.220 to meet transportation needs determined under section 3.08.210 will improve the performance of state highways within its jurisdiction as much as feasible and avoid their further degradation.

B. Each city and county shall demonstrate that solutions will achieve progress toward the standards and targets in Tables 3.08-1 and 3.08-2 or toward alternative targets established by the city or county pursuant to subsection B. A city or county may adopt alternative targets pursuant to subsections C and D. The city or county shall include the regional or its alternative targets in its TSP.

C. A city or county may adopt alternative targets or standards in place of regional targets and standards prescribed in subsection A upon a demonstration that the alternative targets or standards:

1. Are no lower than those in Table 3.08-1;

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

3. Will not result in motor vehicle capacity improvements that go beyond the planned arterial and throughway system defined in Figure 2.12 of the RTP and that are not recommended in, or are inconsistent with, the RTP; and

4. Will not increase SOV travel to a measurable degree that affects local consistency with the non-SOV modal targets in Table 3.08-1.

D. If the city or county adopts mobility standards different from those in Table 3.08-2, it shall demonstrate that the standards have been approved by the Oregon Transportation Commission.

E. Each city and county shall also include performance targets for safety, vehicle miles traveled, freight reliability, congestion, accessibility and walking, bicycling and transit mode shares.

F. To demonstrate progress toward achievement of performance targets, the city or county shall consider the following actions:

1. Parking development and management plans that reduce the parking ratios required by section 3.08.410;

2. Street design standards in section 3.08.110;

3. TSMO strategies in section 3.08.220A; and

4. Land use actions adopted pursuant to Title 6 of the UGMFP.

TITLE 3: TRANSPORTATION PROJECT DEVELOPMENT

3.08.310 Defining Projects in Transportation System Plans

A. Each city or county developing or amending a TSP shall specify the general locations and facility parameters, such as minimum and maximum ROW dimensions and the number and size of traffic lanes, of planned regional transportation facilities and improvements identified on the appropriate RTP map. The locations shall be within the general location depicted in the appropriate RTP map. Except as otherwise provided in the TSP, the general location is as follows:

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

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

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

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

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

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

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

TITLE 4: REGIONAL PARKING MANAGEMENT

3.08.410 Parking Management

A. Cities and county parking regulations shall meet or set lower minimums and maximums than the following:

1. No minimum ratios higher than those shown on Table 3.08-3.

2. No maximums ratios higher than those shown on Table 3.08-3 and illustrated in the Parking Maximum Map. If 20-minute peak hour transit service has become available to an area within a one quarter mile walking distance for bus transit or one-half mile walking distance for light rail transit, that area shall be added to Zone A. If 20-minute peak hour transit service is no longer available to an area within a one-quarter mile walking distance for bus transit or one-half mile walking distance for light rail transit, that area shall be removed from Zone A. Cities and counties should designate Zone A parking ratios in areas with good pedestrian access to commercial or employment areas (within 1/3 mile walk) from adjacent residential areas.

B. Cities and counties may establish a process to consider variances from minimum and maximum parking ratios. If a city or county establishes a variance process, it must submit a written report on variances granted during the years by December 31 of each year.

C. Free surface parking shall be subject to the regional parking maximums for Zones A and B from Table 3.08-3. Cities and counties may exempt parking structures; fleet parking; vehicle parking for sale, lease, or rent; employee car pool parking; dedicated valet parking; user-paid parking; market rate parking; and other high-efficiency parking management alternatives from maximum parking standards. Reductions associated with redevelopment may be done in phases. Where mixed-use development is proposed, cities and counties shall provide for blended parking

rates. Cities and counties should count adjacent on-street parking spaces, nearby public parking and shared parking toward required parking minimum standards.

D. Cities and counties may use categories or standards other than those in the Table 3.08-3 of this title upon demonstration that the effect will be substantially the same as the application of the ratios in the table.

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

F. Cities and counties shall require that parking lots more than three acres in size provide street-like features along major driveways, including curbs, sidewalks and street trees or planting strips. Major driveways in new residential and mixed-use areas shall meet the connectivity standards for full street connections in section 3.08.310, and should line up with surrounding streets except where prevented by topography, rail lines, freeways, pre-existing development or leases, easements or covenants that existed prior to May 1, 1995, and the requirements of Titles 3 and 13 of the UGMFP.

G. Cities and counties shall require freight loading and unloading areas at appropriate locations in centers.

H. Cities and counties shall establish bicycle parking minimums at, or above five percent of off-street motor vehicle parking provided.

I. Cities and counties shall adopt parking management plans for centers as defined in Title 6 of the UGMFP and high-capacity transit corridors, designated in the RTP, consistent with subsection A through H. Plans shall include an inventory of parking usage, a range of strategies for managing parking supply and demand and an evaluation of bicycle parking needs with consideration of *TriMet Bicycle Parking Guidelines*. Plans must consider and may include the following range of strategies:

1. Parking districts;

2. Shared parking;

3. Timed parking;

4. Differentiation between employee parking and parking for customers, visitors and patients;

5. Real-time parking information;

6. Priced parking;

7. Parking enforcement.

TITLE 5: AMENDMENT OF COMPREHENSIVE PLANS

3.08.510 Amendments of City and County Comprehensive and Transportation System Plans

A. When a city or county proposes to amend its comprehensive plan or its components, it shall consider the strategies in subsection 3.08.220A as part of the analysis required by OAR 660-012-0060.

B. If amendments to comprehensive plans or land use regulations would significantly affect the function or capacity of a road, the city or county shall take one of the actions set forth in subsection 3.08.22A to maintain consistency between plannd land uses and existing or planned transportation facilities.

C. If a city or county adopts the actions set forth in subsection E and the land use actions set forth in section _____ of Title 6 of the UGMFP, it shall be eligible for an automatic reduction of 30 percent below the vehicular trip generation rates recommended by the Institute of Traffic Engineers when analyzing the traffic impacts of a plan amendment in a center as defined by Title 6 of the UGMFP, a corridor, a main street or other mixed-use area, pursuant to OAR 660-012-0060.

