

Metro | Agenda

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)
Date: Thursday, April 8, 2010
Time: 7:30 to 9 a.m.
Place: Metro Regional Center, Council Chambers

7:30 AM	1.	CALL TO ORDER & DECLARATION OF A QUORUM	Carlotta Collette, Chair
7:32 AM	2.	INTRODUCTIONS	Carlotta Collette, Chair
7:35 AM	3.	CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS	Carlotta Collette, Chair
7:35 AM	4.	COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS	
		<ul style="list-style-type: none">• Final Regional Transportation Plan Public Comment Period• ETEC Open Houses	
	#		
	5.	<u>CONSENT AGENDA</u>	
7:40 AM	5.1	* <ul style="list-style-type: none">• Consideration of the JPACT Minutes for March 4, 2010	
	#	<ul style="list-style-type: none">• Resolution No. 10-4139, For the Purpose of Approving the Regional Travel Options Work Program and Budget for FY 2010-11	
	6.	<u>ACTION ITEMS</u>	
7:45 AM	6.1	* Resolution No. 10-4136, For the Purpose of Adopting the FY 2011 Unified Planning Work Program – <u>APPROVAL REQUESTED</u>	Robin McArthur
	7.	<u>INFORMATION / DISCUSSION ITEMS</u>	
7:55 AM	7.1	Annual JPACT Washington, DC Update – <u>INFORMATION/ DISCUSSION</u>	Regional Lobby Staff
8:05 AM	7.2	# High Speed Rail – <u>INFORMATION / DISCUSSION</u>	Kelly Taylor, ODOT
8:35 AM	7.3	* Portland City Club Presentation on the Moving Forward: A Better Way to Govern Regional Transportation – <u>INFORMATION/ DISCUSSION</u>	Steve Griffith, City Club Peter Livingston, City Club Richard Ross, City Club
9 AM	8.	ADJOURN	Carlotta Collette, Chair

* Material available electronically.

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

Material will be distributed at the meeting.

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

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

2010 JPACT Work Program

4/08/10

<p><u>March 2, 2010 – JPACT Washington, DC Prep Meeting</u> <i>Location:</i> Metro, Rm. 370A/B <i>Time:</i> 5 p.m.</p> <p><u>March 4th – Regular Meeting</u></p> <ul style="list-style-type: none">• Final draft RTP, Functional Plan amendments, and Alternative Mobility Standards – Discussion/direction• MTIP: ODOT’s Jobs & Transportation Act (JTA) projects – Action• JPACT participation in Rail~Volution• Metro/TriMet on Portland – Milwaukie Light Rail agreement on bond – Action• Greenhouse Gas Inventory• House Bill 2001 Greenhouse Gas Scenarios work program - Information <p><u>March 9th – 11th – JPACT Washington, DC Trip</u></p> <p><u>March 22nd – Final RTP Public Comment Period Begins</u></p>	<p><u>April 2, 2010 – Joint MPAC/JPACT Retreat</u> <i>Location:</i> Oregon Convention Center <i>Time:</i> 8 a.m. to 3 p.m.</p> <ul style="list-style-type: none">• Climate Prosperity Project review• Greenhouse gas, University of Oregon climate change study, etc.• MTIP/STIP policy direction- Discussion <p><u>April 8th – Regular Meeting</u></p> <ul style="list-style-type: none">• FY 2010-11 Unified Planning Work Program (UPWP) – Action• High Speed Rail Presentation (Kelly Taylor, ODOT)• RTO work plan and budget for FY 2010-11 – Information• Portland City Club proposal on traffic management – Information• Annual JPACT Washington, DC Recap – Information
<p><u>May 13, 2010 – Regular Meeting</u></p> <ul style="list-style-type: none">• MTIP policy update:<ul style="list-style-type: none">◦ TriMet TIP• East Metro Corridor multi-modal work program• Southwest Corridor HCT and multi-modal work program• RFFA policy direction – Action• 2012-15 STIP Schedule/Milestones – Information• House Bill 2001/2186 Greenhouse Gas Scenarios State Mandates – Discussion <p><u>May 6th – Final RTP Public Hearing/Comment Period Ends</u></p>	<p><u>June 10, 2010 – Regular Meeting</u></p> <ul style="list-style-type: none">• Adopt final 2035 RTP – Action• 2035 RTP Air Quality Conformity Determination – Action• 2010-13 MTIP – Action• MTIP Air Quality Conformity Determination – Action• 2010-13 STIP public comment briefing - Information/Discussion• HB 2001 Climate change work plan – Action
<p><u>July 8, 2010 – Regular Meeting</u></p> <ul style="list-style-type: none">• TriMet update on system cuts – Information	<p><u>August 12, 2010 – Regular Meeting</u></p>
<p><u>September 2, 2010 – Regular Meeting</u></p> <ul style="list-style-type: none">• RFFA: Recommended draft for public comment• STIP: Recommended draft for public comment	<p><u>October 14, 2010 – Regular Meeting</u></p> <ul style="list-style-type: none">• Portland to Lake Oswego Locally Preferred Alternative – Action <p><u>October 19-21 Rail~Volution</u></p>

November 4, 2010 – Regular Meeting

December 9, 2010 – Regular Meeting

- House Bill 2001 Scenarios – Discussion

Parking Lot:

- U.S. jobs for Main Street – Direction (Tentative)
- 2011 legislative agenda
- Update and discussion on Electric Vehicles and ETEC charging station project
- Discussion of subcommittees for JPACT – equity, economy and climate change response



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

March 4, 2010

Metro Regional Center, Council Chambers

MEMBERS PRESENT

Carlotta Collette, Chair
Rex Burkholder
Jack Burkman
Craig Dirksen
Fred Hansen
Kathryn Harrington
Lynn Peterson
Roy Rogers
Jason Tell

AFFILIATION

Metro
Metro
City of Vancouver
City of Tigard, representing Cities of Washington Co.
TriMet
Metro
Clackamas County Commission
Washington County
Oregon Department of Transportation, Region 1

MEMBERS EXCUSED

Sam Adams
Shane Bemis
Nina DeConcini
Donna Jordan
Steve Stuart
Ted Wheeler
Don Wagner
Bill Wyatt

AFFILIATION

City of Portland
City of Gresham, representing Cities of Multnomah Co.
Oregon Department of Environmental Quality
City of Lake Oswego, representing Cities of Clackamas Co.
Clark County Commission
Multnomah County
WSDOT
Port of Portland

ALTERNATES PRESENT

Shirley Craddick
Andy Ginsberg
Deborah Kafoury
Susie Lahsene
Alice Norris

AFFILIATION

City of Gresham, representing Cities of Multnomah Co.
Oregon Department of Environmental Quality
Multnomah County
Port of Portland
City of Oregon City, representing Cities of Clackamas Co.

STAFF: Dick Benner, Andy Cotugno, Kim Ellis, Mike Hoglund, Tom Kloster, Ted Leybold, Tom Matney, Robin McArthur, Josh Naramore, Kelsey Newell, Kathryn Sofich, Randy Tucker, Heidi Rahn, John Mermin, Ross Roberts.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Carlotta Collette declared a quorum and called the meeting to order at 7:32 a.m.

2. INTRODUCTIONS

Chair Collette introduced Councilor Shirley Craddick, alternate to Mayor Shane Bemis, and Mr. Andy Ginsberg, alternate to Ms. Nina DeConcini.

3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

There were none.

4. COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS

Chair Collette reminded the committee that Rail~Volution is scheduled for October 19-21 in Portland and discussed TIGER grant allocations in the region.

Mr. Andy Ginsberg briefed the committee on the Environmental Protection Agency's proposed revisions to the ozone standards for particulate matter. The current standard is 75 parts per million but may be lowered to approximately 60 to 70 parts per million.

Councilor Rex Burkholder discussed funding flows in the region and Portland City Club's recent study entitled, "Moving Forward: A Better Way to Govern Regional Transportation." Commissioner Lynn Peterson requested that the report become a future agenda item.

5. CONSIDERATION OF THE JPACT MINUTES FOR FEBRUARY 11, 2010

MOTION: Mr. Jason Tell moved, Mayor Alice Norris seconded, to approve the JPACT minutes for February 11, 2010.

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 endorses 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.

MOTION: Mr. Fred Hansen moved, Commissioner Peterson seconded, to approve Resolution No. 10-4133.

ACTION TAKEN: With all in favor, 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. Tell briefed the committee on Resolution No. 10-4130, which would amend 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 in order for ODOT to begin design and construction. 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.

Mr. Ginsberg discussed the DEQ's campaign to educate policy makers in Oregon about the potential changes in air quality conformity.

MOTION: Mr. Tell moved, Councilor Kathryn Harrington seconded, to approve Resolution No. 10-4130.

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

7. INFORMATION/ DISCUSSION ITEMS

7.1 Proposed Mobility Standards Action Plan

Ms. Kim Ellis of Metro 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.

Ms. Ellis provided a brief presentation that covered the following topics:

- Proposed new transportation actions;
- Proposed new land use actions;
- Proposed state actions;
- MTAC and TPAC comments; and
- Direction needed.

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. Ms. Ellis asked the committee for direction on the proposed action plan.

7.2 Climate Change Action Plan

Chair Collette reminded members of the upcoming JPACT/MPAC workshop on climate change scheduled for April 2, 2010 at the Oregon Convention Center.

Mr. Mike Hoglund of Metro provided a presentation on the Metro's and the Portland metropolitan region's activities on climate change, regional greenhouse gas emissions inventory, state legislative mandates, and House Bill 2001 scenario planning. His presentation included information on:

- Metro's climate activities, objectives
- Regional greenhouse gas inventory objectives;
- Community greenhouse gas inventories model – System inventory;
- Systems and sources of greenhouse gas;
- Methodology;
- Metro area 2006 greenhouse gas inventory results for energy, materials and transportation;
- Comparison of 2006 per capita emissions – Portland metropolitan area versus United States.
- Oregon greenhouse gas goals and legislative mandates;
- House Bill 2186 task force recommendations;
- House Bill 2001 overview, scenario planning and state activities; and
- Desired outcomes and timeline.

8. ADJOURN

Chair Collette adjourned the meeting at 9:03 a.m.

Respectfully submitted,



Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR MARCH 4, 2010

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
6.1	Report	02/15/2010	Portland-Milwaukie Light Rail Project - Conceptual Design Report	030410j-01
6.1	Resolution	N/A	Resolution No. 10-4133 - Portland-Milwaukie Light Rail Bond with Intergovernmental Agreement and Staff Report attached	030410j-02
6.2	Resolution	N/A	Resolution No. 10-4130 - MTIP JTA Projects	030410j-03
7.1	PowerPoint	03/04/2010	RTP Proposed Action Plan	030410j-04
7.2	PowerPoint	03/04/2010	Addressing Regional Climate Change Challenge	030410j-05
	Handout	N/A	Climate and community prosperity	030410j-06

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

[CLICK HERE FOR FULL DOCUMENT](#)

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 31, 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)
<p>1. Support Economic Vitality</p>	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • 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.” 	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> ◦ 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. 	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • Transportation security will be factored into the next MTIP update, following completion of the new RTP. 	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • 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)
<p>5. Protect Environment and Quality of Life</p>	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • 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 SAFTEEA-LU Provisions

SAFTEEA-LU Provision for all MPOs	Metro Response
<p><i>Consult/Coordinate with planning officials responsible for planned growth, economic development, environmental protection, airport operations, and freight movement.</i></p>	<p>Metro’s transportation planning and land-use planning functions are within the same department and coordinate internally.</p> <ul style="list-style-type: none"> • 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.
<p><i>Promote consistency between transportation improvements and State and local planned growth and economic development.</i></p>	<p>Metro transportation and land-use planning is subject to approval by the Oregon Department of Land Conservation and Development.</p>
<p><i>Give safety and security due emphasis as separate planning factors.</i></p>	<p>Metro addressed security and safety as individual factors in the update to the RTP in 2007.</p> <ul style="list-style-type: none"> • 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. <p>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.</p>

Table 2: Metro’s Response to SAFETEA-LU Provisions (continued)

SAFETEA-LU Provision for all MPOs	Metro Response
<p><i>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.</i></p>	<p>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.</p>
<p><i>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.</i></p>	<p>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.</p> <p>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.</p>

Table 2: Metro’s Response to SAFTEEA-LU Provisions (continued)

SAFTETEA-LU Provision for all MPOs	Metro Response
<p><i>Include operation and management strategies to address congestion, safety, and mobility in the transportation plan.</i></p>	<ul style="list-style-type: none"> • 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 SAFETEA-LU Provisions (continued)

SAFETEA-LU Provision for all MPOs	Metro Response
<p><i>Develop a participation plan in consultation with interested parties that provides reasonable opportunities for all parties to comment on transportation plan.</i></p>	<p>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.</p> <p>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.</p> <p>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.</p> <p><i>Section 1.5 in the 2035 RTP and Appendix 4.5 describe the public process in more detail.</i></p>
<p><i>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.</i></p>	<p>On a regular basis, Metro employs visualization techniques. Examples include:</p> <ul style="list-style-type: none"> • 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 <p>Video simulation of light rail on the Portland Mall and I-205 Corridor.</p>
<p><i>Update the plan at least every 4 years in non-attainment and maintenance areas, 5 years in attainment areas.</i></p>	<p>2035 Federal RTP update was completed by March 5, 2008.</p>
<p><i>Update the TIP at least every 4 years, include 4 years of projects and strategies in the TIP.</i></p>	<p>Initiated MTIP and STIP update for August 2010, within 3 years of previous update.</p>
<p><i>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.</i></p>	<p>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.</p>

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.



Date: Wednesday, March 31, 2010
To: Paul Smith, Transportation Planning Division Manager, City of Portland
From: Tony Mendoza, Transit Analysis Project Manager, Metro
Subject: Status of Streetcar Technical Methods Work

As you requested at TPAC on March 26, 2010, this memo documents the status of a particular piece of work important to the City and to Metro, with regards to the Streetcar Technical Methods work identified in the UPWP.