D. If a city or county proposes a transportation project that is not included in the RTP and will result in a significant increase in SOV capacity or exceeds the planned function or capacity of a facility designated in the RTP, it shall demonstrate consideration of the following as part of its project analysis:

1. The strategies set forth subsection 3.08.220A;

2. Street design guidelines adopted pursuant to Title 1 and the implementing guidelines in *Creating Livable Streets: Street Design Guidelines for 2040* (2nd Edition, 2002), or similar resources consistent with regional street design policies;

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

E. If the city or county decides not to build a project identified in the RTP, it shall identify alternative projects or strategies to address the identified transportation need and inform Metro so that Metro can amend the RTP.

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

TITLE 6: COMPLIANCE PROCEDURES

3.08.610 Metro Review of Amendments to Transportation System Plans

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

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

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

requirements become applicable to land use decisions. The notice shall specify which requirements become applicable to land use decisions in each city and county.

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

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

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

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

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

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

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

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

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

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

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

3.08.620 Extension of Compliance Deadline

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

B. The Council shall hold a public hearing to consider the application. Any person may testify at the hearing. The Council may grant an extension if it finds that:

1. The city or county is making progress toward compliance with the RTFP; or

2. There is good cause for failure to meet the compliance deadline.

C. The Council may establish terms and conditions for an extension in order to ensure that compliance is achieved in a timely and orderly fashion and that land use decisions made by the city or county during the extension do not undermine the ability of the city or county to achieve the purposes of the RTFP requirement. A term or condition must relate to the requirement of the RTFP for which the Council grants the extension. The Council shall not grant more than two extensions of time, nor grant an extension of time for more than one year.

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

3.08.630 Exception from Compliance

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

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

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

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

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

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

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

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

TITLE 7: DEFINITIONS

3.08.710 Definitions

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

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

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

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

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

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

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

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

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

I. “Complete Streets” means streets that are designed to serve all modes of travel, including bicycles, freight delivery vehicles, transit vehicles and pedestrians of all ages and abilities.

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

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

L. “Deficiency” means a capacity or design constraint that limits, but does not prohibit the ability to travel by a given mode or meet standards and targets in Tables 3.08-1 and 3.08-2. Examples of deficiencies include throughway portions with less than six through lanes of capacity; arterial portions with less than four through lanes of capacity; arterial streets with substandard design features; at-grade rail crossings; height restrictions; bicycle and pedestrian connections that contain obstacles (e.g., missing curb ramps); distances greater than 330 feet between pedestrian crossings; absence of pedestrian refuges; sidewalks occluded by utility infrastructure; high traffic volumes; complex traffic environments; transit overcrowding or schedule unreliability; and high crash locations.

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

N. “Essential destinations” means hospitals, medical centers, pharmacies, shopping centers, grocery stores, colleges, universities, middle schools and high schools, parks and open spaces, social service centers with more than 200 monthly LIFT pick-ups), employers with more than 1,500

employees, sports and entertainment venues and major government offices.

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

P. “Gap” means a missing link or barrier in the “typical” urban transportation system for any mode that functionally prohibits travel where a connection might be expected to occur in accordance with the system concepts and networks in Chapter 2 of the RTP. There is a gap when a connection does not exist. But a gap also exists if a physical barrier, such as a throughway, natural feature, weight limits on a bridge or existing development, interrupts a system connection.

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

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

S. "Institutional uses" means colleges and universities, hospitals and major government offices.

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

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

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

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

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

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

Z. "Low-income families" means households with incomes at or below the Oregon Department of Health and Human Services poverty guidelines.

AA. "Low-income populations" means any readily identifiable group of low-income persons who live in geographic proximity and, if circumstances warrant, geographically dispersed or transient persons (such as migrant workers or Native Americans) who would be similarly affected by a TSP.

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

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

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

EE. "Minority" means a person who is:

1. Black (having origins in any of the black racial groups of Africa;

2. Hispanic (of Mexican, Puerto Rican, Cuban, Central or South American or other Spanish culture or origin, regardless of race;

3. Asian American (having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent or the Pacific Islands;

4. American Indian and Alaska Native (having origins in any of the original peoples of North American and who maintain cultural identification through tribal affiliation or community recognition; or

5. Native Hawaiian or Other Pacifica Islander (having origins in any of the original peoples of Hawaii, Guam, Samoa or other Pacific Islands).

FF. "Minority population" means any readily identifiable group of minority persons who live in geographic proximity and, if circumstances warrant, geographically dispersed or transient persons (such as migrant workers or Native Americans) who would be similarly affected by a TSP.

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

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

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

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

KK. "Motor vehicle level-of-service" means a measurement of congestion as a share of designed motor vehicle capacity of a road.

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

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

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

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

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

QQ. "Refinement plan" means an amendment to a transportation system plan which determines at a systems level the function, mode or general location of a transportation facility, service or improvement, deferred during system planning because detailed information needed to make the determination could not be reasonably obtained at that time.

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

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

TT. "RFP" means Metro’s Regional Framework Plan adopted pursuant to ORS chapter 268.

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

VV. "RTFP" means this Regional Transportation Functional Plan.

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

XX. "Significant increase in Single Occupancy Vehicle (SOV) capacity for multi-modal arterials" means an increase in SOV capacity created by the construction of additional general purpose lanes totaling 1/2 lane miles or more in length. General purpose lanes are defined as through travel lanes or multiple turn lanes. This also includes the construction of a new general purpose highway facility

on a new location. Lane tapers are not included as part of the general purpose lane. Significant increases in SOV capacity should be assessed for individual facilities rather than for the planning area.

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

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

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

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

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

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

EEE. "Transportation system management and operations" (TSMO) means a “toolkit” of programs and strategies that will allow the region to more effectively and efficiently manage existing and new multi-modal transportation facilities and services to preserve capacity and improve safety, security and reliability. TSMO has two components: (1) transportation system management, which focuses on making facilities better serve users by improving efficiency, safety and capacity; and (2) transportation demand management, which seeks to modify travel behavior in order to make more efficient use of facilities and services and enable users to take advantage of everything the transportation system offers.

FFF. "TriMet" means the regional service district that provide public mass transit to the region.

GGG. "TSP" means a transportation system plan adopted by a city or county.

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

III. "Update" means TSP amendments that change the planning horizon and apply broadly to a city or county and typically entails changes that need to be considered in the context of the entire TSP, or a substantial geographic area.

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

Table 3.08-1
Regional Modal Targets

2040 Design Type	Non-drive alone modal target
Portland central city	60-70%
Regional centers Town centers Main streets Station communities Corridors Passenger intermodal facilities	45-55%
Industrial areas Freight intermodal facilities Employment areas Inner neighborhoods Outer neighborhoods	40-45%

Table 3.08-2

Interim Regional Mobility Policy

Deficiency Thresholds and Operating Standards[1]

Location	Mid-Day One-Hour Peak			A.M./P.M. Two-Hour Peak					
	Preferred Operating Standard	Tolerable Operating Standard	Exceeds Deficiency Threshold	Preferred Operating Standard		Tolerable Operating Standard		Exceeds Deficiency Threshold	
				1st Hour	2nd Hour	1st Hour	2nd Hour	1st Hour	2nd Hour
Central City Regional Centers Town Centers Main Streets Station Communities	C	E	F	E	E	F	E	F	F
Corridors Industrial Areas Intermodal Facilities Employment Areas Inner Neighborhoods Outer Neighborhoods	C	D	E	E	D	E	E	F	E
Banfield Freeway[1] *(from I-5 to I-205)*	C	E	F	E	E	F	E	F	F
I-5 North* *(from Marquam Bridge to Interstate Bridge)*	C	E	F	E	E	F	E	F	F
Highway 99E[1] *(from the Central City to Highway 224 interchange)*	C	E	F	E	E	F	E	F	F
Sunset Highway[1] *(from I-405 to Sylvan interchange)*	C	E	F	E	E	F	E	F	F
Stadium Freeway[1] *(I-5 South to I-5 North)*	C	E	F	E	E	F	E	F	F
Other Principal Arterial Routes	C	D	E	E	D	E	E	F	E
Areas of Special Concern	Areas with this designation are planned for mixed used development, but are also characterized by physical, environmental or other constraints that limit the range of acceptable transportation solutions for addressing a level-of-service need, but where alternative routes for regional through-traffic are provided. Figures 2.2 – 2.6 in Chapter 2 of the RTP define areas where this designation applies. In these areas, substitute performance measures are allowed by OAR.660.012.0060 (1)(d). Provisions for determining the alternative performance measures will be included in the Regional Transportation Functional Plan. Adopted performance measures for these areas are detailed in Appendix 2.								

Level-of-service is determined by using either the latest edition of the Highway Capacity Manual (Transportation Research Board) or through volume to capacity ratio equivalencies as follows: LOS C = .8 or better; LOS D = .8 to .9; LOS E = .9 to 1.0; and LOS F = 1.0 to 1.1.

[1] Thresholds shown are for interim purposes only; a mobility corridor strategy and/or a corridor refinement plan for these corridors are required in Chapter 5 of the RTP, and will include a recommended mobility policy for each corridor.

Source: Metro

Table 3.08-3 - Regional Parking Ratios

(parking ratios are based on spaces per 1,000 sq. ft of gross leasable area unless otherwise stated)

Land Use	Minimum Parking Requirements (See Central City Transportation Management Plan for downtown Portland stds)	Maximum Permitted Parking - Zone A:	Maximum Permitted Parking Ratios - Zone B:
	Requirements May Not Exceed	Transit and Pedestrian Accessible Areas[1]	Rest of Region
General Office (includes Office Park, "Flex-Space", Government Office & misc. Services) (gsf)	2.7	3.4	4.1
Light Industrial Industrial Park Manufacturing (gsf)	1.6	None	None
Warehouse (gross square feet; parking ratios apply to warehouses 150,000 gsf or greater)	0.3	0.4	0.5
Schools: College/ University & High School (spaces/# of students and staff)	0.2	0.3	0.3
Tennis Racquetball Court	1.0	1.3	1.5
Sports Club/Recreation Facilities	4.3	5.4	6.5
Retail/Commercial, including shopping centers	4.1	5.1	6.2
Bank with Drive-In	4.3	5.4	6.5
Movie Theater (spaces/number of seats)	0.3	0.4	0.5
Fast Food with Drive Thru	9.9	12.4	14.9
Other Restaurants	15.3	19.1	23
Place of Worship (spaces/seats)	0.5	0.6	0.8
Medical/Dental Clinic	3.9	4.9	5.9
Residential Uses			
Hotel/Motel	1	none	none
Single Family Detached	1	none	none
Residential unit, less than 500 square feet per unit, one bedroom	1	none	none
Multi-family, townhouse, one bedroom	1.25	none	none
Multi-family, townhouse, two bedroom	1.5	none	none
Multi-family, townhouse, three bedroom	1.75	none	none

[1] Ratios for uses not included in this table would be determined by cities and counties. In the event that a local government proposes a different measure, for example, spaces per seating area for a restaurant instead of gross leasable area, Metro may grant approval upon a demonstration by the local government that the parking space requirement is substantially similar to the regional standard.