The specific work task is defined in the DRAFT FY 2010-11 UPWP to be completed in FY 2009-10 as follows:

Developed technical methods for evaluating the impact of Streetcar on development patterns and measuring the economic development potential of the Streetcar mode to assist FTA in the evaluation of Small Starts projects and to assist the City of Portland with the evaluation of economic development in future transit corridors for the Streetcar System Plan. Economic impact evaluation methods used in Lake Oswego AA and Eastside Loop were documented so that the method can be applied to future projects.

To date, products for “technical methods” for economic analysis have been applied successfully in the Small Starts application for the Eastside Streetcar Loop project (Hovee for Metro, 2005) and the Lake Oswego to Portland Streetcar Alternatives Analysis Evaluation (Yosick for Metro 2007).

The final requirement under this task is to package the economic analysis method that was developed for these two studies into a tool that can be applied to future projects. This tool will be in the form of spreadsheets, where land use conditions and economic projection factors and assumptions can be modified by the user so that various scenarios can be evaluated.



[CLICK HERE FOR REPORT](#)

Moving Forward: A Better Way to Govern Regional Transportation

**RECOMMENDATION(S)
ADOPTED**



City Club of Portland
Good citizens are the riches of a city

City Club of Portland Bulletin, Vol. 96, No. 32, March 5, 2010

City Club members will vote on this report on Friday, March 5, 2010. Until the membership votes, City Club of Portland does not have an official position on this report. The outcome of the vote will be reported in the City Club Bulletin dated March 19, 2010 and online at www.pdxcityclub.org.

Materials following this page were distributed at the meeting.

 Metro | Agenda

REVISED

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)
Date: Thursday, April 8, 2010
Time: 7:30 to 9 a.m.
Place: Metro Regional Center, Council Chambers

- | | | | |
|----------------|-----|---|--|
| 7:30 AM | 1. | CALL TO ORDER & DECLARATION OF A QUORUM | Carlotta Collette, Chair |
| 7:32 AM | 2. | INTRODUCTIONS | Carlotta Collette, Chair |
| 7:35 AM | 3. | CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS | Carlotta Collette, Chair |
| 7:35 AM | 4. | COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS | |
| | | <ul style="list-style-type: none">• Final Regional Transportation Plan Public Comment Period• ETEC Open Houses | |
| | # | | |
| 7:40 AM | 5. | * Consideration of the JPACT Minutes for March 4, 2010 | |
| | 6. | <u>ACTION ITEMS</u> | |
| 7:45 AM | 6.1 | * Resolution No. 10-4141, For the Purpose of Amending the 2008-11 Metropolitan Transportation Improvement Program (MTIP) To Delete Funding for the I-5/OR99W Tualatin - Sherwood Connector Project and Add Funding to Six Arterial Projects – <u>APPROVAL REQUESTED</u> | Ted Leybold |
| 7:50AM | 6.2 | * Resolution No. 10-4136, For the Purpose of Adopting the FY 2011 Unified Planning Work Program – <u>APPROVAL REQUESTED</u> | Robin McArthur |
| | 7. | <u>INFORMATION / DISCUSSION ITEMS</u> | |
| 7:55 AM | 7.1 | Annual JPACT Washington, DC Update – <u>INFORMATION/ DISCUSSION</u> | Regional Lobby Staff |
| 8:05 AM | 7.2 | # High Speed Rail – <u>INFORMATION / DISCUSSION</u> | Kelly Taylor, ODOT |
| 8:35 AM | 7.3 | * Portland City Club Presentation on the Moving Forward: A Better Way to Govern Regional Transportation – <u>INFORMATION/ DISCUSSION</u> | Steve Griffith, City Club
Peter Livingston, City Club
Richard Ross, City Club |
| 9 AM | 8. | ADJOURN | Carlotta Collette, Chair |

- * Material available electronically.
- ** Materials will be distributed at prior to the meeting.
- # Material will be distributed at the meeting.

For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: kelsey.newell@oregonmetro.gov.
To check on closure or cancellations during inclement weather please call 503-797-1700#.

THE Project

The EV Project is the largest deployment of electric vehicles and charge infrastructure in history.

On August 5, 2009, [Electric Transportation Engineering Corporation \(eTec\)](#), a subsidiary of [ECOality, Inc.](#) (OTCBB:ETLE) was awarded a \$99.8 million grant from the U.S. Department of Energy to embark on this Project. The EV Project officially was launched on October 1, 2009 and will be completed on December 31, 2012.

eTec is partnering with Nissan North America to deploy up to 4,700 zero-emission electric vehicles, the Nissan LEAF, and 11,210 charging systems to support them in strategic markets in five states: Arizona, California, Oregon, Tennessee, and Washington.

The EV Project will collect and analyze data to characterize vehicle use in diverse topographic and climatic conditions, evaluate the effectiveness of charge infrastructure, and conduct trials of various revenue systems for commercial and public charge infrastructure. The ultimate goal of The EV Project is to take the lessons learned from the deployment of these first 4,700 EVs, and the charging infrastructure supporting them, to enable the streamlined deployment of the next five million EVs.



Charging Infrastructure Locations

From October 2010 through July 2011, charging infrastructure will be deployed in the following major population areas: Phoenix (AZ), Tucson (AZ), San Diego (CA), Portland (OR), Eugene (OR), Corvallis (OR), Seattle (WA), Nashville (TN), Knoxville (TN) and Chattanooga (TN). The Nissan LEAF will become available in those same areas at the end of 2010 to consumers and fleets.

The EV Project will qualify 4,700 LEAF customers for participation based upon driving characteristics and home electrical power capabilities. Because a significant amount of vehicle charging will take place at the EV driver residences, a portion of The EV Project funding supports home charging units, or more correctly called: Electric Vehicle Supply Equipment (EVSE). Participants will receive the home EVSE and installation at no cost in exchange for allowing the collection of vehicle and charge information at home and publicly available EVSE.

The EV Project will also install a significant amount of publicly available charging units (EVSE). eTec is working with the local communities in planning the placement and deployment of these units. Both Level 2 and Level 3 EVSE will be provided. More information on these units follows.

eTec is the Award Recipient and Project Manager for this project having been selected by the DOE following its competitive bidding process. eTec has a long and successful history of involvement in the design, testing and deployment of EVSE and other transportation related services.

Help Locate Funded Electric Vehicle Charging Stations

ETEC wants you to help us locate publicly accessible charging station sites. In Oregon, the EV Project is focusing on the Portland metropolitan area, Salem, Corvallis, Eugene, and nearby surrounding communities. We are looking for attraction/destination sites where people regularly gather or visit and plan on parking for about 2 hours. If you wish to nominate a general location or wish to host a site, please contact David Mayfield at dmayfield@etecvcs.com.



BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2008-) RESOLUTION NO. 10-4141
11 METROPOLITAN TRANSPORTATION)
IMPROVEMENT PROGRAM (MTIP) TO) Introduced by Councilor Carl Hosticka
DELETE FUNDING FOR THE I-5/OR99W)
TUALATIN-SHERWOOD CONNECTOR)
PROJECT AND ADD FUNDING TO SIX)
ARTERIAL PROJECTS)

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

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

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

WHEREAS, there is state and federal transportation funds in the 2008-11 MTIP for design and construction of a limited access highway in this corridor; and

WHEREAS, a study, the I-5 to 99W Connector corridor study, was conducted to select a preferred alternative of land use and transportation improvements in the corridor area between Sherwood, Tualatin and Wilsonville; and

WHEREAS, the corridor study recommended a new set of priority transportation projects to phase access and mobility improvements into the corridor instead of immediate construction of a limited access highway; and

WHEREAS, the Oregon Department of Transportation has requested reallocating the Oregon Transportation Investment Act (OTIA) funding it administers to a new set of projects; and

WHEREAS, the new set of transportation projects are consistent with the recommendations of the corridor study and with the Regional Transportation Plan; and

WHEREAS, these changes to programming for these projects has been analyzed and determined in conformity with the State Implementation Plan for air quality; now, therefore,

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to modify the programming of the 2008-11 Metropolitan Transportation Improvement Program to include the projects as shown in Exhibit A.

ADOPTED by the Metro Council this ___ day of April 2010.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Exhibit A

Summary of MTIP Amendment

	Projects	Funding amount
Remove funds from:	I-5 to 99W Connector	\$10 million
Total removed from project		\$10 million
Apply funds to:	OR99W System Management through Sherwood	\$1 million
	SW Hall Blvd/OR99W Intersection	\$6 million
	SW Boones Ferry: SW Norwood - SW Day Road	\$2 million
	OR99W Intersections	\$1 million
Total applied to other projects		\$10 million

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 10-4141, FOR THE PURPOSE OF AMENDING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO DELETE FUNDING FOR THE I-5/OR99W TUALATIN-SHERWOOD CONNECTOR PROJECT AND ADD FUNDING TO SIX ARTERIAL PROJECTS

Date: April 22, 2010

Prepared by: Ted Leybold

BACKGROUND

Washington County received \$10 million in Oregon Transportation Investment Act funding for an I-5 to OR99W connector project generally located between the cities of Sherwood and Tualatin/Wilsonville. The region has also been conducting a corridor study in this area, with the participation of all affected jurisdictions and agencies, to determine a preferred strategy for phasing in transportation facilities and land use actions. The corridor study has now been completed.

With the completion of the corridor study, the Oregon Department of Transportation and Washington County are proposing to reallocate transportation funds allocated to the connector project to the highest priority projects identified by the corridor study.

The recommended projects to receive OTIA funds are:

- OR99W System Management through Sherwood (Traveler information, signal timing upgrades): \$1 m.
- SW Hall Blvd/OR99W Intersection (add turn lanes, bike lanes): \$6 m.
- SW Boones Ferry: SW Norwood - SW Day Road (modernize to current standards): \$2 m.
- OR99W intersections (add turn lanes, signal improvements, bike, pedestrian, transit facilities): \$1 m.

Note: Amendment forms detailing the proposed year of fund obligation, fund type and project cost by phase for these projects is included in Attachment 1 to this staff report.

As part of the funding strategy to begin implementation of the corridor study, these projects will be funded with Washington County funds:

- Adams Street extension: Tualatin-Sherwood Rd to Downtown Sherwood: \$2 m.
- SW 124th Avenue: Tualatin-Sherwood Rd to Boones Ferry Rd (PE only): \$2 m local reimbursement for regional flexible fund exchange.

Note: No JPACT action or amendment forms necessary. Local project funding is provided and will be displayed in the MTIP for information purposes only.

These projects have already been conformed as part of the existing 2008-11 MTIP, as part of the first phase of transportation projects included in the Regional Transportation Plan or are exempt by rule from air quality conformity analysis requirements. Therefore, this action is consistent with state and federal air quality regulations and the State Implementation Plan for air quality.

The State and Metropolitan Transportation Improvement Plans now need to be amended to reflect these changes for the funding to be available to the projects.

ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** Amends the 2008-11 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 07-3825 on August 16, 2007 (For the Purpose of Approving the 2008-11 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
3. **Anticipated Effects** Adoption of this resolution will eliminate funding programmed for the I-5/OR99W Sherwood to Tualatin Connector project and make available state transportation project funding for the transportation projects described above. Programming of \$2 million of Washington County transportation funds also demonstrates their commitment to program local funding on a priority arterial project in southern Washington County in exchange for regional flexible funds utilized for the I-5/99W Connector Corridor study.
4. **Budget Impacts** No Metro funds are obligated by this agreement.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 10-4141.

Attachment 1

MTIP/STIP AMENDMENT REQUEST FORM -- SPLIT PROJECT (Revised 5/24/06)

HFO USE ONLY:		MPO USE ONLY:	
STIP AMENDMENT NO.:	Fiscal Constraint Confirmed <input type="checkbox"/> Yes	OTIA Project? <input type="checkbox"/> YES, fill in date below.	MTIP AMENDMENT NO.:
	Let Date (if known) <input type="checkbox"/> N/A	OTIA I & II Change Approval Date	RTP Project No. <input type="text"/>
Project in MPO? <input type="checkbox"/> PORTLAND METRO		OTIA III Bridge Change Approval Date	MTIP ID No. <input type="text"/>
Air Quality Conformity Required? <input type="checkbox"/> Air quality conformity required?		OTIA III Modernization Change Approval Date <input type="text"/> 9/29/2004	MTIP Coordinator Approval Date
STIP Page No./Amendment No. <input type="text"/> 70	Requested By <input type="text"/> Rian Windsheimer		Reg. STIP Coord. Approval Date <input type="text"/> Vaughan Rademeyer
Key No. <input type="text"/> 13301	Region <input type="text"/> 1	Admin By <input type="text"/> LOCAL/LAL	Fiscal Constraint Confirmed <input type="checkbox"/> Yes
Project Name <input type="text"/> I-5: OR99W TUALATIN - SHERWOOD CONNECTOR	ACT <input type="text"/> METROW	Applicant <input type="text"/> Washington County	Mode <input type="text"/> Enter mode of work.
Work Type <input type="text"/> MODERN	Percent <input type="text"/> 100%	Work Type 2 <input type="text"/> Enter second	Comments:
Current Monitor Code <input type="text"/> ENVDOC	New Monitor Code <input type="text"/> STUDY	Work Type 3 <input type="text"/> Enter third W	
Route No. <input type="text"/>	Hwy. Name <input type="text"/>	Hwy. No. <input type="text"/>	
Beginning MP <input type="text"/>	Ending MP <input type="text"/>	Proj. Length <input type="text"/>	
US Cong. District <input type="text"/> 1	Senate District <input type="text"/> 19	Representative District <input type="text"/> 37	
County <input type="text"/> WASHINGTON	Work Description <input type="text"/> Corridor study to alleviate congestion.		

REQUESTED ACTION: Delete PE phase and move OTIA funds to 4 new projects. Move \$300,000 State funds to Region 1 Financial Plan. Change project description.