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TECHNICAL APPENDIX

2035
REGIONAL TRANSPORTATION PLAN
Final draft plan

March 2010

Metro | *People places. Open spaces.*

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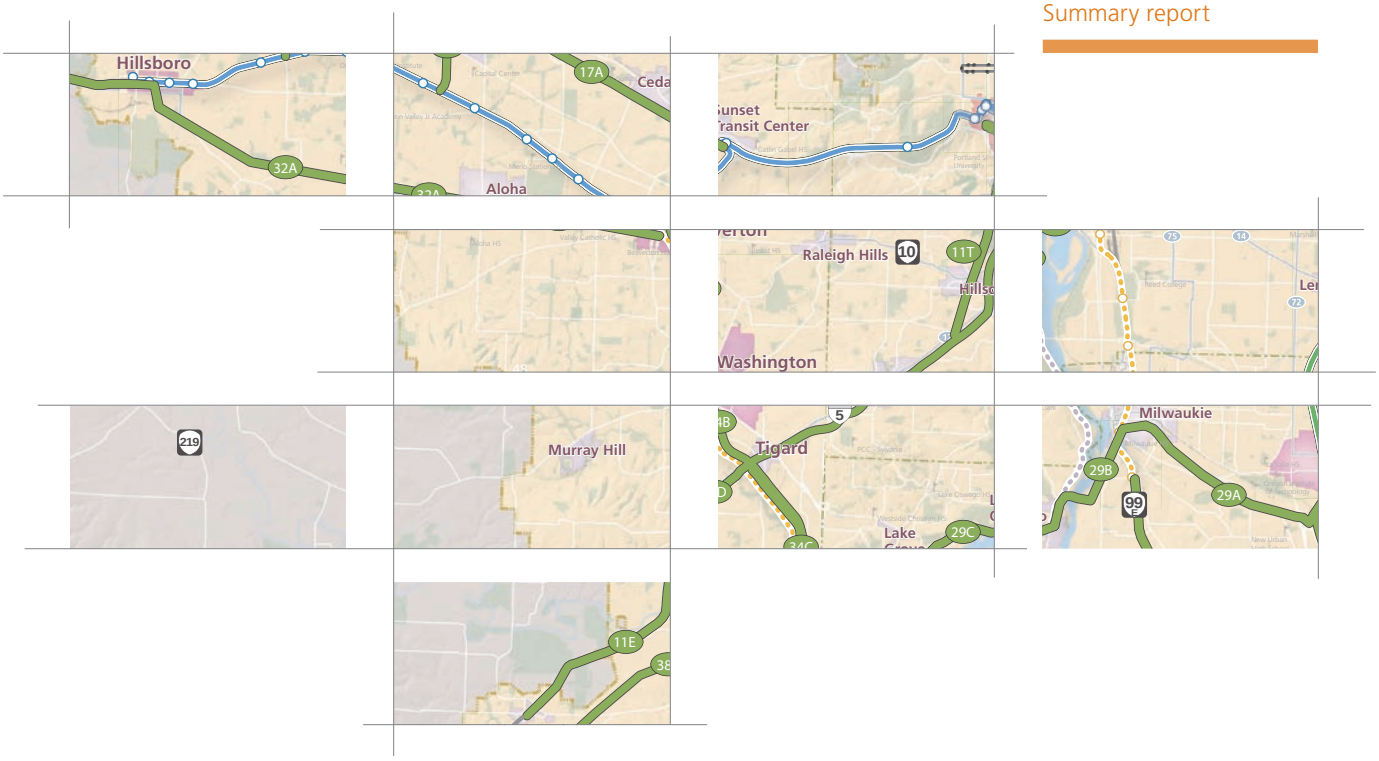
March 22, 2010
Summary report



REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN

2035

Summary report

March 22, 2010

Metro | *Joint Policy Advisory Committee on Transportation*

SUMMARY OF CHANGES TO EXISTING TRANSPORTATION FUNCTIONAL PLAN REQUIREMENTS

Section	Title	Relevant 2004 RTP citation(s)	Summary of change(s) to Existing Functional Plan Requirements in 2004 RTP
TITLE 1: TRANSPORTATION SYSTEM DESIGN			
3.08.110	Street System Design	Section 6.4.5	• Added arterial connectivity to Subsection B • Revisions to right-of-way dimensions (Subsection F #1, 3, 4, 7 and 10)
3.08.120	Transit System Design	Section 6.4.10	• Clarified Subsection A to specify needed transit access connections within certain proximity to bus stops and HCT stations
3.08.130	Pedestrian System Design	Section 6.4.10 related to pedestrian districts	• New section to specify pedestrian plan elements and needs analysis • Added gaps and deficiencies to inventory (Subsections A1 and B2) and consideration of pedestrian access to transit and other essential destinations as part of needs analysis (Subsection A2)
3.08.140	Bicycle System Design	N/A	New section to specify bicycle plan elements and needs analysis
3.08.150	Freight System Design	N/A	• New section to specify freight plan elements and needs analysis
3.08.160	Transportation System Management and Operations	N/A	• New section to specify TSMO plan elements and needs analysis
TITLE 2: DEVELOPMENT AND UPDATE OF TRANSPORTATION SYSTEM PLANS			
3.08.210	Transportation Needs	Section 6.4.1 Section 6.4.2 Section 6.4.9	• Defines new needs analysis elements to be consistent with RTP: ○ Gaps and deficiencies identified in Title 1 inventories and evaluations (Subsection A1) ○ Consideration of the needs of disadvantaged populations (Subsection A3) ○ Regional needs identified in Mobility Corridor strategies in Chapter 4 of RTP (Subsection B2)
3.08.220	Transportation Solutions	Section 6.4.2 Section 6.4.4	• Revised title name from "Congestion management" to "Transportation Solutions" • Expanded to distinguish between needs and solutions and broaden focus beyond congestion management • Establishes order of priority for system-level consideration of multi-modal strategies to address identified needs, consistent with the federally-required Congestion Management Process (CMP) and OHP Major Improvements Policy 1G. This also expands CMP process and OHP Policy 1G to TSP development and update, not just project development, local plan amendments or studies that would amend RTP (Subsection A) • Specifies coordination with transportation facility owners when identifying solutions (Subsection B)