CURRENT PROGRAM STATUS:

KEY NUMBER: 13301		OBJECT NAME: I-5: OR99W TUALATIN - SHERWOOD CONNECTOR														CARRY OVER?
WORK PHASE	YEAR	1st FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	2nd FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	3rd FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	4th FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	TOTAL FEDERAL	PROJECT TOTAL	
PLAN	2008	State	\$0	\$1,700,000	L230 (U-STP)	\$2,100,000	\$2,340,354							\$2,100,000	\$4,040,354	
PRELIM ENG	2010	B3A2 (OTIA3)	\$0	\$10,000,000	S01 (State)		\$300,000							\$0	\$10,300,000	
R/W		97.1%			2.9%									\$0	\$0	
UTIL RELOC														\$0	\$0	
CONST														\$0	\$0	
OTHER														\$0	\$0	
TOTAL			\$0	\$11,700,000		\$2,100,000	\$2,640,354		\$0	\$0		\$0	\$0	\$2,100,000	\$14,340,354	

AMENDED PROGRAM STATUS (SPLIT ABOVE PROJECT INTO THESE PROJECTS):

KEY NUMBER: 13301		OBJECT NAME: I-5: OR99W TUALATIN - SHERWOOD CONNECTOR														CARRY OVER?
WORK PHASE	YEAR	1st FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	2nd FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	3rd FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	4th FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	TOTAL FEDERAL	PROJECT TOTAL	
PLAN	2008	State	\$0	\$1,700,000	L230 (U-STP)	\$2,100,000	\$2,340,354			\$0				\$0	\$4,040,354	
PRELIM ENG														\$0	\$0	
R/W														\$0	\$0	
UTIL RELOC														\$0	\$0	
CONST														\$0	\$0	
OTHER		42.1%			57.9%									\$0	\$0	
TOTAL			\$0	\$1,700,000		\$2,100,000	\$2,340,354		\$0	\$0		\$0	\$0	\$2,100,000	\$4,040,354	

KEY NUMBER:		PROJECT NAME: New Projects on Separate Forms														CARRY OVER?
WORK PHASE	YEAR	1st FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	2nd FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	3rd FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	4th FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	TOTAL FEDERAL	PROJECT TOTAL	
PLAN														\$0	\$0	
PRELIM ENG														\$0	\$0	
R/W														\$0	\$0	
UTIL RELOC														\$0	\$0	
CONST														\$0	\$0	
OTHER														\$0	\$0	

PFS Manager _____ Date _____ PD Manager _____ Date _____ Project Delivery Manager _____ Date _____ Region 1 Manager _____ Date _____

Attachment 1

MTIP/STIP AMENDMENT REQUEST FORM (Revised 5/24/06)

HFO USE ONLY:										MPO USE ONLY:							
STIP AMENDMENT NO.:		Fiscal Constraint Confirmed <input type="checkbox"/> Yes		OTIA Project? <input type="checkbox"/> YES, fill in date below.		OTIA I & II Change Approval Date		OTIA III Bridge Change Approval Date		OTIA III Modernization Change Approval Date		MTIP AMENDMENT NO.:		RTP Project No.		MTIP ID No.	
Project in MPO? <input type="checkbox"/> PORTLAND METRO		Air Quality Conformity Required? <input type="checkbox"/> Air quality conformity required?		Requested By <input type="text"/> Rian Windsheimer		Date of Request <input type="text"/> 12/17/2009		Admin By <input type="text"/> LOCAL/LAL		Applicant <input type="text"/> Washington County		Reg. STIP Coord. Approval <input type="text"/> Vaughan Rademeyer		Date <input type="text"/> 12/29/2009		Fiscal Constraint Confirmed <input type="checkbox"/> Yes	
STIP Page No./Amendment No.		Key No.		Region <input type="text"/> 1		Option Code <input type="text"/> L		ACT <input type="text"/> METROW		Work Type <input type="text"/> MODERN		Percent <input type="text"/> 100%		Work Type 2 <input type="text"/> Enter second		Percent <input type="text"/>	
Route No. <input type="text"/> OR99W		Hwy. Name <input type="text"/> Pacific Highway West		Hwy. No. <input type="text"/> 1W		Beginning MP <input type="text"/>		Ending MP <input type="text"/>		Proj. Length <input type="text"/>		Current Monitor Code <input type="text"/> Enter Current		New Monitor Code <input type="text"/> PSEDOC		Work Type 3 <input type="text"/> Enter third Wi	
US Cong. District <input type="text"/> 1		Senate District <input type="text"/> 13		Representative District <input type="text"/> 26		County <input type="text"/> WASHINGTON		Work Description <input type="text"/> Install Variable Message Signs, Cameras and Road Weather Info Systems		Mode <input type="text"/> Enter mode of work.		Comments:					

REQUESTED ACTION: Add new project using \$1 million OTIA Funds from Key 13301 I-5-99W Tualatin - Sherwood Connector

CURRENT PROGRAM STATUS:

KEY NUMBER: 0 OBJECT NAME: OR99W TSM Though Sherwood

WORK PHASE	YEAR	1st FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	2nd FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	3rd FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	4th FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	TOTAL FEDERAL	PROJECT TOTAL	CARRY OVER?
PLAN														\$0	\$0	
PRELIM ENG														\$0	\$0	
R/W														\$0	\$0	
UTIL RELOC														\$0	\$0	
CONST														\$0	\$0	
OTHER														\$0	\$0	
TOTAL			\$0	\$0		\$0	\$0		\$0	\$0		\$0	\$0	\$0	\$0	

AMENDED PROGRAM STATUS:

KEY NUMBER: 0 OBJECT NAME: OR99W TSM Though Sherwood

WORK PHASE	YEAR	1st FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	2nd FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	3rd FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	4th FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	TOTAL FEDERAL	PROJECT TOTAL	CARRY OVER?
PLAN														\$0	\$0	
PRELIM ENG	2010	B3A2(OTIA3)		\$150,000										\$0	\$150,000	
R/W	2010	B3A2(OTIA3)		\$50,000										\$0	\$50,000	
UTIL RELOC														\$0	\$0	
CONST	2010	B3A2(OTIA3)		\$800,000										\$0	\$800,000	
OTHER														\$0	\$0	
TOTAL			\$0	\$1,000,000		\$0	\$0		\$0	\$0		\$0	\$0	\$0	\$1,000,000	

FUNDS BEING TRANSFERRED FROM OTHER KEY NUMBER(S):

KEY NUMBER	WORK PHASE	YEAR	FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	WORK PHASE	YEAR	FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	WORK PHASE	YEAR	FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	CARRY OVER?
13301	PE	2010	B3A2(OTIA3)		\$1,000,000											

PFS Manager _____ Date _____ PD Manager _____ Date _____ Project Delivery Manager _____ Date _____ Region I Manager _____ Date _____

Attachment 1

MTIP/STIP AMENDMENT REQUEST FORM (Revised 5/24/06)

HFO USE ONLY:										MPO USE ONLY:							
STIP AMENDMENT NO.:		Fiscal Constraint Confirmed <input type="checkbox"/> Yes		OTIA Project? <input type="checkbox"/> YES, fill in date below.		OTIA I & II Change Approval Date		OTIA III Bridge Change Approval Date		OTIA III Modernization Change Approval Date		MTIP AMENDMENT NO.:		RTP Project No.:		MTIP ID No.:	
		Let Date (if known) <input type="checkbox"/> N/A															
Project in MPO? <input type="checkbox"/> PORTLAND METRO		Air Quality Conformity Required? <input type="checkbox"/> Air quality conformity required?		Requested By <input type="checkbox"/> Rian Windsheimer		Date of Request <input type="checkbox"/> 12/17/2009		MTIP Coordinator Approval		Date		Reg. STIP Coord. Approval <input type="checkbox"/> Vaughan Rademeyer		Date <input type="checkbox"/> 12/29/2009		Fiscal Constraint Confirmed <input type="checkbox"/> Yes	
STIP Page No./Amendment No. <input type="checkbox"/> 113		Key No. <input type="checkbox"/> 15473		Region <input type="checkbox"/> 1		Option Code <input type="checkbox"/> L		ACT <input type="checkbox"/> METROW		Admin By <input type="checkbox"/> LOCAL/LAL		Comments:		Mode <input type="checkbox"/> Enter mode of work.			
Project Name <input type="checkbox"/> OR99W: Pacific Hwy West Intersection @ Hall Blvd		Work Type <input type="checkbox"/> MODERN		Percent <input type="checkbox"/> 100%		Work Type 2 <input type="checkbox"/> Enter second		Percent <input type="checkbox"/>		Work Type 3 <input type="checkbox"/> Enter third Wt							
Current Monitor Code <input type="checkbox"/> PSEDOC		New Monitor Code <input type="checkbox"/> PSEDOC		Route No. <input type="checkbox"/> OR99W		Hwy. Name <input type="checkbox"/> Pacific Highway West		Hwy. No. <input type="checkbox"/> 1W		Beginning MP <input type="checkbox"/> 8.69		Ending MP <input type="checkbox"/> 8.93		Proj. Length <input type="checkbox"/> 0.24			
US Cong. District <input type="checkbox"/> 1		Senate District <input type="checkbox"/> 18		Representative District <input type="checkbox"/> 35		County <input type="checkbox"/> WASHINGTON											
Work Description <input type="checkbox"/> WIDEN INTERSECTION & IMPROVE ACCESS MANAGEMENT TO ENHANCE SAFETY																	

REQUESTED ACTION: Increase the total project funding by approximately \$1 million and replace some of the "Other" funds by adding 6 million OTIA III funds from Key 13301 I-5 - OR99W Tualatin - Sherwood Connector.

CURRENT PROGRAM STATUS:

KEY NUMBER: 15473 OBJECT NAME: OR99W: Pacific Hwy West Intersection @ Hall Blvd																
WORK PHASE	YEAR	1st FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	2nd FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	3rd FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	4th FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	TOTAL FEDERAL	PROJECT TOTAL	CARRY OVER?
PLAN														\$0	\$0	
PRELIM ENG	2009	S01(State)		\$750,000	OTH0(Other)		\$112,000							\$0	\$862,000	
R/W	2009	OTH0(Other)		\$2,881,000										\$0	\$2,881,000	
UTIL RELOC														\$0	\$0	
CONST	2009	OTH0(Other)		\$2,525,000										\$0	\$2,525,000	
OTHER														\$0	\$0	
TOTAL			\$0	\$6,156,000		\$0	\$112,000		\$0	\$0		\$0	\$0	\$0	\$6,268,000	

AMENDED PROGRAM STATUS:

KEY NUMBER: 15473 OBJECT NAME: OR99W: Pacific Hwy West Intersection @ Hall Blvd																
WORK PHASE	YEAR	1st FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	2nd FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	3rd FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	4th FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	TOTAL FEDERAL	PROJECT TOTAL	CARRY OVER?
PLAN														\$0	\$0	
PRELIM ENG	2009	B3A2(OTIA3)		\$537,000	S01(State)		\$750,000							\$0	\$1,287,000	
R/W	2010	B3A2(OTIA3)		\$2,502,500										\$0	\$2,502,500	
UTIL RELOC														\$0	\$0	
CONST	2010	B3A2(OTIA3)		\$2,960,500	OTH0(Other)		\$400,000							\$0	\$3,360,500	
OTHER														\$0	\$0	
TOTAL			\$0	\$6,000,000		\$0	\$1,150,000		\$0	\$0		\$0	\$0	\$0	\$7,150,000	

FUNDS BEING TRANSFERRED FROM OTHER KEY NUMBER(S):

KEY NUMBER	WORK PHASE	YEAR	FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	WORK PHASE	YEAR	FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	WORK PHASE	YEAR	FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	CARRY OVER?
13301	PE	2010	B3A2(OTIA3)		\$6,000,000											
PFS Manager		Date		PD Manager		Date		Project Delivery Manager		Date		Region 1 Manager		Date		

Attachment 1

MTIP/STIP AMENDMENT REQUEST FORM (Revised 5/24/06)

HFO USE ONLY:										MPO USE ONLY:							
STIP AMENDMENT NO.:		Fiscal Constraint Confirmed <input type="checkbox"/> Yes		OTIA Project? <input type="checkbox"/> YES, fill in date below.		OTIA I & II Change Approval Date		OTIA III Bridge Change Approval Date		OTIA III Modernization Change Approval Date		MTIP AMENDMENT NO.:		RTP Project No.:		MTIP ID No.:	
		Let Date (if known) <input type="checkbox"/> N/A															
Project in MPO? <input type="checkbox"/> PORTLAND METRO		Air Quality Conformity Required? <input type="checkbox"/> Air quality conformity required?		Requested By <input type="checkbox"/> Rian Windsheimer		Date of Request <input type="checkbox"/> 12/17/2009		Admin By <input type="checkbox"/> LOCAL/LAL		Applicant <input type="checkbox"/> Washington County		MTIP Coordinator Approval		Reg. STIP Coord. Approval <input type="checkbox"/> Vaughan Rademeyer		Date <input type="checkbox"/> 12/29/2009	
STIP Page No./Amendment No.:		Key No.:		Region <input type="checkbox"/> 1		Option Code <input type="checkbox"/> L		ACT <input type="checkbox"/> METROW		Current Monitor Code <input type="checkbox"/> Enter Current		New Monitor Code <input type="checkbox"/> PSEDOC		Fiscal Constraint Confirmed <input type="checkbox"/> Yes		Mode <input type="checkbox"/> Enter mode of work.	
Project Name <input type="checkbox"/> SW Boones Ferry Rd: SW Norwood Rd - SW Day Rd		Work Type <input type="checkbox"/> PRESRV		Percent <input type="checkbox"/> 100%		Work Type 2 <input type="checkbox"/> Enter second		Work Type 3 <input type="checkbox"/> Enter third W		Percent <input type="checkbox"/>		Route No.:		Hwy. Name:		Hwy. No.:	
Beginning MP:		Ending MP:		Proj. Length:		US Cong. District <input type="checkbox"/> 1		Senate District <input type="checkbox"/> 13		Representative District <input type="checkbox"/> 26		County <input type="checkbox"/> WASHINGTON		Comments:			
Work Description <input type="checkbox"/> Facility improvements to enable jurisdictional transfer.																	