Updated March 25, 2010

Section	Title	Relevant 2004 RTP citation(s)	Summary of change(s) to Existing Functional Plan Requirements in 2004 RTP
3.08.230	Performance Targets and Standards	Section 6.4.6 Section 6.4.7	• Revises title from "Non-SOV Modal Targets" to "Performance Targets and Standards" • Removes allowance for local governments to adopt "lower" volume to capacity thresholds than RTP (e.g., Table 3.08.2 establishes the minimum thresholds) (Subsection C1) • Clarifies the Oregon Transportation Commission must approve alternative mobility standards for state facilities (Subsection D) • Directs inclusion of a broader set of performance targets that local governments are able to analyze at the TSP level; some RTP targets not included (e.g., greenhouse gas emissions, air quality, housing/transportation affordability because they are best analyzed at regional TSP level) (Subsection E) • Expands actions to be adopted to demonstrate progress toward TSP performance targets in lieu of modeling progress toward Non-SOV modal targets in local TSPs (Subsection F)
TITLE 3: TRANSPORTATION PROJECT DEVELOPMENT			
3.08.310	Defining projects in TSPs	Section 6.2.4	• No change
TITLE 4: REGIONAL PARKING MANAGEMENT			
3.08.410	Parking Management	Title 2 of UGMFP	• New Subsections "G,""H" and "I" to include provisions for freight loading/unloading areas in centers, bicycle parking minimums and parking management plans in centers and HCT corridors
TITLE 5: AMENDMENT OF COMPREHENSIVE PLANS			
3.08.510	Amendments of City and County Comprehensive Plans and TSPs	Section 6.4.4	• Specifies consideration of range of multimodal strategies as part of the traffic analysis required by OAR 660-012-0060 (Subsections A and B) • Allows for an automatic 30 percent trip reduction credit in mixed-use areas if actions in 3.08.230F and TBD Section of Title 6 of the Urban Growth Management Functional Plan (UGMFP) are adopted (Subsection C)
TITLE 6: COMPLIANCE PROCEDURES			
3.08.610	Metro review of amendments to TSPs	Section 6.4.3	• No change
3.08.620	Extension of compliance deadline	None	• No change (same as Title 8 of the UGMFP)
3.08.630	Exception from compliance	None	• No change (same as Title 8 of the UGMFP)
TITLE 7: DEFINITIONS			
3.08.710	Definitions	Glossary	• New definitions

OTREC
OREGON TRANSPORTATION RESEARCH AND EDUCATION CONSORTIUM

OTREC • NEWS

Volume 4, Issue 2 Winter 2010

Contents

Edited by Jon Makler, AICP
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OTREC is a National University Transportation Center and is a partnership between Portland State University, the University of Oregon, Oregon State University and the Oregon Institute of Technology

Confronting a Changing Northwest Climate

Researchers from Portland State University (Dr. Miguel Figliozzi), Oregon State University (Dr. Philip Mote and Dr. Jason Ideker) and University of Alaska – Fairbanks (Dr. Ming Lee) have begun work on the Climate Change Impact Assessment for Surface Transportation in the Pacific Northwest and Alaska. The project is sponsored by The Region X Transportation Consortium, which is comprised of the four Departments of Transportation and the four University Transportation Centers from Alaska, Idaho, Oregon and Washington. The research will address the potential impacts of climate change and their associated adaptation opportunities throughout the region.

Adapting to climate change includes facing floods like this one, which closed I-5 in late 2008 (WSDOT Aerial Photo).

The states in the Pacific Northwest and Alaska share interconnected travel networks for people, goods, and services that support the regional economy, mobility, and human safety. The rising costs of building and maintaining reliable transportation infrastructure place tremendous pressure to deliver resilient transportation systems. Regional climate change has and will continue to affect the physical condition and serviceability of these networks. Yet the nature of the changes and their potential impacts on the regional transportation system and its use are very poorly understood.

The research team will conduct a preliminary assessment of the risks and vulnerabilities climate change poses to the surface transportation infrastructure system in the Pacific Northwest and Alaska region.

The project will:

- increase information regarding the risks and vulnerabilities of transportation infrastructure;
- highlight research needs and tools;
- provide relevant information and assistance to transportation planners, designers, and decision makers for the region.

Contributed by John MacArthur, the project's Principal Investigator.

OTREC Launches Light Rail Transit Training Series

In partnership with Portland State University, TriMet and David Evans and Associates, OTREC is pleased to announce the first in a series of professional development short courses that deal with aspects of light rail transit systems. The first course, Light Rail Facilities Design, will be offered in Portland on May 11th and 12th. The course is based on real-world examples and inside access to the Portland light rail and streetcar systems. It features instructors who are actively involved in the design, construction and operation of light rail systems. See www.otrec.us/lrt for agenda and registration information.

Research News

Examining Oregon's Medically At-Risk Driver Program: Oregon is one of six states with mandatory physician reporting requirements for drivers with significant medical impairments. In 2003, the state revised its Medically At-Risk Driver program to cover a wider range of cognitive and functional impairments. PSU Professor James Stratham's project examined the new program. The study involved two sections. First, the researchers performed an assessment of the safety risk posed by drivers whose licenses were suspended after the DMV received a physician's report on their condition. The second part of the study involved interviews with program stakeholders, including primary care physicians, providers of driving assessment services, and program administrators. *http://otrec.us/project/80*

Driver Characteristics (Sample Size)		Mandatory Referral (1,556)	Voluntary Referral (910)	Oregon Drivers (18,604)
Age Group	35 & Under	4.3%	10.9%	33.4%
	36-55	11.6%	25.5%	36.6%
	56-75	23.9%	29.8%	21.4%
	76 & Over	60.2%	33.8%	8.6%
	Mean Age (years)	73.0	62.4	46.4
	Median Age (years)	78.9	66.0	45.1
Gender	Male	61.3%	60.1%	52.8%
	Female	38.7%	39.9%	47.2%
Residence	Urban	69.6%	69.6%	76.9%
	Rural	30.4%	30.4%	23.1

Dr. James Strathman (PSU) compared the crash risks of drivers who merited mandatory or voluntary referral to Oregon's at-risk driver program.