REQUESTED ACTION: Add new project using \$2 million OTIA Funds from Key 13301 I-5-99W Tualatin - Sherwood Connector

CURRENT PROGRAM STATUS:

KEY NUMBER: 0 OBJECT NAME: SW Boones Ferry Rd: SW Norwood Rd - SW Day Rd																
WORK PHASE	YEAR	1st FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	2nd FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	3rd FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	4th FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	TOTAL FEDERAL	PROJECT TOTAL	CARRY OVER?
PLAN														\$0	\$0	
PRELIM ENG														\$0	\$0	
R/W														\$0	\$0	
UTIL RELOC														\$0	\$0	
CONST														\$0	\$0	
OTHER														\$0	\$0	
TOTAL			\$0	\$0		\$0	\$0		\$0	\$0		\$0	\$0	\$0	\$0	

AMENDED PROGRAM STATUS:

KEY NUMBER: 0 OBJECT NAME: SW Boones Ferry Rd: SW Norwood Rd - SW Day Rd																
WORK PHASE	YEAR	1st FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	2nd FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	3rd FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	4th FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	TOTAL FEDERAL	PROJECT TOTAL	CARRY OVER?
PLAN														\$0	\$0	
PRELIM ENG	2010	B3A2(OTIA3)		\$120,000										\$0	\$120,000	
R/W	2010	B3A2(OTIA3)		\$20,000										\$0	\$20,000	
UTIL RELOC														\$0	\$0	
CONST	2011	B3A2(OTIA3)		\$1,860,000										\$0	\$1,860,000	
OTHER														\$0	\$0	
TOTAL			\$0	\$2,000,000		\$0	\$0		\$0	\$0		\$0	\$0	\$0	\$2,000,000	

FUNDS BEING TRANSFERRED FROM OTHER KEY NUMBER(S):

KEY NUMBER	WORK PHASE	YEAR	FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	WORK PHASE	YEAR	FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	WORK PHASE	YEAR	FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	CARRY OVER?
13301	PE	2010	B3A2(OTIA3)		\$2,000,000											
PFS Manager		Date		PD Manager		Date		Project Delivery Manager		Date		Region 1 Manager		Date		

Attachment 1

MTIP/STIP AMENDMENT REQUEST FORM (Revised 5/24/06)

HFO USE ONLY:										MPO USE ONLY:									
STIP AMENDMENT NO.:		Fiscal Constraint Confirmed <input type="checkbox"/> Yes		OTIA Project? <input type="checkbox"/> YES, fill in date below.		OTIA I & II Change Approval Date		OTIA III Bridge Change Approval Date		OTIA III Modernization Change Approval Date		MTIP AMENDMENT NO.:		RTP Project No.:		MTIP ID No.:			
		Let Date (if known) <input type="checkbox"/> N/A																	
Project in MPO? <input type="checkbox"/> PORTLAND METRO		Air Quality Conformity Required? <input type="checkbox"/> Air quality conformity required?		Requested By <input type="checkbox"/> Rian Windsheimer		Date of Request <input type="checkbox"/> 12/17/2009		Admin By <input type="checkbox"/> ODOT		Applicant <input type="checkbox"/> City of Tigard		MTIP Coordinator Approval		Reg. STIP Coord. Approval <input type="checkbox"/> Vaughan Rademeyer		Date <input type="checkbox"/> 12/29/2009			
STIP Page No./Amendment No.:		Key No. <input type="checkbox"/> 16968		Region <input type="checkbox"/> 1		Option Code <input type="checkbox"/> L		ACT <input type="checkbox"/> METROW		Work Type <input type="checkbox"/> MODERN		Percent <input type="checkbox"/> 100%		Work Type 2 <input type="checkbox"/> Enter second		Percent <input type="checkbox"/>			
		Project Name <input type="checkbox"/> OR99W: Gaarde/McDonald Intersection Improvements		Hwy. Name <input type="checkbox"/> Pacific Highway West		Hwy. No. <input type="checkbox"/> 0091		Work Type 3 <input type="checkbox"/> Enter third W		Percent <input type="checkbox"/>		Current Monitor Code <input type="checkbox"/> Enter Current		New Monitor Code <input type="checkbox"/> PSEDOC		Fiscal Constraint Confirmed <input type="checkbox"/> Yes			
		Beginning MP <input type="checkbox"/> 10.36		Ending MP <input type="checkbox"/> 10.43		Proj. Length <input type="checkbox"/> 0.07		US Cong. District <input type="checkbox"/> 1		Senate District <input type="checkbox"/> 18		Representative District <input type="checkbox"/> 35		County <input type="checkbox"/> WASHINGTON		Mode <input type="checkbox"/> Enter mode of work.		Comments:	
		Work Description <input type="checkbox"/> Improve capacity and safety by adding turn lanes and bike/ped improvements																	

REQUESTED ACTION: Add new project using \$1 million OTIA Funds from Key 13301 I-5-99W Tualatin - Sherwood Connector. Add a footnote: Total Project Estimate is \$7m. Additional \$3 million fed funds to be added from the 2010 - 2013 STIP and the City of Tigard has applied for \$3m in the next federal reauthorization.

CURRENT PROGRAM STATUS:

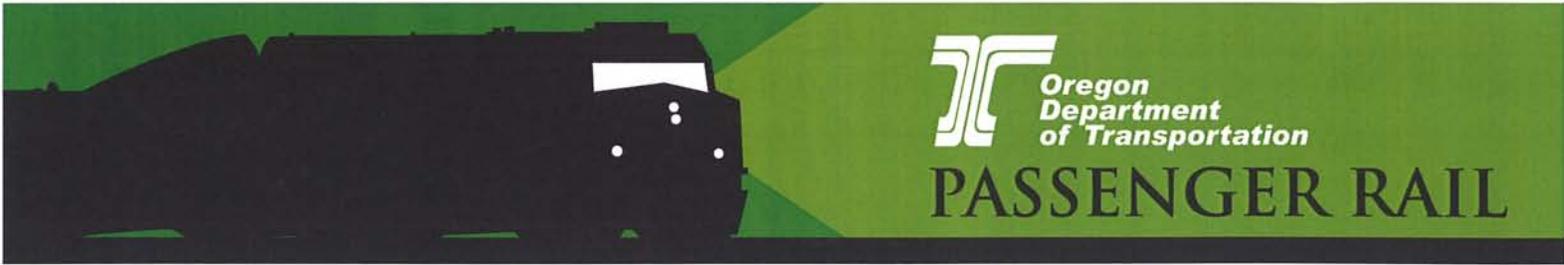
KEY NUMBER: 16968 OBJECT NAME: OR99W: Gaarde/McDonald Intersection Improvements																
WORK PHASE	YEAR	1st FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	2nd FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	3rd FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	4th FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	TOTAL FEDERAL	PROJECT TOTAL	CARRY OVER?
PLAN														\$0	\$0	
PRELIM ENG														\$0	\$0	
R/W														\$0	\$0	
UTIL RELOC														\$0	\$0	
CONST														\$0	\$0	
OTHER														\$0	\$0	
TOTAL			\$0	\$0		\$0	\$0		\$0	\$0		\$0	\$0	\$0	\$0	

AMENDED PROGRAM STATUS:

KEY NUMBER: 16968 OBJECT NAME: OR99W: Gaarde/McDonald Intersection Improvements																
WORK PHASE	YEAR	1st FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	2nd FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	3rd FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	4th FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	TOTAL FEDERAL	PROJECT TOTAL	CARRY OVER?
PLAN														\$0	\$0	
PRELIM ENG	2010	B3A2(OTIA3)		\$1,000,000										\$0	\$1,000,000	
R/W														\$0	\$0	
UTIL RELOC														\$0	\$0	
CONST														\$0	\$0	
OTHER														\$0	\$0	
TOTAL			\$0	\$1,000,000		\$0	\$0		\$0	\$0		\$0	\$0	\$0	\$1,000,000	

FUNDS BEING TRANSFERRED FROM OTHER KEY NUMBER(S):

KEY NUMBER	WORK PHASE	YEAR	FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	WORK PHASE	YEAR	FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	WORK PHASE	YEAR	FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	CARRY OVER?
13301	PE	2010	B3A2 (OTIA3)		\$1,000,000											
PFS Manager		Date		PD Manager		Date		Project Delivery Manager		Date		Region 1 Manager		Date		



MARCH 2010

OREGON UPDATE

Moving people in the Pacific Northwest

The federally designated Pacific Northwest Rail Corridor, or PNWRC, travels along rivers and through the valleys between Eugene, Oregon and Vancouver, British Columbia. It has been the subject of high-speed passenger rail planning and implementation studies since the 1970s. The Federal Railroad Administration defines “high-speed rail” as service that is reasonably expected to reach speeds of at least 110 mph. Though it’s not high speed intercity passenger rail has been running in the PNWRC since 1994.

Current service

Existing state-sponsored service in Oregon consists of two Amtrak *Cascades* trips per day and three Thruway bus trips per day, in addition to the Amtrak-sponsored *Coast Starlight* operating daily from Los Angeles to Seattle. Regional goals for passenger service include running up to six *Cascades* trips per day by 2030.

The future moves faster

Oregon’s goal is to provide reliable, safe, frequent and sustainable passenger rail service that is compatible with freight rail operations within the Oregon segment of the Pacific Northwest Rail Corridor between Portland and Eugene. Specifically, Oregon wants to:

- Increase average passenger train speeds (from 42 to 65 miles per hour)
- Increase maximum passenger train speeds (from 79 to 110 miles per hour)
- Reduce passenger rail trip time between Eugene and Portland (from 2 hours and 35 minutes to 1 hour and 55 minutes – the same time as it takes to drive between these cities along the freeway)
- Increase on-time performance of passenger trains (from 68 percent to 95 percent or higher)

Ongoing research and assessment

The Oregon Department of Transportation is reviewing existing rail operations in the Willamette Valley, comparing routes and traffic levels, projected service and other aspects of freight and passenger rail volume.



Oregon has two freight lines that could host expanded passenger rail service in the future: the Union Pacific (UP) line from Eugene to Portland, where Amtrak runs today; and the Portland & Western Railroad, known as the Oregon Electric (OE) line, which runs approximately parallel to the UP line. Planners are currently adding to the state’s rail knowledge base by conducting further research and gathering input from residents, stakeholders, businesses and others.

Benefits for all

Rail is among the cleanest and most energy efficient of the passenger transportation modes. It reduces carbon emissions and, by giving travelers options, passenger rail also reduces congestion, improves safety for motorists and saves money.

PASSENGER RAIL UPDATE

Funds support rail investments

The federal American Recovery and Reinvestment Act (ARRA) of 2009 allocated \$8 billion to jumpstart the development of improved high-speed intercity passenger rail service in the United States. The PNWRC received \$598 million. Of that amount, Oregon was awarded \$8 million in the first round for three projects:

- Replace the roof on Portland's historic Union Station, built in 1896.
- Conduct preliminary engineering for two rail projects to improve mobility and reduce congestion in north Portland.

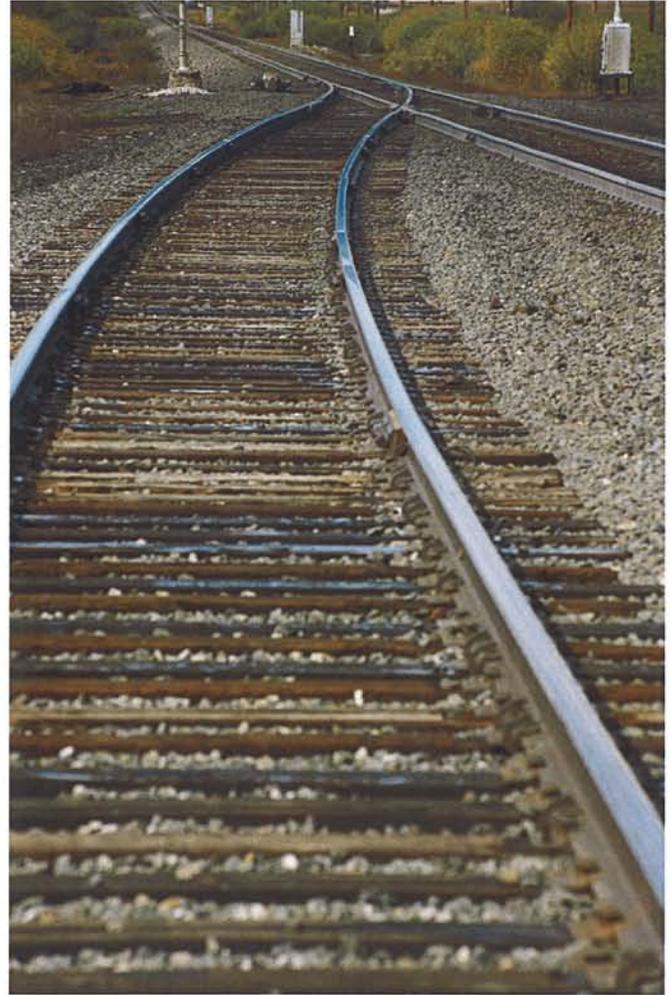
President Obama has pledged to include an additional \$1 billion for high-speed intercity passenger rail in each of the next five years' budgets. Oregon will continue to compete for federal funds in future rounds.

Next steps

The next steps in providing reliable, safe, frequent and sustainable passenger rail service in the Willamette Valley include a wide variety of design, engineering, and environmental studies in conjunction with a collaborative public involvement process to address overall rail system challenges and opportunities.

ODOT's Rail Division has begun preliminary work on updating the 2001 Oregon Rail Plan and is scheduling community and stakeholder meetings beginning spring 2010. Initial research and interviews with community stakeholders throughout the corridor have already identified concerns that must be addressed through a thoughtful and thorough public forum.

With these studies and further public involvement, Oregon's passenger rail system can continue to grow and benefit all Oregonians.



**To learn more, visit
www.oregon.gov/ODOT/RAIL.**

**To keep up on the latest in passenger rail,
visit www.oregon.gov/ODOT/RAIL and
sign up for email updates.**