Expanding PSU's Bicycle and Pedestrian Design Curriculum: This educational project took students at PSU beyond the lecture hall and library. Dr. Lynn Weigand expanded the bicycle and pedestrian design curriculum at PSU by turning an existing three-credit course into a five-credit course with an applied lab. The new course gave students the opportunity to apply the knowledge they gained in class to real projects in their community. Working in teams, the students developed projects that focused on improving bicycle and pedestrian connections to the PSU campus. The course received excellent reviews from the students, and the department recognized the course's value by offering it again the following year. *http://otrec.us/project/279*

Does transportation to school affect families' housing choices? Dr. Yizhao Yang's project examined the relationships between school transportation, neighborhood walkability, and where families choose to live. The study involved a 5,500-household survey of families with children attending selected public schools in Eugene, OR. In general, parents did consider school transportation in the process of

Director's Corner

In June of 2009, USDOT, HUD and EPA announced an historic Interagency Partnership for Sustainable Communities, which sets forth six livability principles that will help guide coordinated policy: Provide more transportation choices; promote equitable, affordable housing; enhance economic competitiveness; support existing communities; coordinate policies and leverage investment; and, value communities and neighborhoods.

At an event at PSU in February, HUD Secretary Shaun Donovan (pictured here with OTREC's Hau Hagedorn) announced a new HUD Office of Sustainable Housing and Communities, and emphasized the need to improve access to both affordable housing and transportation options. A few days earlier, President Obama released a proposed budget that included $527M for DOT sustainable communities initiatives, including a new livability office.

This new partnership presents a great opportunity for OTREC and our community partners. Our theme of integrated transportation and land use, healthy communities, and advanced technologies embodies the six livability principles. You can see this by looking at some of the projects we have already funded. Given this unprecedented federal partnership, OTREC's request for proposals (RFP) for 2010-11 is placing an emphasis on projects that support this new federal priority.

In consultation with our Board of Advisors, and in response to issues raised by faculty, we made a number of other changes in this RFP. First, to help build longer-term research and educational capacity at OTREC universities, we are soliciting proposals for strategic programmatic initiatives. These initiatives go beyond a single project, and emphasize collaboration between campuses and external partners. Second, we are accepting proposals for up to two years of funding, though the second year is contingent upon federal funding and the Investigator's performance during the first year of the project. I am looking forward to the proposals that will be submitted by the April 9th deadline.

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deciding where to live. Unfortunately, housing opportunities around schools and in walkable communities are often limited. Dr. Yang's project suggests a need for greater coordination between community land use planning and school planning. The study also points to the value of continuing to educate the community about safe and active transportation options to school. *http://otrec.us/project/184*

New Pavement Design Procedure Assessed: Tensile strain, or strain from heavy loads, causes pavement to crack. But innovations in pavement design aim to reduce such damage. Currently, the Oregon Department of Transportation (ODOT) is in the process of adopting a new pavement design procedure. This involves examining data from existing pavement to predict how much cracking will likely occur in the new pavement. Analysts have already made predictions about how much tensile strain will occur in the new pavement using a procedure known as layered elastic analysis. Dr. Todd Scholz's project gathered key data in order to assess the validity of these predictions. *http://otrec.us/project/155*

University Students Design a New Bicycle Shelter for Their Community: *designBridge* is a student-based organization at the University of Oregon that exposes students to real architectural and planning projects in their community. The organization promotes students' engagement in their community while providing them with professional experience that will benefit them in their careers. In this project, led by Professor Nico Larco, the students of *designBridge* undertook the design and construction of a new transportation shelter for Roosevelt Middle School in Eugene, OR. The project results include not only the completion of the shelter, but also the continued development of a service learning program that can effectively address small community, transportation-related needs. *http://otrec.us/project/247*

Telling Oregon's Transportation Tales: In 1974, Oregon adopted statewide land use planning goals. These goals shifted planning efforts away from freeway-building toward investment in alternative forms of transportation. Since then, Oregon has been a leader in pushing back against car-centric landscapes and lifestyles. In this project, Professor Carl Abbott and Sam Lowry of Portland State University traced the history of land use planning in Oregon from 1890-1974. One of the project's aims is to make transportation planning relevant and compelling to a broad audience. To do so, Abbott and Lowry gathered stories and information from a wide range of sources who enthusiastically shared their knowledge of transportation history. *http://otrec.us/project/138*

New Visions for Suburbia: Suburban multifamily housing makes up the fastest-growing housing market in the country. Townhouses, condos and apartment complexes bring density to suburbia. They are also often located close to commercial areas. For these reasons, they offer the potential for active transportation and mixed-use development. Yet this potential rarely becomes a reality. Professor Nico Larco's project explores why inaccessible, disconnected forms of suburban multifamily development dominate. The project draws on interviews with architects, planners, developers, and property managers of developments in four states. It proposes ways in which current practices might shift in order to create more livable, less congested, and multimodal suburban communities. *http://otrec.us/project/152*

Got Results?

Final reports for 28 OTREC projects (out of 109 funded so far) are available for download: http://otrec.us/reports.php

Get to know: Kelly Clifton, PSU

Dr. Clifton joined the faculty of PSU in January 2010 following a "Green Transportation Faculty" search made possible by the Miller Foundation's Sustainability Challenge Grant to PSU. She earned her PhD in Planning from the University of Texas at Austin.

What is your current position and what are some highlights?

I am an associate professor in Civil and Environmental Engineering and am enjoying the opportunity to focus on sustainability and the interdisciplinary nature of "green transportation." I came from the University of Maryland where I had a joint appointment in Planning and the National Center for Smart Growth Research and Education. As a teacher, I like the interaction between engineering and planning students, especially when they go from a masters degree in one discipline to a Ph.D. in the other.

How and when did transportation become a focus for you?

Professionally speaking, a mentor at the University of Arizona led me to transportation, but I only discovered planning because it followed Planetary Sciences in the academic catalog. But as a child, my family took a lot of road trips and I was always fascinated by the landscapes and how cities could be so different from each other.

Dr. Clifton taught Transportation and Health (CE 610/510) and Transportation and Land Use (USP 570) in her first quarter at PSU.

News from Around OTREC

Portland State University

OTREC Director Jennifer Dill of PSU's Nohad A. Toulan School of Urban Studies and Planning

Some notable progress with regard to transportation education at PSU:

Professors Ellen Bassett and Jennifer Dill are partnering with the City of Portland to examine the parking issues surrounding infill development. The topic has been the focus of their Planning Methods I and II courses this year, which are required of all Master of Urban and Regional Planning students. The students conducted parking counts, interviewed residents, businesses, apartment managers, and other affected parties, and surveyed residents. The findings will help the City understand the implications of their zoning code, which allows infill development near transit to be built without additional parking.

The Transportation Seminar Series has also been going strong. The winter quarter kicked off with a presentation by FTA Region 10 Administrator Rick Krochalis on the federal livability initiative. Another highlight of the term was Randy McCourt, who recently completed a three-year term as International Director of ITE and also recently was named President of his firm, DKS Associates. McCourt described a recent study for the Oregon DOT that examined various innovative strategies to address congestion and safety on Oregon Route 217 in Washington County.

Looking ahead, Dr. Ashley Haire will be teaching a new course, Sustainable Transportation Engineering, in the spring quarter. The course focuses on several aspects of sustainability as it relates to transportation, including greenhouse gas mitigation techniques, emissions and particulate matter production and dispersion, financial sustainability, and adaptation strategies to prepare our transportation infrastructure systems for climate change.

University of Oregon

Professor Marc Schlossberg of UO's Public Policy, Planning and Management Program

The Sustainable Cities Initiative kicked off a new program, "Sustainable City Year," which directs coursework from across the UO campus to a single city in order to help that city more quickly transition to more sustainable practices (including transportation). So far this year, 24 classes, 15 professors, 7 disciplines and 100,000 hours have been directed toward the City of Gresham. Gresham City Manager Erik Kvarsten noted that "this partnership will give students firsthand knowledge of what it is like to do this type of work given some of the challenges local governments in Oregon face today."

Professor Schlossberg and Ken Kato of the UO InfoGraphics Lab are about to roll out an iPhone mobile GPS app that will allow people across the country to easily evaluate walking and biking conditions in their communities. OTREC has funded Schlossberg's work on this, first with a research grant and then with a technology transfer grant.

In other research news, Prof. Nico Larco is developing a best practices guidebook on multifamily developments and active transportation. A team of UO faculty is completing a collaborative effort with faculty from the University of North Carolina regarding community design, transportation and health.

The student-run Bike Loan program at the UO has received permanent funding from the central administration. The two-year-old program has received statewide environmental awards and national recognition. Through the program, which cannot keep up with demand, students make a fully refundable $65 deposit in exchange for a bike, basket, helmet and lock.

Oregon State University

Professor Chris Higgins of OSU's School of Civil and Construction Engineering

Armin Stuedlein, Ph.D., has joined the faculty of Oregon State University as an Assistant Professor of Civil and Construction Engineering. He earned his doctorate in civil engineering from the University of Washington, M.S. from Syracuse University and B.S. from SUNY College of Environmental Science and Forestry. He entered the field of transportation working on the Interstate 15 Reconstruction Project in Salt Lake City, Utah, in 2000. Since that time, Dr. Stuedlein's transportation research has ranged from site characterization, reliability of piled foundations and ground improvement to the tallest, mechanically stabilized, earth walls in the western hemisphere at Sea-Tac International Airport. Dr. Steudlein's latest research, which is funded by the ODOT, addresses the design and analysis of pipe ramming projects.

In the research arena, Oregon State faculty members Karen Dixon, Ida van Schalkwyk and Robert Layton of the School of Civil and Construction Engineering received the K.B. Woods Award for the best paper in the area of design and construction of transportation facilities. Their paper, "Balancing Urban Driveway Design Demands Based on Stopping Sight Distance," will be published in *Transportation Research Record*. The award was presented on January 11, 2010, in conjunction with the Thomas B. Deen Distinguished Lecture at the TRB Annual Meeting in Washington, D.C. The paper analyzed appropriate design geometrics to provide adequate sight distance for safety at driveways, considering those with and without bicycle lanes. The research results demonstrated the value of bicycle lanes in providing enhanced sight distance. The authors offer recommendations regarding the relationship of bicycle lanes, parking, and speed limits.

Oregon Institute of Technology

Professor Roger Lindgren of OIT's Department of Civil Engineering

Students who are taking Advanced Pavement Engineering (CIV574) this term are involved in a series of mini research projects with hands-on experiment design and execution, including:

- indirect tension testing on porous and traditional hot-mixed asphalt concrete;
- compressive strength testing on soil stabilized with fly ash and Portland cement;
- freeze thaw effects on porous concrete pavements;
- comparison of traditional concrete slabs vs. precast concrete pavers for commercial parking lots.

The ITE Student Chapter is sponsoring a field trip to Knife River Resources in Medford for a tour of their warm mix and hot-mixed asphalt pavement production facilities. The Chapter also sponsored a professional lecture series presentation by Mr. Greg Halsted of the Portland Cement Association. Mr. Halstead spoke about the cement stabilization of soils for roadbed construction and the sustainability of concrete as a road building material.

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Education and Technology Transfer

Student News

The University of Oregon hosted the 2009 Region X Student Conference on November 13th.

This winter witnessed several exciting multi-campus events for students. November featured the annual **Oregon ITE Traffic Bowl** with student competitors from PSU, OSU and OIT as well as the Universities of Portland and Washington. The PSU Vikings came away with the victory and OSU claimed third place. Also in November, LiveMove hosted the annual **Region X Student Conference** at the UO in Eugene. The theme was "Moving People" and Jim Whitty (ODOT, pictured bottom right in the collage above) was the keynote speaker. In February, students from PSU and OSU attended the biennial **Northwest Transportation Conference** in Corvallis. **Shaun Bready (BSCE '10) of OIT** reports several students attended the Oregon Asphalt Paving Conference in late February. The theme of the conference was "Quality Sustainable Asphalt Today and Tomorrow" and there were sessions on reducing greenhouse gases during the asphalt manufacturing process. Students also had an opportunity to meet with a prospective new member of the civil engineering faculty. **Kyle Taniguchi (BSCE '10) of OSU** writes that students started the winter term with a potluck dinner and board game night. In January, fellow student Hong Zhu presented a poster at the TRB Annual Meeting in Washington, D.C. The group helped raise money for the Oregon Food Bank and had several social events, including a showing of the movie, "High-Tech Monorails." **UO's Price Armstrong (MPA '10)** says that LiveMove members have been busy attending conferences: a "Cutting Carbs" workshop on greenhouse gas emissions from transportation in December; TRB in January; and, the Northwest Transportation Conference in February. One student, Anya Dobrowolski, attended the National Scenic Trails Conference with support from LiveMove and the U.S. Forest Service. LiveMove has also kicked off a Transportation Speaker Series with Lane Transit District's GM Mark Pangborn (1/21) and Lane COG Transportation Manager Andrea Riner (2/25). **Rolando Melgoza (MSCE '10) of PSU** writes that STEP hosted two career-oriented events in November: one with DKS Associates (Portland, OR) and one with FHWA's Federal Western Land Highway Division (Vancouver, WA). But the big highlight of the winter was the TRB Annual Meeting. Twenty-one students traveled to D.C. for the conference and presented a total of 20 peer-reviewed papers. In February, STEP members collaborated with Oregon ITE to collect data outside the REI store in Portland.

For more information about these groups and their activities:
http://otrec.us/student_groups.php

OTREC's Visiting Scholar Program

OTREC's Visiting Scholar Program was established to help bring prominent academic and practicing professionals to Oregon to enhance the educational opportunities of graduate and undergradate transportation students. It has been used extensively to bring guest speakers for PSU's weekly Transportation Seminar Series (see www.cts.pdx.edu for more information). Recent Visiting Scholars include Joan Walker (UC Berkeley), Rick Krochalis (FTA) and Rick Willson (Cal Poly Pomona).

Dr. Walker's talk, "The Power and Value of 'Green' in Promoting Sustainable Travel Behaviors," presented the hypothesis that variables related to environmental consequences may be as influential as travel time and cost in determining travel behavior.

Rick Krochalis, who is the Region 10 FTA Administrator, kicked off the winter quarter with an extremely timely talk on "Regional Implications of the Federal Livability Initiative."

Dr. Willson's visit included a presentation at the 2010 Northwest Transportation Conference on 2/11 as well as his PSU seminar on 2/12. His talk, entitled "Transit Oriented Development 2.0," highlighted both strengths and weakness of existing TOD investments.

Conference Highlights

The Transportation Research Board (TRB) Annual Meeting is always a highlight of the year and this was no exception. A dozen OTREC faculty presented their research and OTREC students also attended in large numbers. It was exciting to see OTREC's founding director, Dr. Robert Bertini, active in his new role as Deputy Administrator of USDOT's Research and Innovative Technology Administration (RITA). Another highlight was the Council of UTCs banquet on Saturday night, when OTREC Student of the Year Nathan McNeil (Portland State, MURP, 2010) was honored.

On the lighter side, the Region X reception was held on Monday night, hosted by OTREC and its regional siblings: NIATT, TransNow, and AUTC. The turnout was incredible and we got a great picture of the Oregon "delegation."

TRB announced that the theme of next year's annual meeting will be "livability" and OTREC aims to showcase the work that many faculty are doing in this area (see http://livability.otrec.us for more).

The biennial **Northwest Transportation Conference** was held in February at Oregon State University in Corvallis. Several presentations were made by OTREC faculty and students. Kudos to ODOT and the Kiewit Center for Infrastructure and Transportation for putting on a great conference and covering so many interesting topics!

Oregonians at TRB relaxed at a reception hosted by OTREC and the other Region X UTCs.

Upcoming Opportunities & Links

PSU's **Center for Transportation Studies** hosts a seminar every Friday. Watch seminars live over the web or later through the archive. For more information, including upcoming topics, visit *www.cts.pdx.edu/seminars/*

The **Kiewit Center for Infrastructure and Transportation** offers traffic safety workshops. For upcoming events, please visit *http://kiewit.oregonstate.edu/workshops.html*

Mark your calendars now for the 2010 Oregon Transportation Summit: Friday, September 10th at Portland State University. The Summit will again be held in partnership with local chapters of APA, WTS and ITE. Questions and suggestions are welcome: *askotrec@otrec.us*

Want more?
This newsletter is online.
www.otrec.us/newsletter.php
Plus, follow us on Facebook and Twitter.

Rail-Volution will be held in Portland on October 18-21. There are many opportunities to get involved in the planning of this unique event.

For more information:

- *www.railvolution.com*
- *info@railvolution.com*

Rail-Volution
Building Livable Communities with Transit

OTREC
OREGON TRANSPORTATION RESEARCH AND EDUCATION CONSORTIUM

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If you would prefer to receive this newsletter electronically, please email your request to makler@otrec.us

Advisory Board Profile: Mike Baltes, Federal Transit Administration

Mike is the Director of the Office of Technology at the Federal Transit Administration (FTA) at the US Department of Transportation (USDOT) in Washington D.C. In this role he oversees a number of research and institutional areas, including rail operations and maintenance, rail technology, safety (both bus and rail), UTCs, TCRP, and work force development. He was previously the ITS Program Team Leader for FTA's Office of Research, where he was responsible for a broad portfolio of transit ITS research and demonstration projects. He also served as FTA's technical lead on USDOT's Urban Partnership Agreement and Congestion Reduction Demonstration initiatives, for which he received a Gold Medal Award from then USDOT Secretary Mary Peters. Prior to joining FTA, Mike worked as senior research faculty at the Center for Urban Transportation Research (CUTR) in Tampa, FL (his hometown) for almost 15 years. While at the CUTR, Mike was instrumental in the creation and operation of the National Bus Rapid Transit Institute. Mike is widely published in both academic and non-academic transportation-related journals, periodicals, and other publications. He has also authored dozens of technical reports. In addition to several academic boards, he is a long-standing member of several Transportation Research Board committees and serves on APTA's BRT Task Force and Standards committee. He holds both undergraduate and graduate degrees from the University of South Florida.

OTREC is a National University Transportation Center sponsored by the U.S. Department of Transportation's Research and Innovative Technology Administration Website: www.otrec.us Email: askotrec@otrec.us

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